SW 22nd AVENUE ENHANCEMENT STUDY (UPDATE)

FROM SOUTH OF CORAL WAY TO NORTH OF SOUTH DIXIE HIGHWAY/US 1

City of Miami, Florida

January, 2017

TRIDENT Engineering LLC.
10232 NW 47th Street
Sunrise, FL 33351

Memorandum

MIAMI-DADE COUNTY

Date: December 12th, 2016

To: Sandra Harris
Office of Transportation, Director
City of Miami

From: Darlene M. Fernandez, P.E.
Traffic Services, Assistant Director
Department of Transportation and Public Works

Subject: SW 22nd Avenue Enhancement Study
(from SW 26 Street to Coral Way/SW 22 Street)

The Department of Transportation and Public Works (DTPW), Traffic Engineering Division received the "SW 22nd Avenue Enhancement Study" submitted by the City of Miami (City) in order to evaluate a lane reduction and the permanent closure of existing median openings at the intersections of SW 24 Terrace, SW 24 Street, SW 23 Street and SW 22 Terrace along SW 22 Avenue.

After the review of the provided study, DTPW supports the proposed configuration of the corridor which includes; lane reduction from four (4) lanes to two (2) lanes (one (1) northbound and one (1) southbound) on SW 22 Avenue (from SW 25 Terrace to SW 22 Terrace), raised median throughout SW 22 Avenue, and the installation of two (2) traffic circles, one (1) at SW 25 Street and one (1) at SW 23 Terrace.

The City has requested to temporarily install delineators along SW 22 Avenue (from SW 25 Terrace to SW 22 Terrace) to close the median openings while the project undergoes full construction, for which the County has no objection. However, SW 22 Avenue will remain as a four (4) lane roadway during the temporary improvements.

Please note, the City needs to submit to the County a set of plans for review and approval as well as a maintenance agreement prior to any work commencing on the public right of way for the temporary and permanent work on SW 22 Avenue.

Should you have any questions or need additional information, please do not hesitate to contact our office at (305) 375-2030.

SW 22nd AVENUE ENHANCEMENT STUDY

(UPDATE)

FROM SOUTH OF CORAL WAY TO
NORTH OF SOUTH DIXIE HIGHWAY/US 1

City of Miami, Florida

Prepared by:

TRIDENT Engineering LLC.
10232 NW 47th Street,
Sunrise, FL 33351

January, 2017

PROFESSIONAL ENGINEER CERTIFICATION

I hereby certify that I am a Registered Professional Engineer in the State of Florida practicing with TRIDENT Engineering LLC. and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: SW 22nd Avenue Enhancement Study Update

LOCATION: From south of Coral Way to north of South Dixie Highway/US1, City of Miami, Florida

This report includes a summary of data collection efforts, corridor analysis, conceptual design analyses, and environmental evaluations for the above referenced project. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.

NAME: Rajendran Shanmugam, PE

P.E. #: Florida P.E. No. 39626

DATE: January 24th, 2017

SIGNATURE: _____ 1/24/2017

Quality Assurance / Quality Control Statement

This document has undergone a formal review by the consultant responsible for its preparation, TRIDENT Engineering LLC. Following the development of the draft document, an initial review was conducted to identify any issues related to the report content, clerical errors, and formatting. Comments were then addressed by the person or persons responsible for preparing the report. Following the incorporation of comments, corrections were verified for correctness.

DOCUMENT: SW 22nd Avenue Enhancement Study (Update)
From south of Coral Way to north of South Dixie Highway/US1, City of Miami, Florida

REVIEWED BY: STANLEY W. MERANTUS

DATE: Jan. 1, 2017

COMMENTS ADDRESSED BY: RAS Sharmeen

DATE: Jan. 20, 2017.

CORRECTIONS VERIFIED BY: STANLEY W. MERANTUS

DATE: Jan. 21, 2017

The above signatures and dates indicate that the QA/QC review process has been followed by TRIDENT Engineering LLC. prior to the document being submitted to agency staff for review.

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Chapter 1

Executive Summary

1 EXECUTIVE SUMMARY

This report summarizes the update to the *SW 22nd Avenue Roadway Enhancement Study and Traffic Impact Analysis* dated June 2012. The limits of the project are from south of Coral Way to north of South Dixie Highway/US 1 in the City of Miami Florida (see Figure 1-1). [It should be noted that for the purpose of analysis, the two signalized intersections (Coral Way and US 1) outside the project limits were included in this study update to evaluate the operational conditions as a result of the proposed lane elimination within the project corridor].

The primary objective of this study was to increase the landscaped areas while facilitating mobility for all modes along the corridor. The study update objective is consistent with the original intent of the previous study to address the mobility needs of the community; maintain the livability of adjoining residential neighborhoods; improve the aesthetics; improve sidewalk and other pedestrian ways; improve intersection and roadway safety; and, to provide safe and efficient access to all road users. The project goals and objectives included the analysis and development of recommendations for the SW 22nd Avenue study corridor to promote ease of traffic movement while calming the flow of traffic in and across the study corridor.

Following the June 2012 study, a series of discussions amongst City staff, the project stakeholders and neighborhood residents have occurred, including a Neighborhood Public Meeting held on March 17, 2016. Based on all the input received, a refined version of Alternative 3 (documented in the June 2012) study which subsequently became the Preferred Alternative. This Preferred Alternative involves:

- Reducing the number of through lanes from 4 to 2 by widening the median
- Adding traffic circles at selected intersections
- Modifying the median access to restrict selected turning movements
- Improving the landscaping; and, adding bike lanes

The Level of Service (LOS) analyses indicated that the Preferred Alternative does not contribute to significant additional delays along SW 22nd Avenue. In particular, the LOS analyses indicated that the traffic circles proposed as part of the Preferred Alternative are anticipated to operate well above failing LOS as opposed to stop controlled intersections.

A preliminary cost estimate was developed by the City to estimate the roadway improvement cost for the Preferred Alternative. In total, the preliminary cost estimate for the proposed improvements related to the Preferred Alternative is $2.91 million, which includes a total construction cost of $2.24 million.

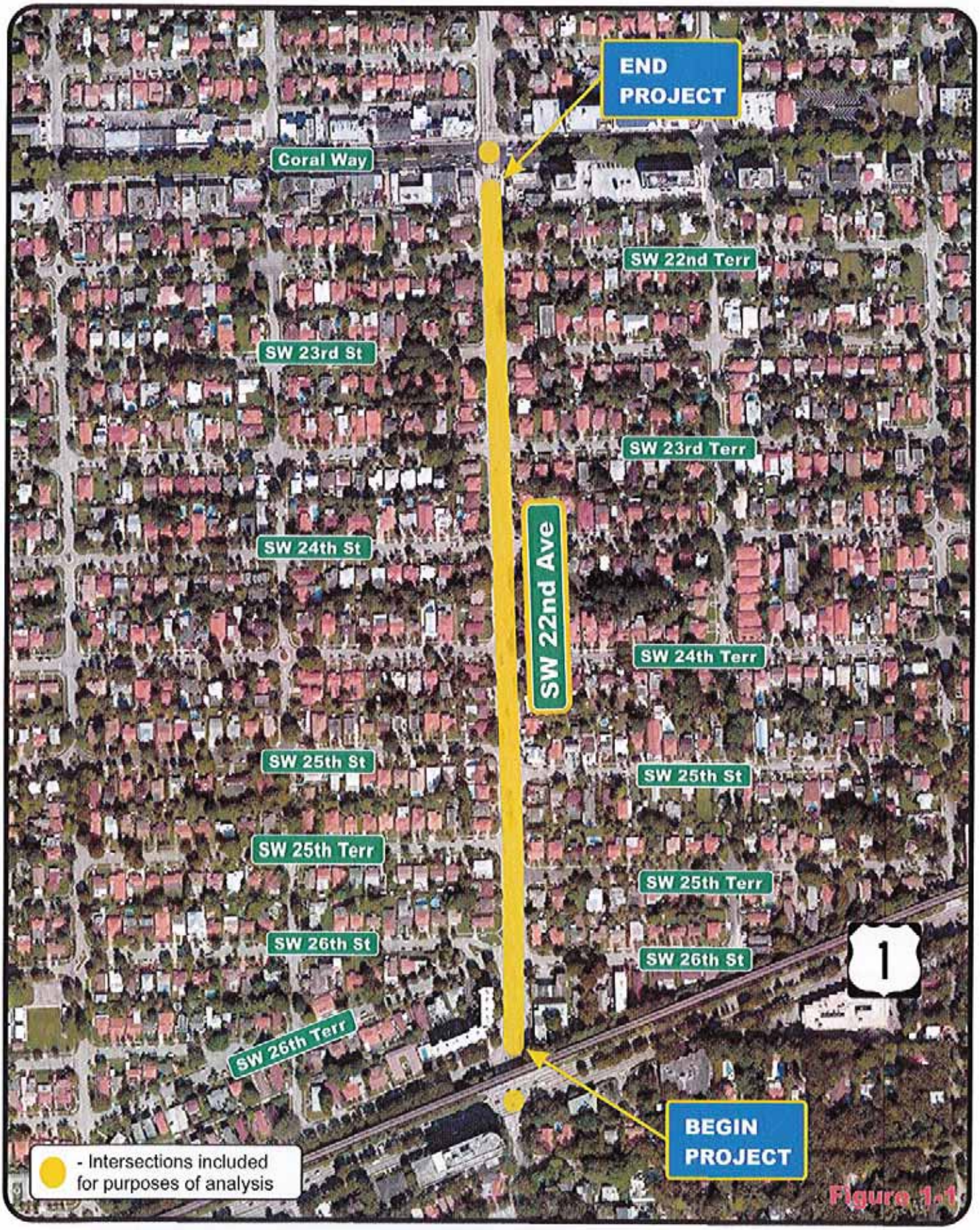

Figure 1-1

SW 22nd Avenue Enhancement Study (Update)

Project Location Map

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Chapter 2

Introduction

2 INTRODUCTION

2.1 Background

Over the last few years, the City of Miami and indeed many other municipalities in South Florida, initiated projects to promote community revitalization and urban redevelopment. As part of these efforts, the City identified the section of SW 22nd Avenue from Coral Way to S Dixie Highway/US 1 (See Figure 2-1) for potential improvement. A study entitled *SW 22nd Avenue Roadway Enhancement Study and Traffic Impact Analysis* was completed in June 2012 and evaluated various conceptual improvements to the SW 22nd study corridor. The proposed improvements are intended to enhance vehicle, pedestrian, and bicycle mobility, while improving the aesthetics and access to the adjoining residential neighborhoods and businesses. Prior to proceeding into the upcoming design phase of the project, an update, documented herein, was conducted to obtain more recent traffic volume counts and update the analyses documented in the June 2012 study. The intent of this update is to confirm that the results of the June 2012 study continue to be valid and applicable with respect to more recent traffic volumes, unit cost prices, policy updates, etc.

2.2 Procedure

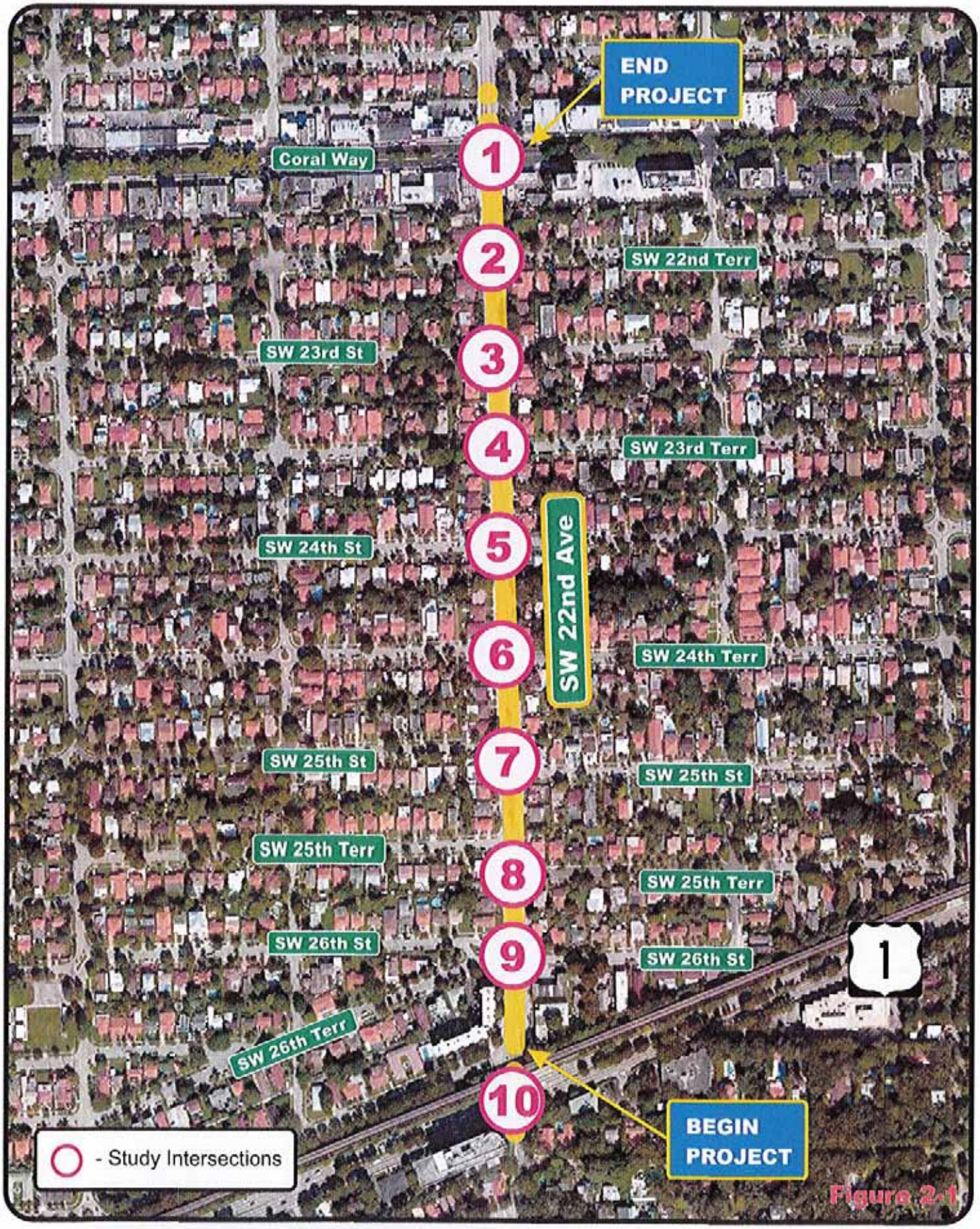
This report presents the updated traffic data and operational analyses pertaining to the proposed improvements along the study corridor. Intersection operational analyses were conducted using the SYNCHRO 9 software which is based on Highway Capacity Manual (HCM) 2010 procedures. A review of recent crash data and a preliminary cost estimate are also included in the report.

The following section summarizes the methodology steps utilized in support of this study update.

2.2.1 Data Collection

This study update involved the collection of the following data to assess existing traffic circulation, roadway and access characteristics:

- Field reviews to evaluate the roadway network and traffic flow patterns
- Documentation of existing transit services – network, routes, amenities, etc.
- Documentation of existing bicycle and pedestrian facilities
- Traffic counts, including 72 hour and peak hour Turning Movement Counts (TMCs)



SW 22nd Avenue Enhancement Study (Update)

Study Corridor Map

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2.2.2 Future Traffic Development

This study update involved the development of future traffic volume using the Florida Department of Transportation (FDOT) procedures as outline in the *FDOT Project Traffic Forecasting Handbook*. Specifically, Existing (2016) and future years (2025, 2030 and 2040) traffic volumes were developed for the project.

2.2.3 Operational and Safety Analysis

An operational assessment was conducted along the study corridor in an effort to assess Level of Service (LOS) along the corridor under the design volumes. The traffic analysis included AM and PM peak hours of the existing conditions (year 2015) and future years 2025, 2030 and 2040.

A brief safety analysis was conducted to document the crash frequency along the study corridor and to aid in determining the potential benefits due to the proposed project.

2.2.4 Preliminary Concept

Following the preliminary conceptual alternatives developed as part of the previous study (i.e. the *SW 22nd Avenue Roadway Enhancement Study and Traffic Impact Analysis* dated 2012), a series of discussions amongst City staff, the project stakeholders and neighborhood residents have occurred, including a Neighborhood Public Meeting held on March 17, 2016. Based on all the input received, the City developed a refined version of Alternative 3 which subsequently became the Preferred alternative. The refined version was analyzed operationally as part of this update study.

2.2.5 Preliminary Cost

In support of this study a probable cost estimate for the Preferred Alternative was developed by the City. This cost is discussed and documented later in this report.

Chapter 3

Data Collection

3 DATA COLLECTION

3.1 Introduction

Data collection for this study included an inventory of roadway characteristics, directional link traffic volume counts, intersection geometric data and intersection turning movement counts. The data collection effort is described in detail in the following sections.

3.2 Study Corridor Intersections

The SW 22nd Avenue study limits are from SW 22nd Street/Coral Way to the north and S Dixie Highway/US 1 to the south. For traffic analysis purposes, the following intersections within the study corridor were included:

1. SW 22nd Avenue and SW 22nd Street/Coral Way - Signalized
2. SW 22nd Avenue and SW 22nd Terrace - Unsignalized
3. SW 22nd Avenue and SW 23rd Street - Unsignalized
4. SW 22nd Avenue and SW 23rd Terrace - Unsignalized
5. SW 22nd Avenue and SW 24th Street - Unsignalized
6. SW 22nd Avenue and SW 24th Terrace - Unsignalized
7. SW 22nd Avenue and SW 25th Street - Unsignalized
8. SW 22nd Avenue and SW 25th Terrace - Unsignalized
9. SW 22nd Avenue and SW 26th Street - Unsignalized
10. SW 22nd Avenue and South Dixie Highway/US 1 – Signalized

3.3 Roadway Characteristics

The roadways within the study area include:

- SW 22nd Avenue - a north-south, four-lane, divided urban collector with a posted speed limit of 30 mph. Most of its approaches at the unsignalized intersections within the study area provide an exclusive left-turn lane, a through lane, and a shared through/right-turn lane.

- Coral Way/SW 22nd Street - an east-west, four-lane, divided minor-urban arterial with a posted speed limit of 40 mph. At the SW 22nd Avenue intersection, SW 22nd Street approaches provide an exclusive left-turn lane, two through lanes and an exclusive right-turn lane.

- S Dixie Highway/US 1 - a northeast-southwest, six-lane, divided principal-urban arterial with a posted speed limit of 45 mph. At the SW 22nd Avenue intersection, S Dixie Highway approaches provide an exclusive left-turn lane, two through lanes and a shared through/right-turn lane.

- Other Streets (SW 22nd Terrace to SW 26th Street) - the study area also includes other east-west, two-lane, undivided local streets with a speed limit of 30 mph. At the intersections with SW 22nd Avenue, the minor street approaches provide a single lane to accommodate all movements.

The lane geometries at each intersection are shown in Figure 3-1.

3.4 Existing Traffic Count Data

The turning movement count (TMCs) data was collected during both morning and afternoon peak periods. The morning count was collected between 7:00 to 9:00 AM and the afternoon count was collected between 4:00 to 6:00 PM. The southbound is the dominant movement in both, the AM and PM peaks. Overall, the PM peak hour counts (including all directions) were higher than the AM peak hour counts.

- 72 Hr. Approach Counts at the following locations:
  1) SW 19th Avenue NB & SB, north of US 1
  2) SW 21st Avenue NB & SB, north of SW 26th Street
  3) SW 21st Avenue NB & SB, south of Coral Way
  4) SW 22nd Avenue NB & SB, north of SW 26th Street
  5) SW 22nd Avenue NB & SB, south of Coral Way
  6) SW 23rd Avenue NB & SB, north of US 1
  7) SW 23rd Avenue NB & SB, south of Coral Way
  8) SW 24th Avenue NB & SB, north of US 1
  9) SW 24th Avenue NB & SB, south of Coral Way
- AM (7 – 9) & PM (4 – 6) Peak Turning Movement Counts (TMCs)
  1) SW 22nd Avenue @ Coral Way
  2) SW 22nd Avenue @ SW 26th Street
  3) SW 22nd Avenue @ SW 25th Terrace
  4) SW 22nd Avenue @ SW 25th Street
  5) SW 22nd Avenue @ SW 24th Terrace
  6) SW 22nd Avenue @ SW 24th Street
  7) SW 22nd Avenue @ SW 23rd Terrace
  8) SW 22nd Avenue @ SW 23rd Street
  9) SW 22nd Avenue @ SW 22nd Terrace
  10) SW 22nd Avenue @ South Dixie Highway/US 1

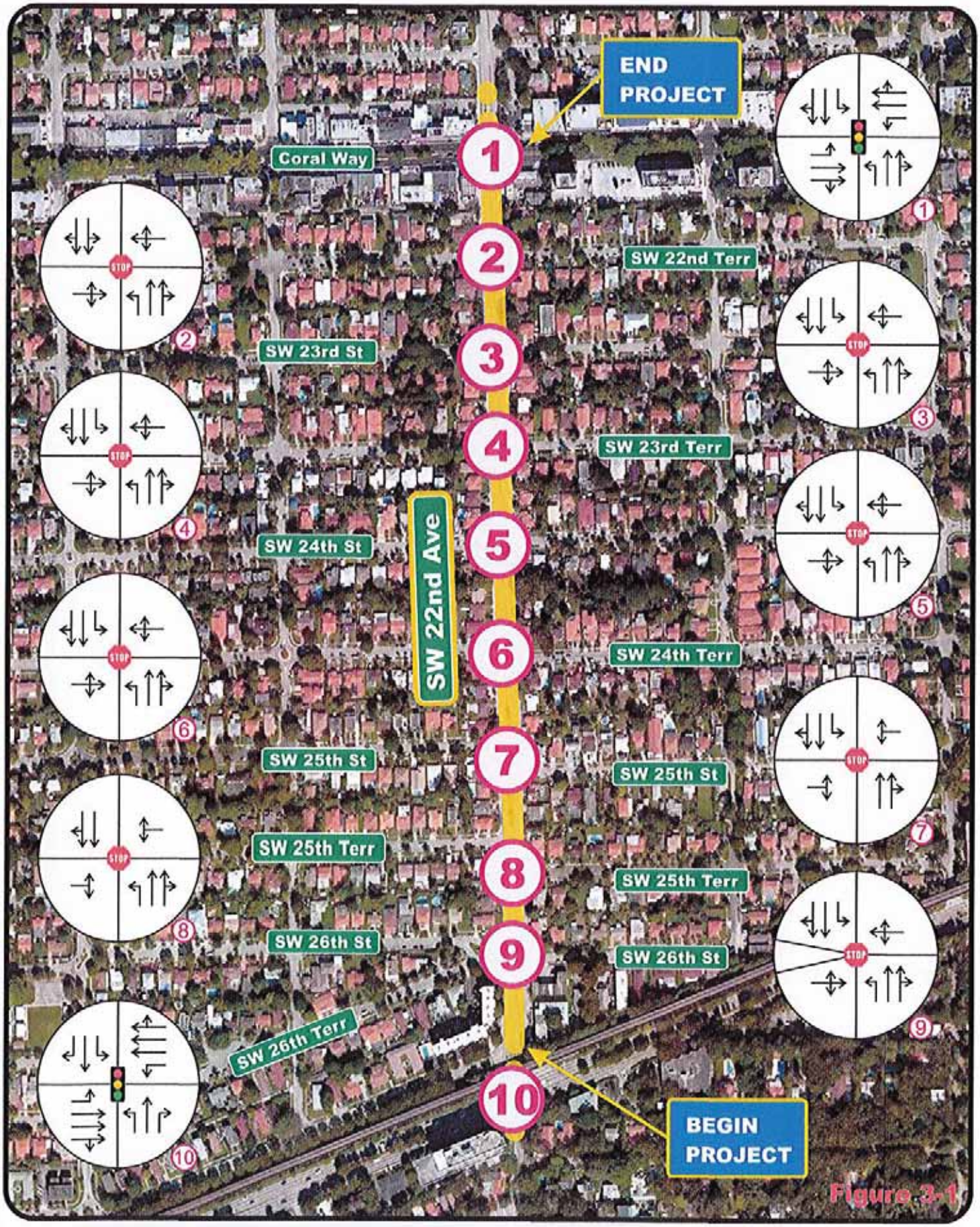

Figure 3-1

SW 22nd Avenue Enhancement Study (Update)

Existing Geometry

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The AM and PM existing (2016) traffic counts are provided in Figure 3-2 and Figure 3-3, respectively. The raw traffic count data is included in **Appendix A**.

3.5 Existing Crash Data

Crash data along the study for the last three (3) years were obtained and documented. This data is tabulated in Table 3-1.

Table 3-1: Traffic Crash Data Totals (2013 to 2015)

Cross Street Intersection	Number of Crashes			
	PDO	Injury	Fatality	Total
SW 22nd Terrace	10	3	0	13
SW 23rd Street	6	3	0	9
SW 23rd Terrace	0	0	0	0
SW 24th Street	8	0	0	8
SW 24th Terrace	5	3	0	8
SW 25th Street	2	2	1	5
SW 25th Terrance	2	0	0	2
SW 26th St/Terr	10	1	0	11
Total	43	12	1	56

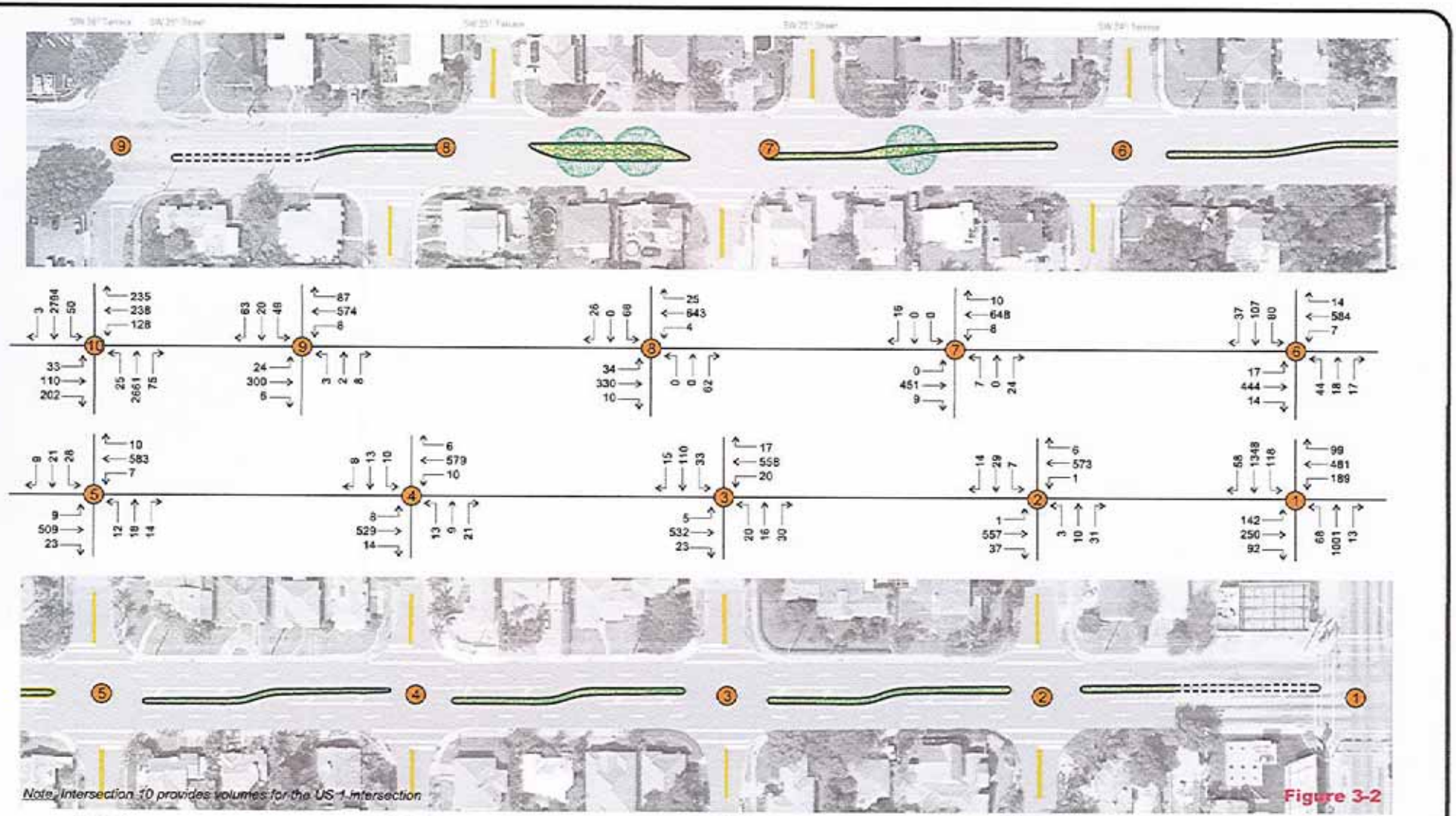

Figure 3-2

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour Existing (2016) Traffic Counts

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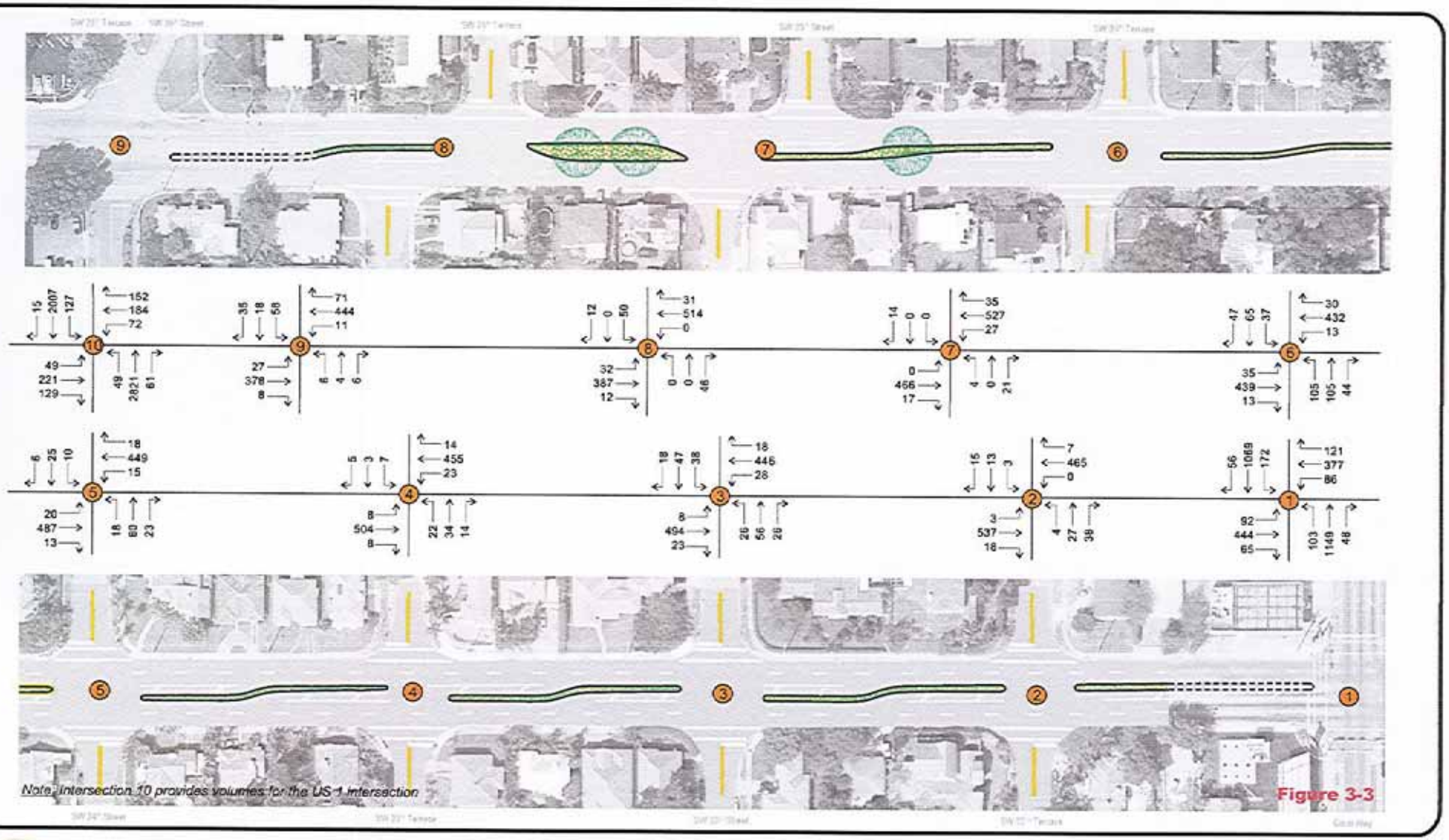

Figure 3-3

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour Existing (2016) Traffic Counts

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Chapter 4

Alternatives Discussion

4 ALTERNATIVES DISCUSSION

A number of alternatives were developed as part of the original *SW 22nd Avenue Roadway Enhancement Study and Traffic Impact Analysis* dated June 2012. These are summarized in the following sections.

4.1 Alternative Summary

Based on the feedback the city staff had received from the adjacent communities and the elected officials, and discussions with the city staff, four (4) potential alternatives were selected for evaluation in the June 2012 Study. The potential alternatives evaluation in the June 2012 study are described below:

- No-Build Alternative - The Do-Nothing or No-Build Alternative was used as the bench mark to compare the advantages and disadvantages of potential alternatives.

- Alternative 1 - Reduce the number of through lanes from 4 to 2 by widening the median; modify the median access to restrict selected turning movements; improve the landscaping; and add bike lanes.

- Alternative 2 - Reduce the number of through lanes from 4 to 2 by widening the sidewalks on both sides of the roadway; modify the median access to restrict selected turning movements; improve the landscaping; and add bike lanes.

- Alternative 3 - Reduce the number of through lanes from 4 to 2 by widening the median; add traffic circles at selected intersections; modify the median access to restrict selected turning movements; improve the landscaping; and add bike lanes.

4.2 Preferred Alternative Overview

Following the June 2012 study, a series of discussions amongst City staff, the project stakeholders and neighborhood residents have occurred, including a Neighborhood Public Meeting held on March 17, 2016. Based on all the input received, a refined version of Alternative 3 which subsequently became the Preferred Alternative.

This Preferred Alternative involves:

- Reducing the number of through lanes from 4 to 2 by widening the median

- Adding traffic circles at selected intersections
- Modifying the median access to restrict selected turning movements
- Improving the landscaping; and, adding bike lanes

The Preferred Alternative concept is illustrated in Figure 4-1.

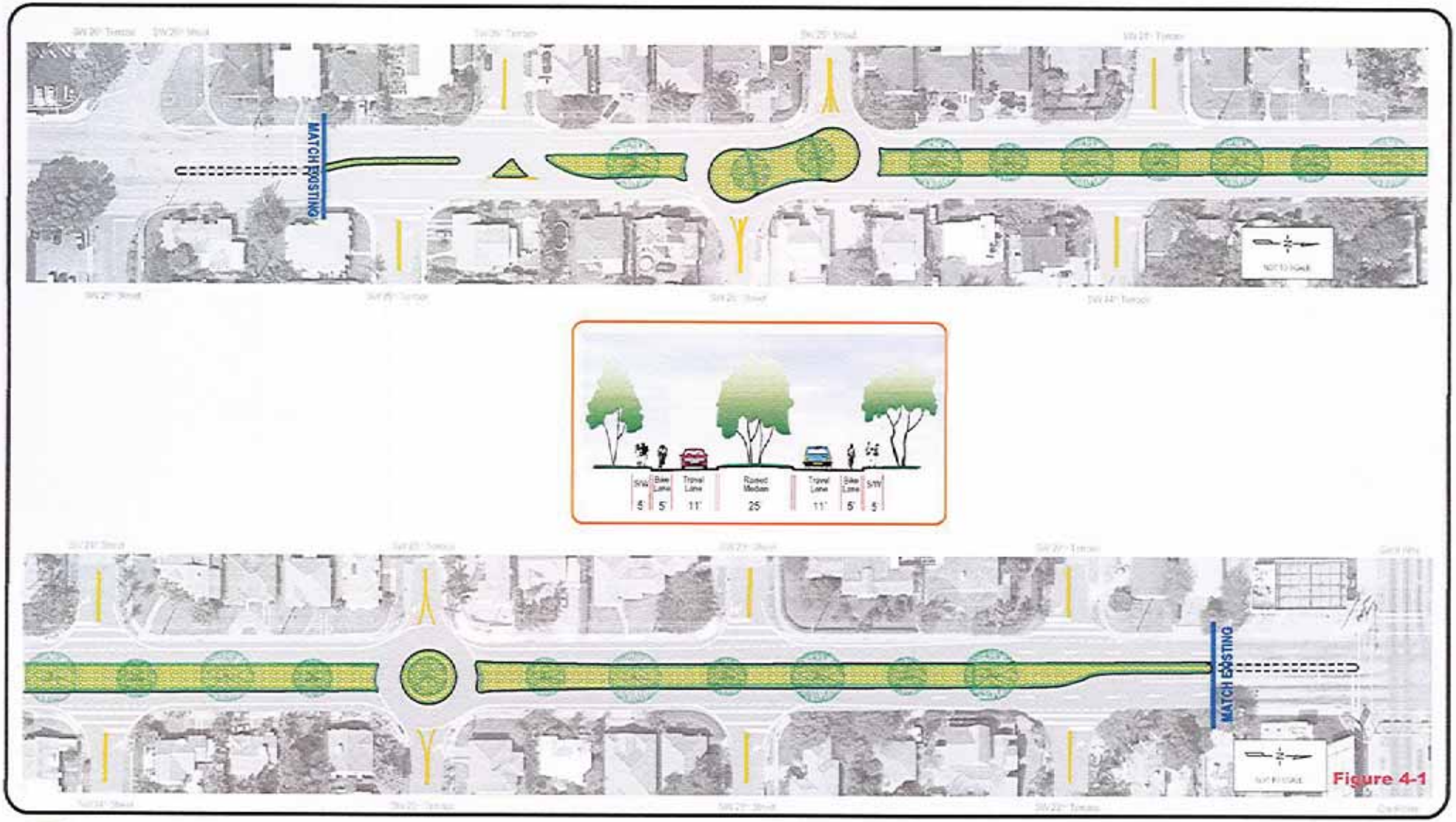

Figure 4-1

SW 22nd Avenue Enhancement Study (Update)

Preferred Alternative Concept

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Chapter 5

Traffic Volume Projection

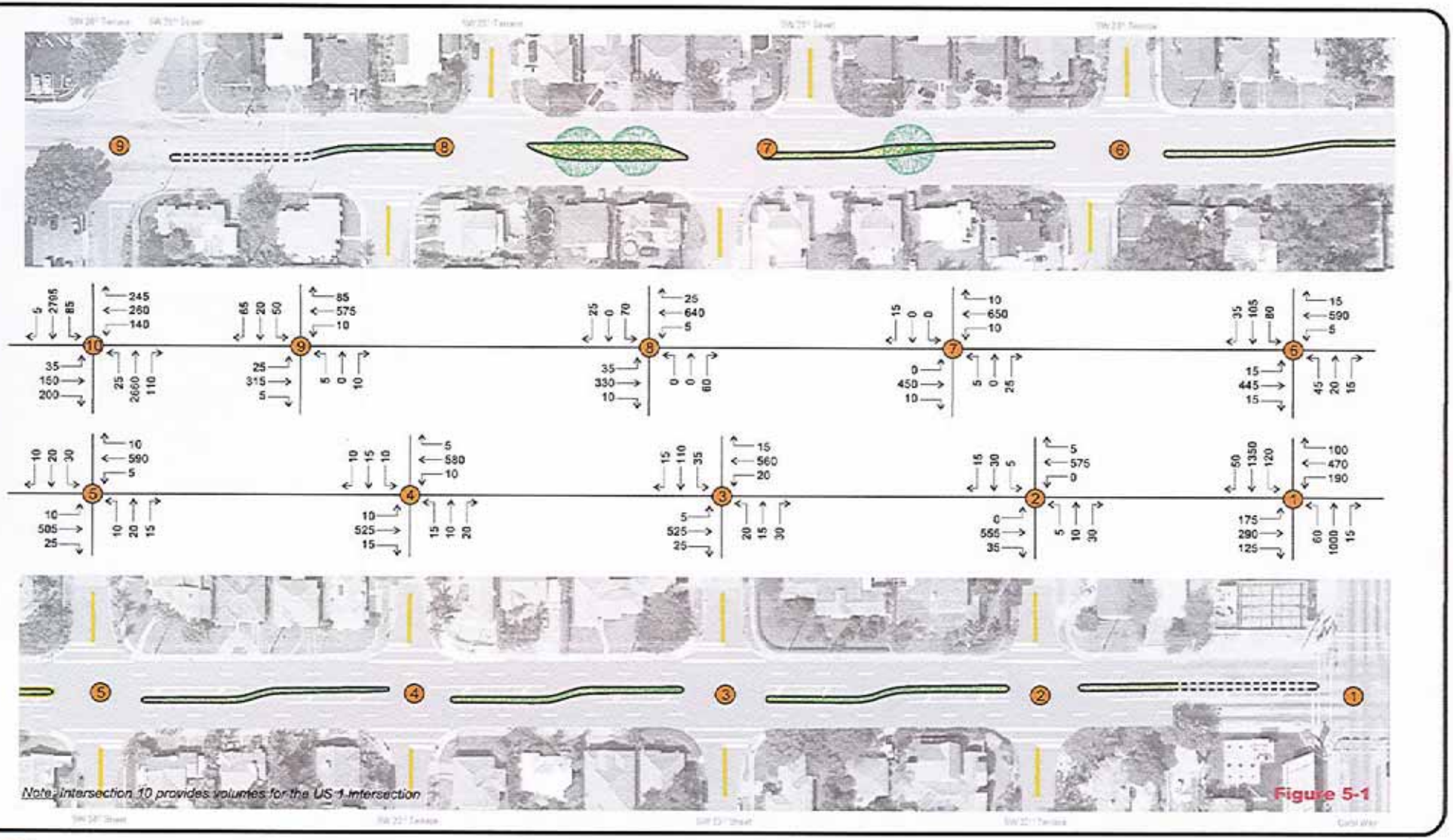

Figure 5-1

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour (2016 No-Build) Traffic Volumes

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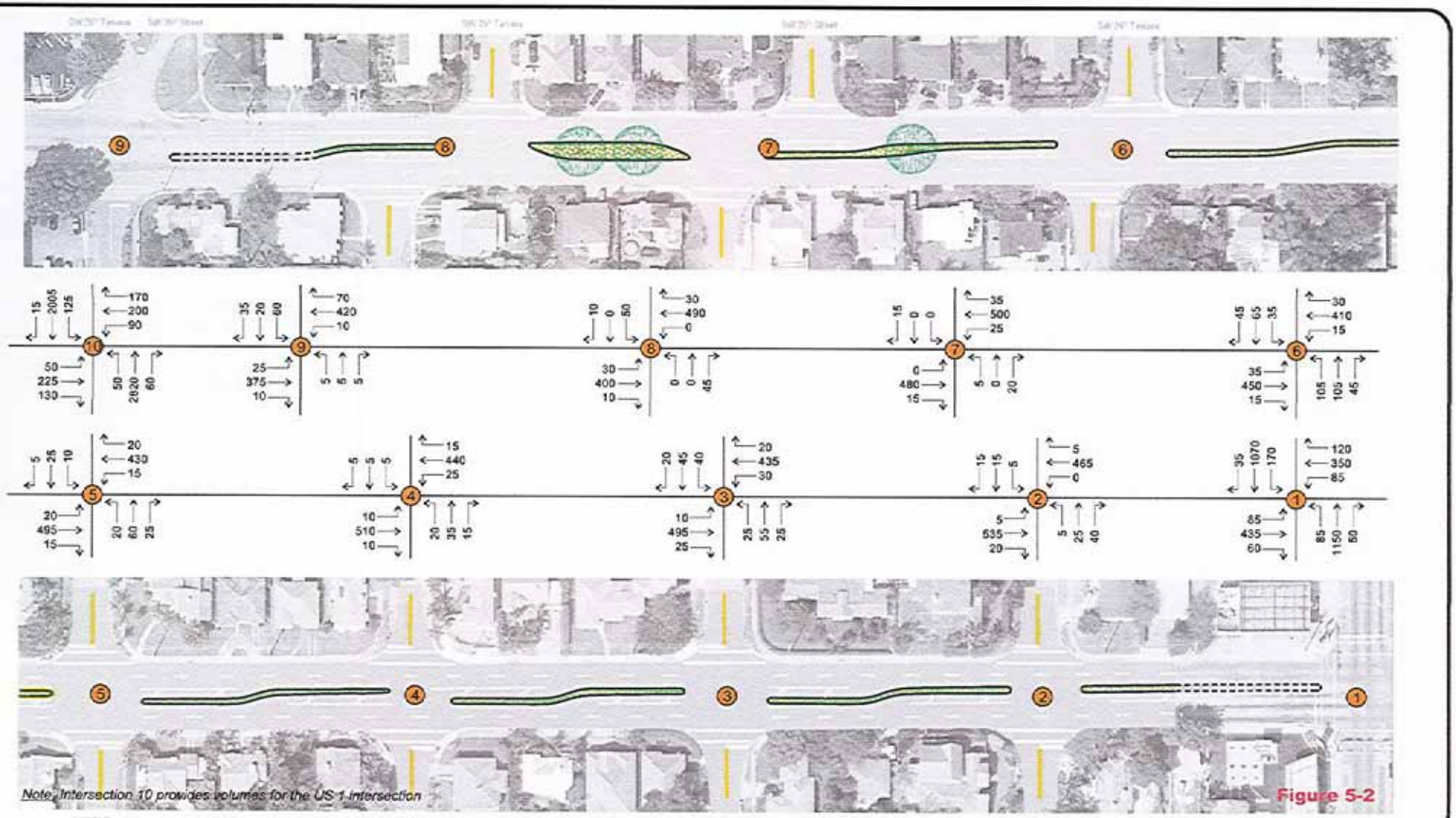

Figure 5-2

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour (2016 No-Build) Traffic Volumes

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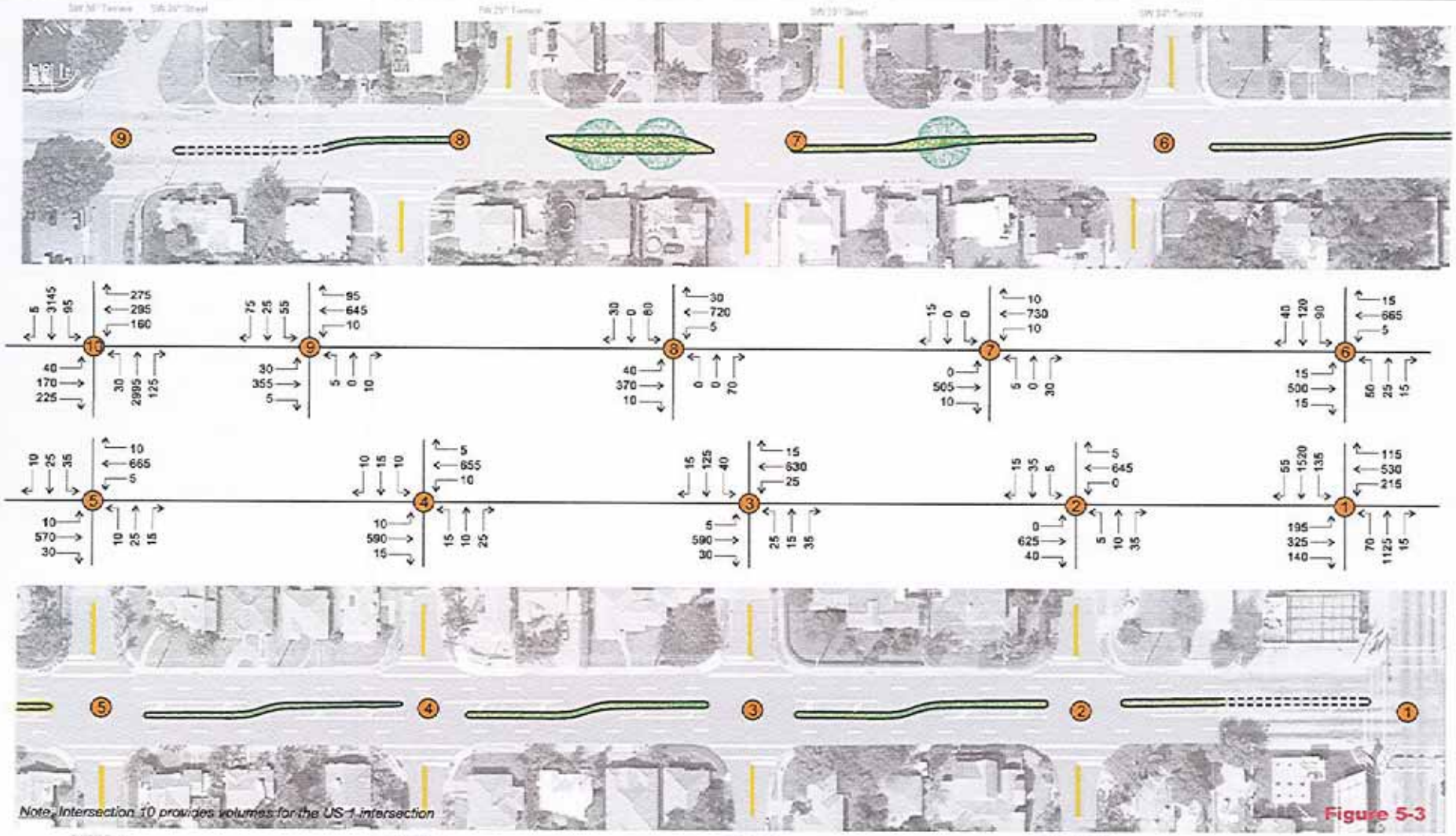

Figure 5-3

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour (2025 No-Build) Traffic Volumes

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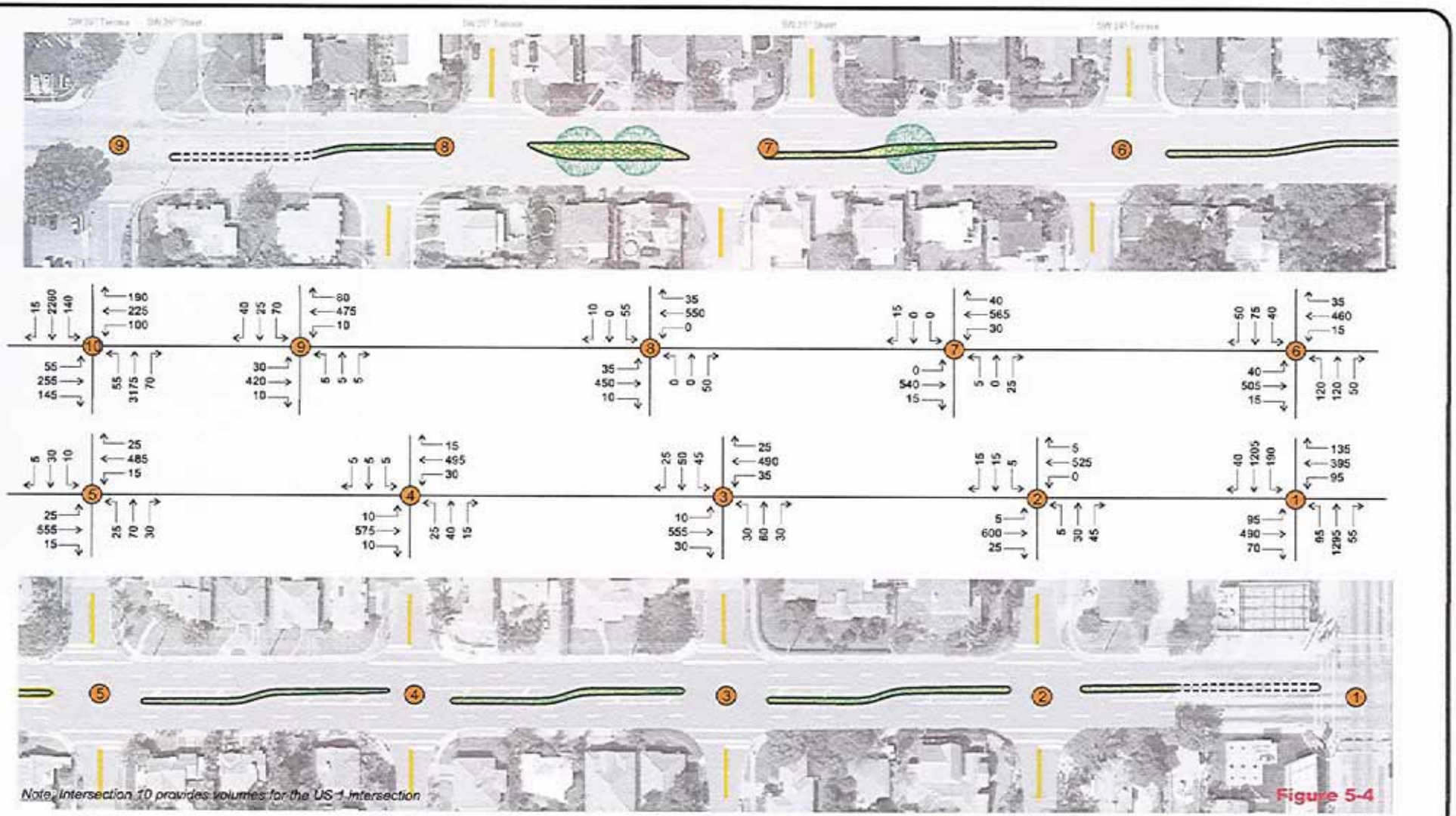

Figure 5-4

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour (2025 No-Build) Traffic Volumes

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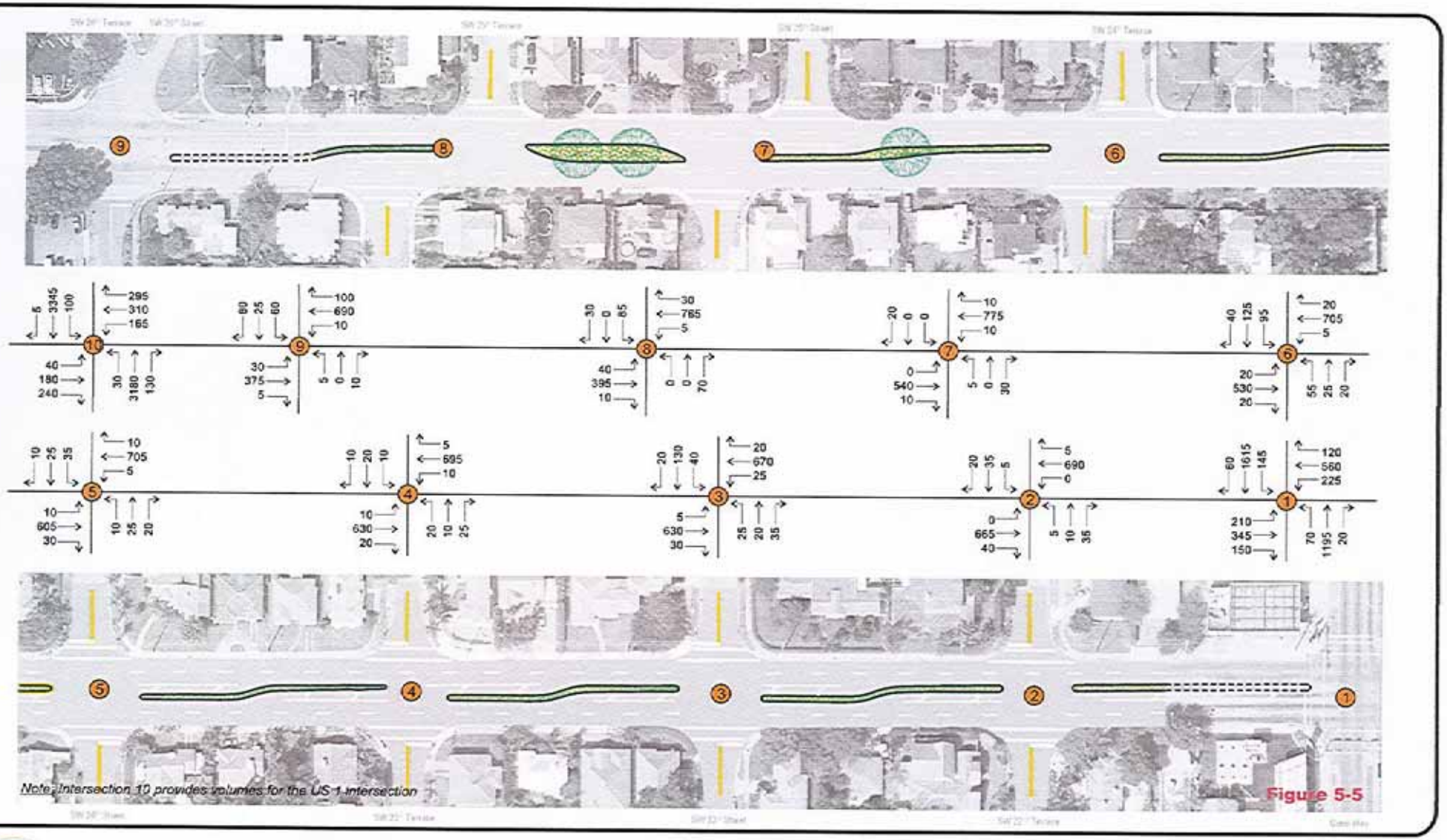

Figure 5-5

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour (2030 No-Build) Traffic Volumes

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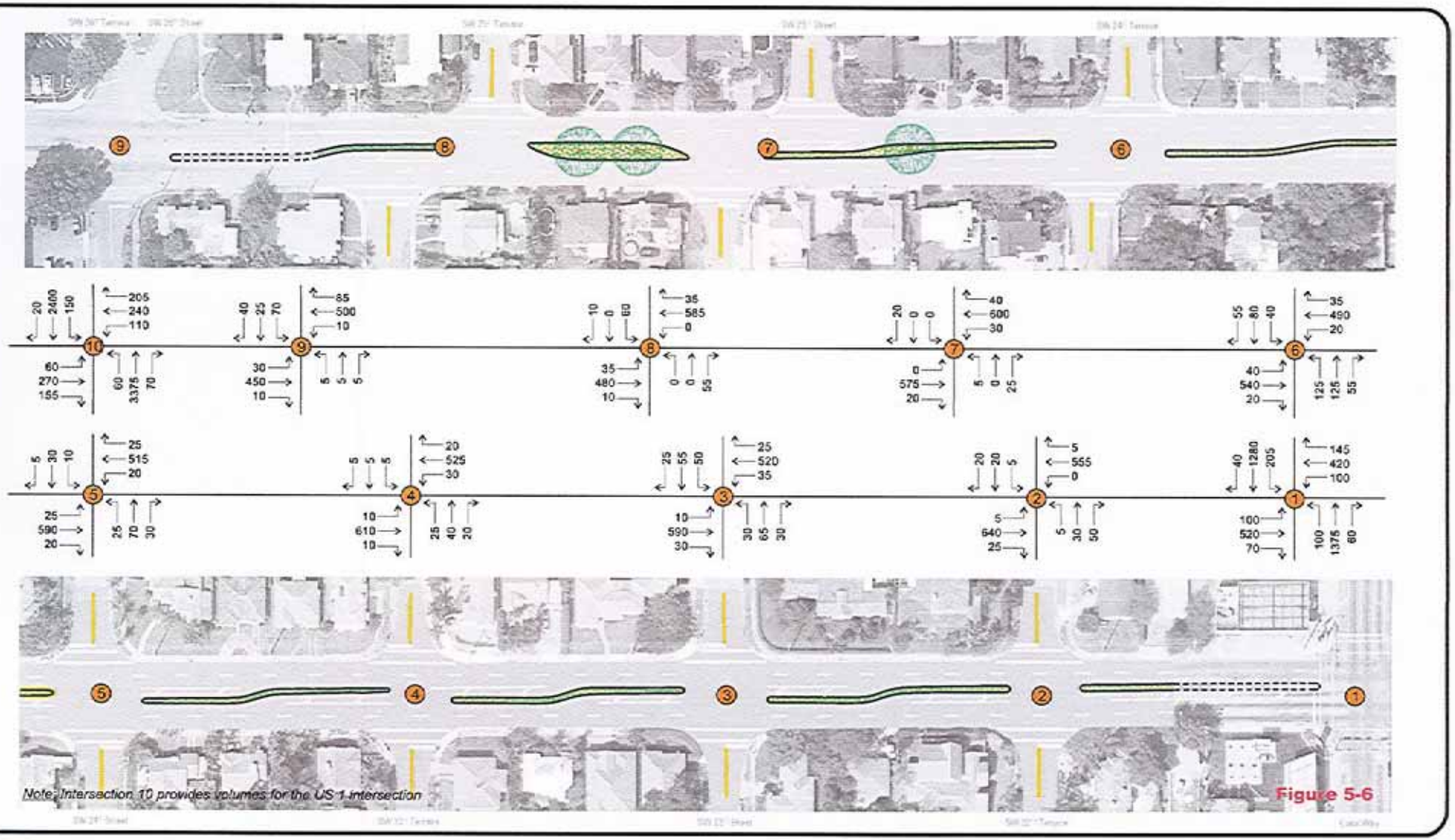

Figure 5-6

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour (2030 No-Build) Traffic Volumes

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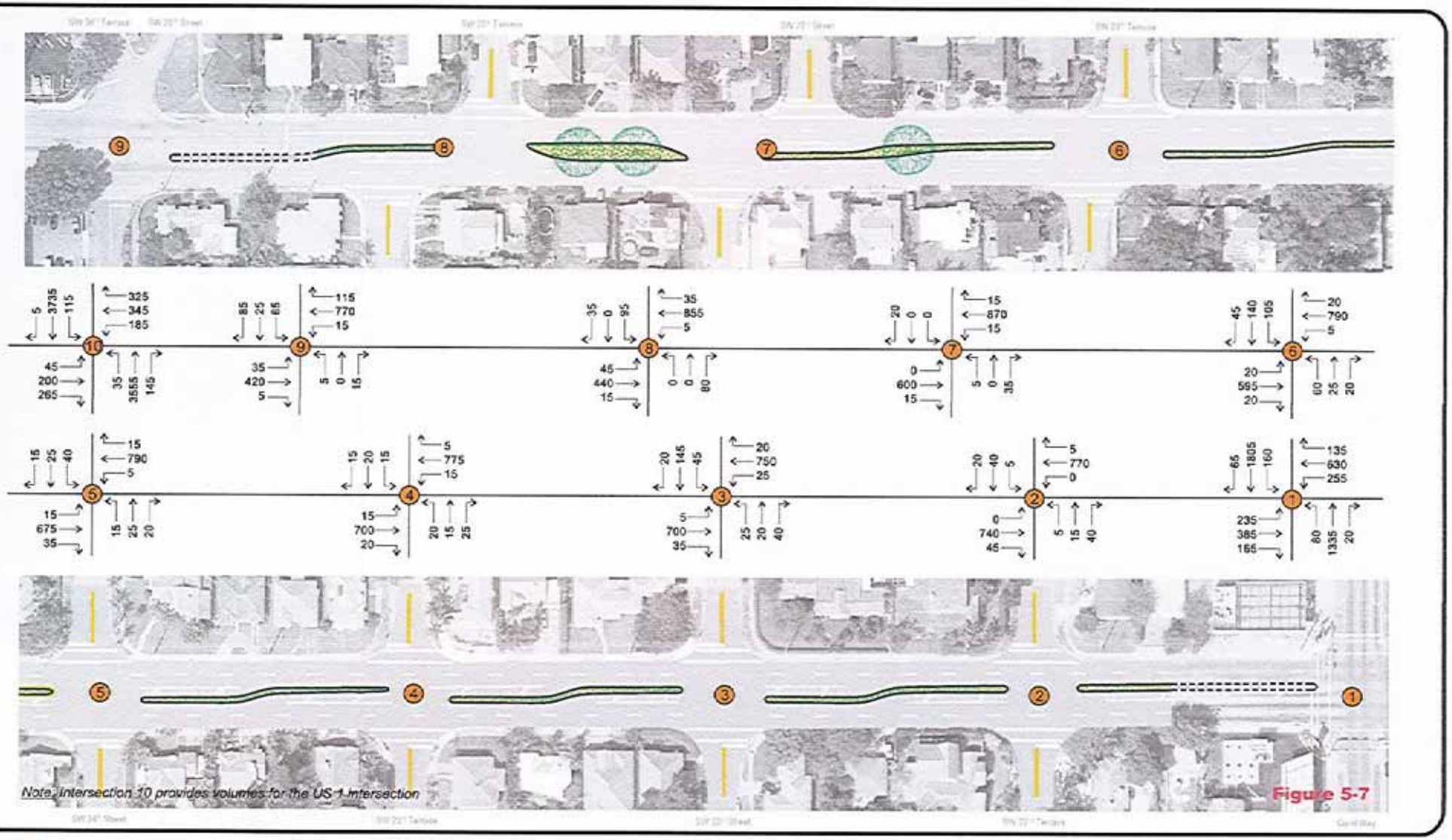

Note: Intersection 10 provides volumes for the US-1 intersection

Figure 5-7

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour (2040 No-Build) Traffic Volumes

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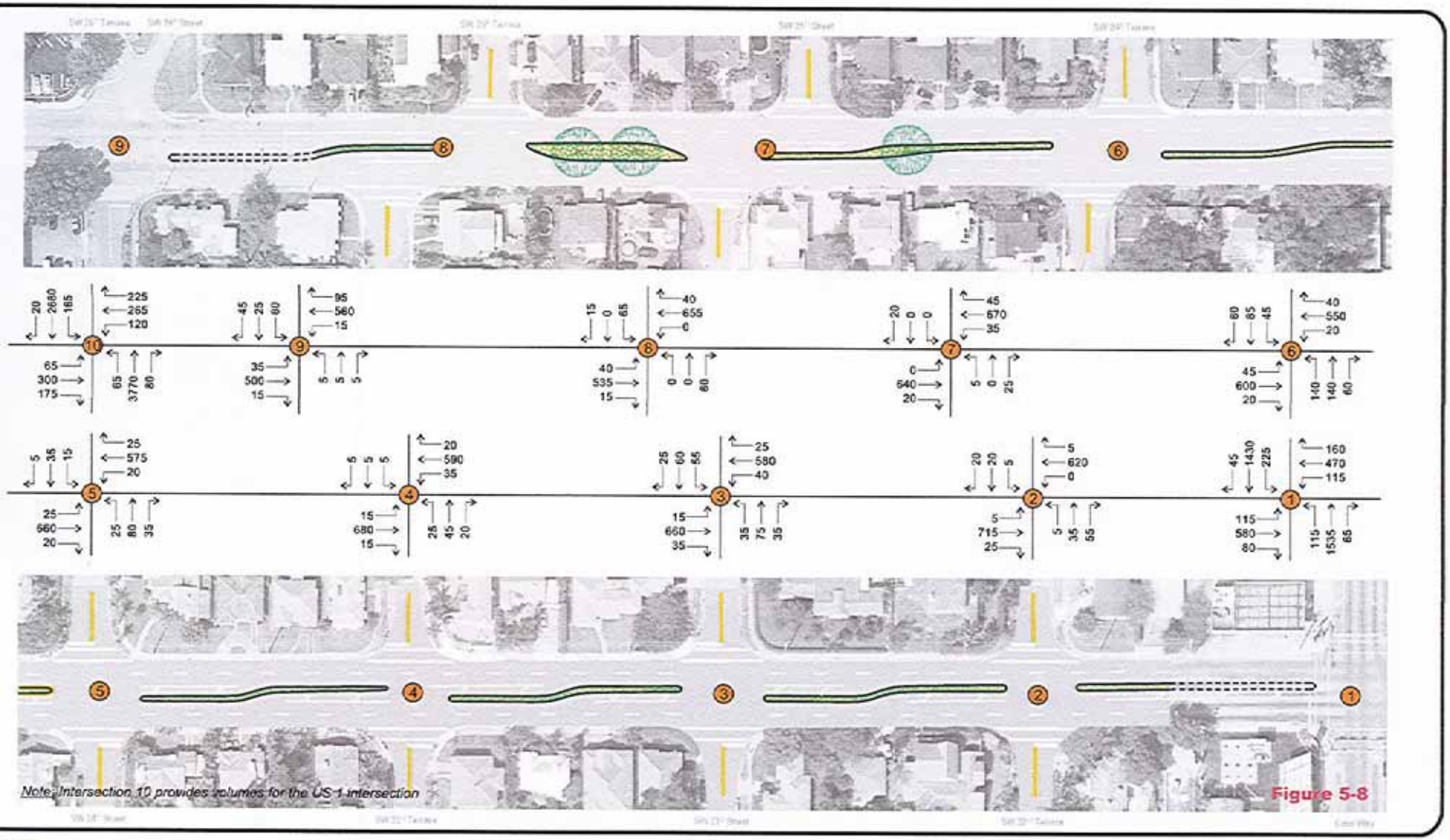

Figure 5-8

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour (2040 No-Build) Traffic Volumes

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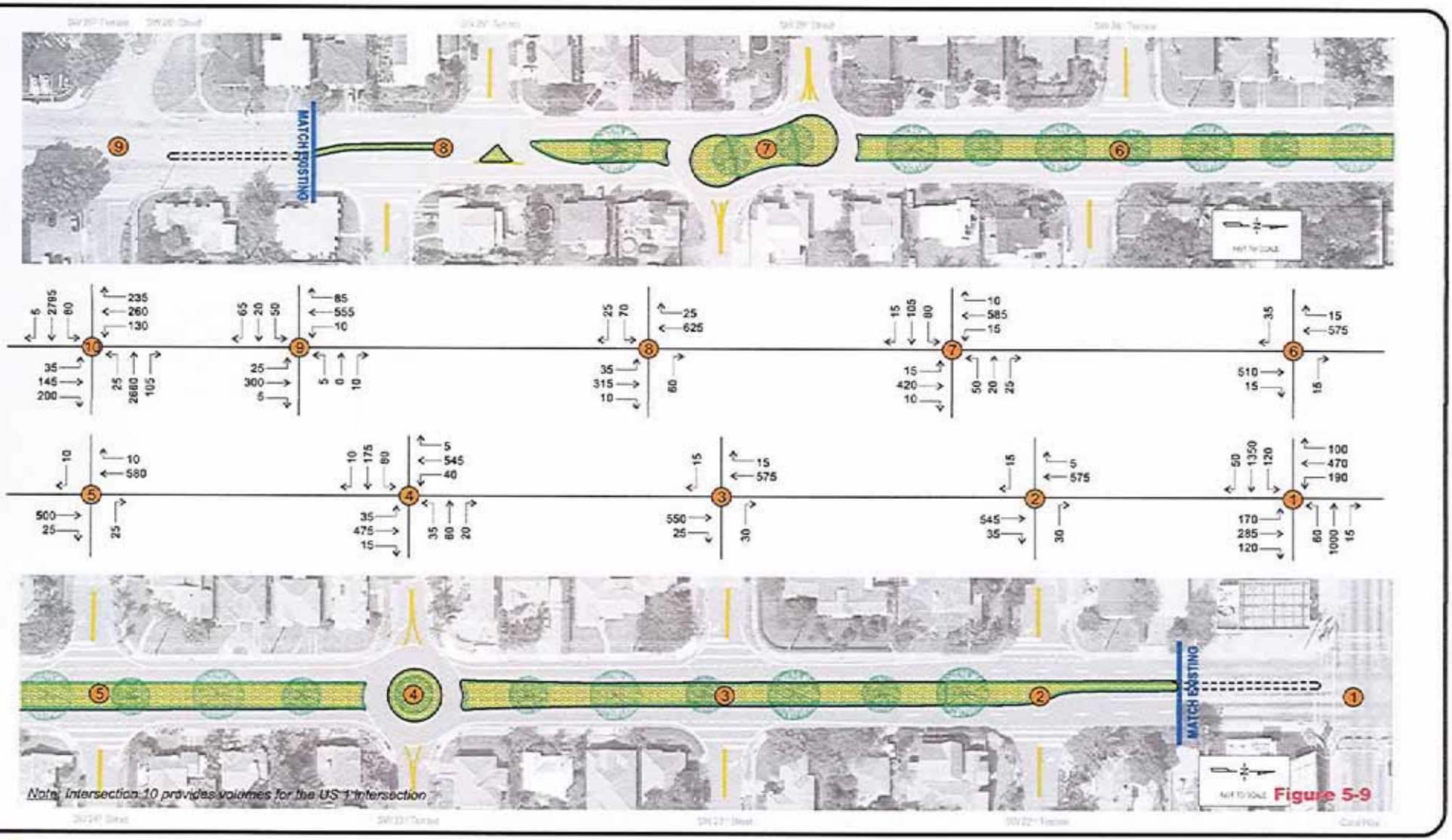

Figure 5-9

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour (2016 Build) Traffic Volumes

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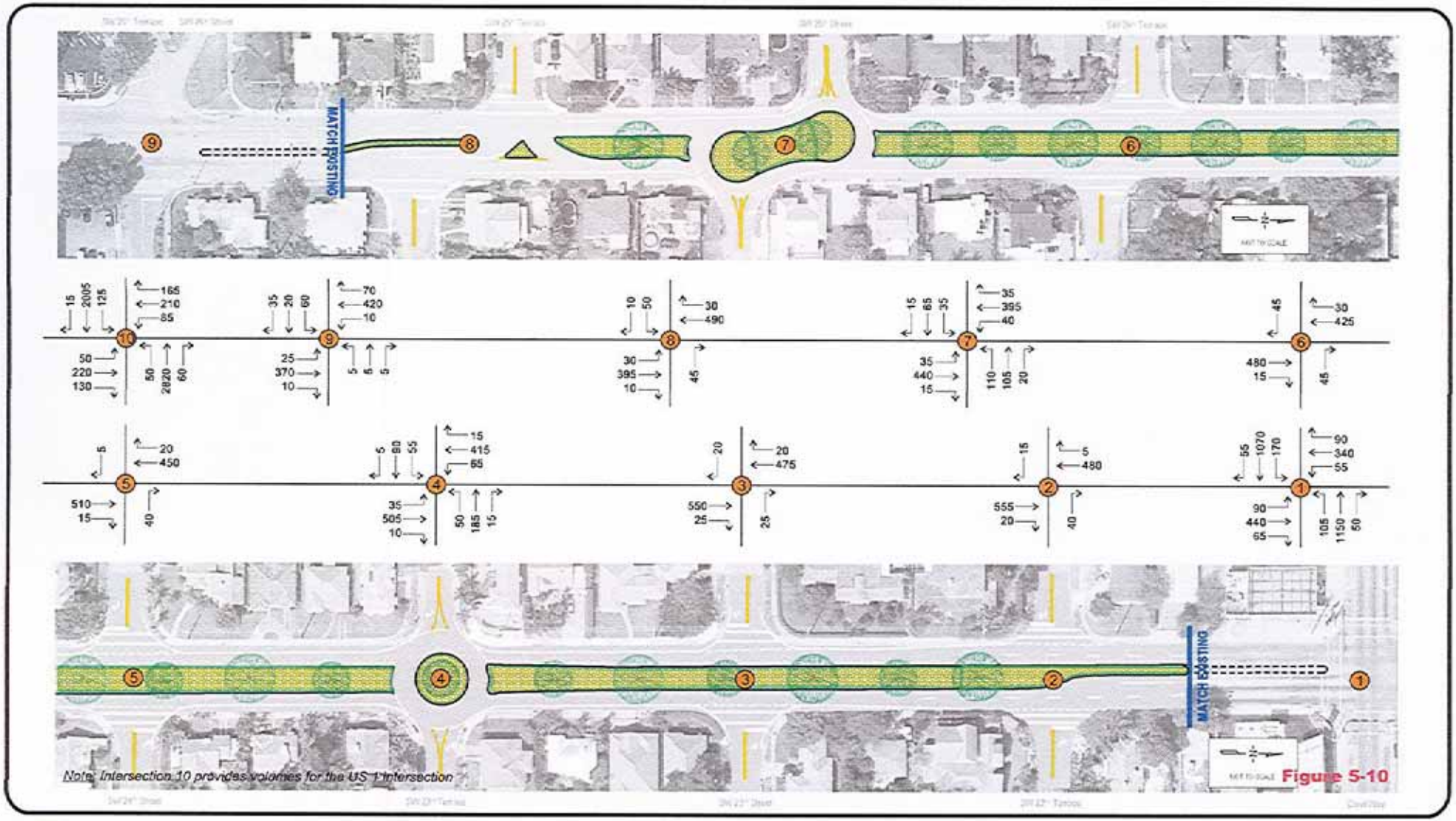

Figure 5-10

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour (2016 Build) Traffic Volumes

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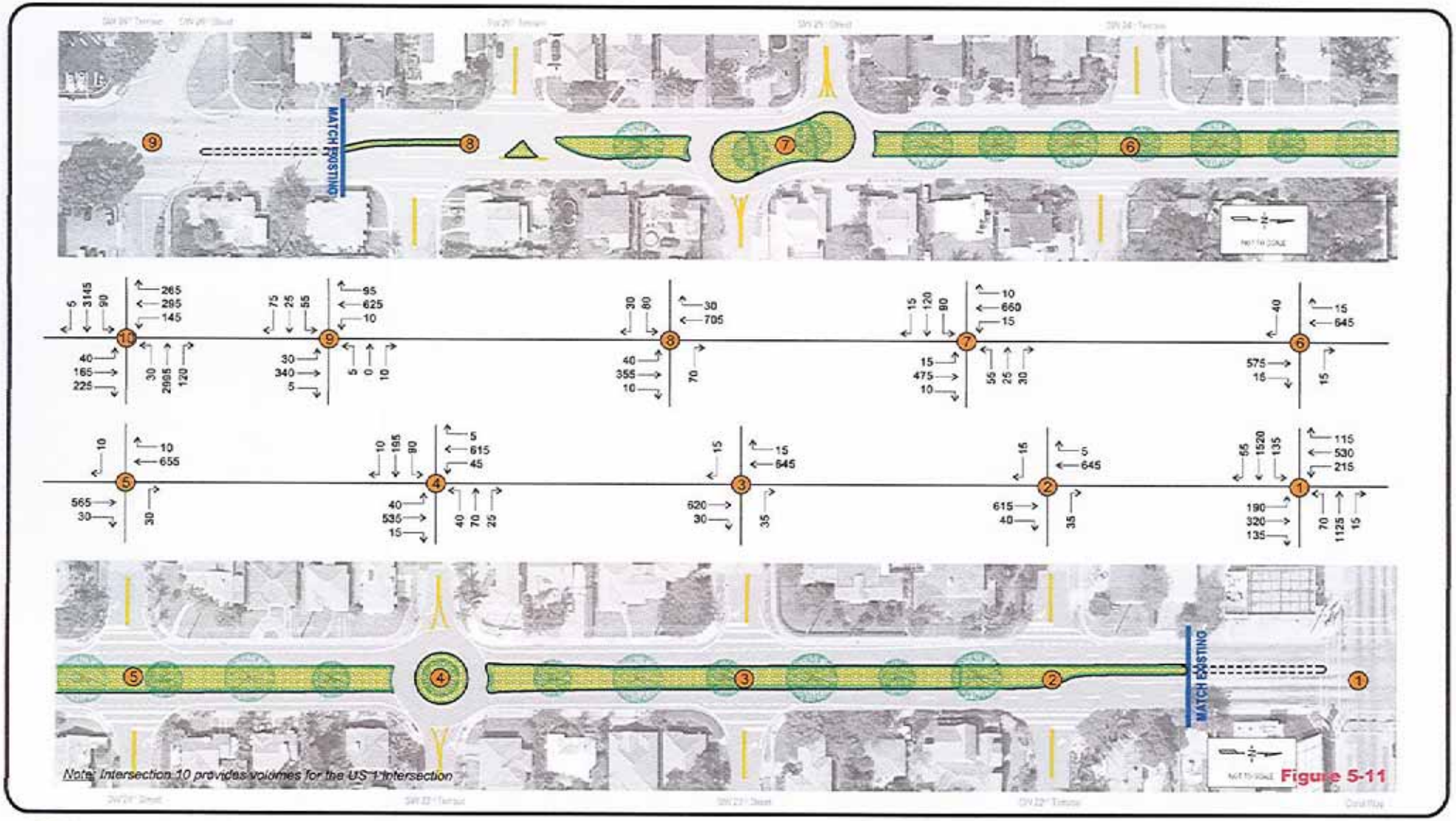

Figure 5-11

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour (2025 Build) Traffic Volumes

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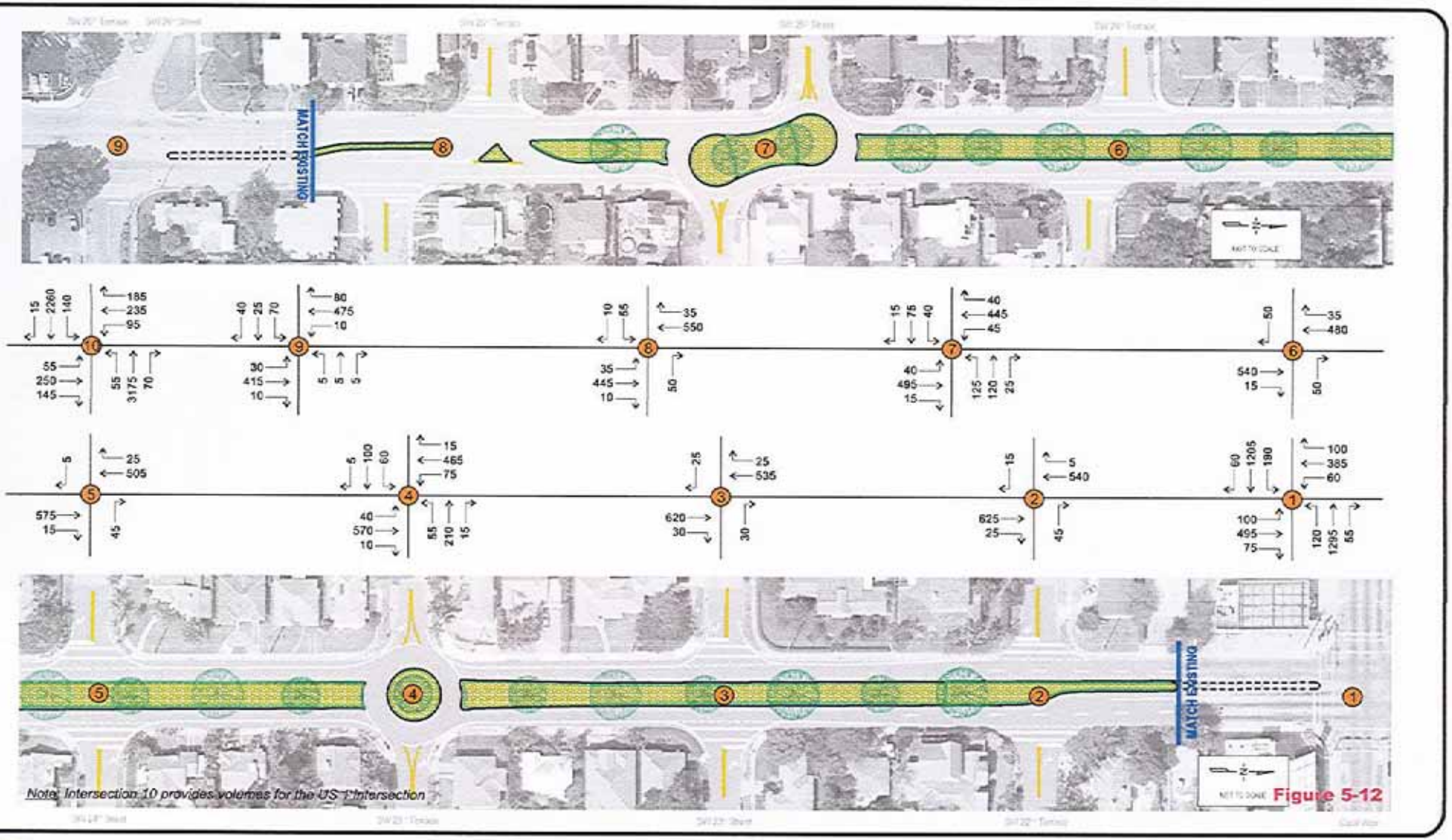

Figure 5-12

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour (2025 Build) Traffic Volumes

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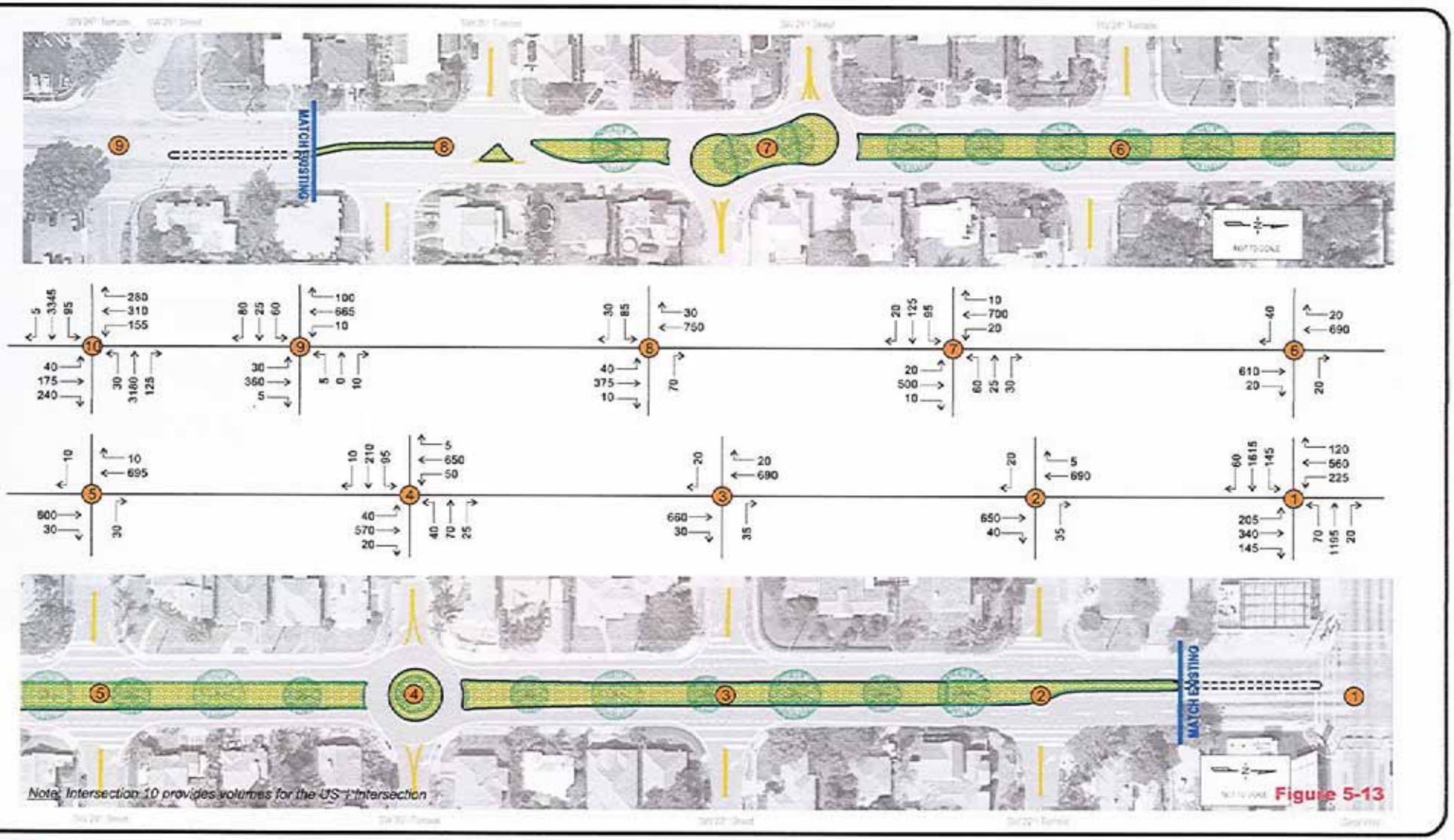

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour (2030 Build) Traffic Volumes

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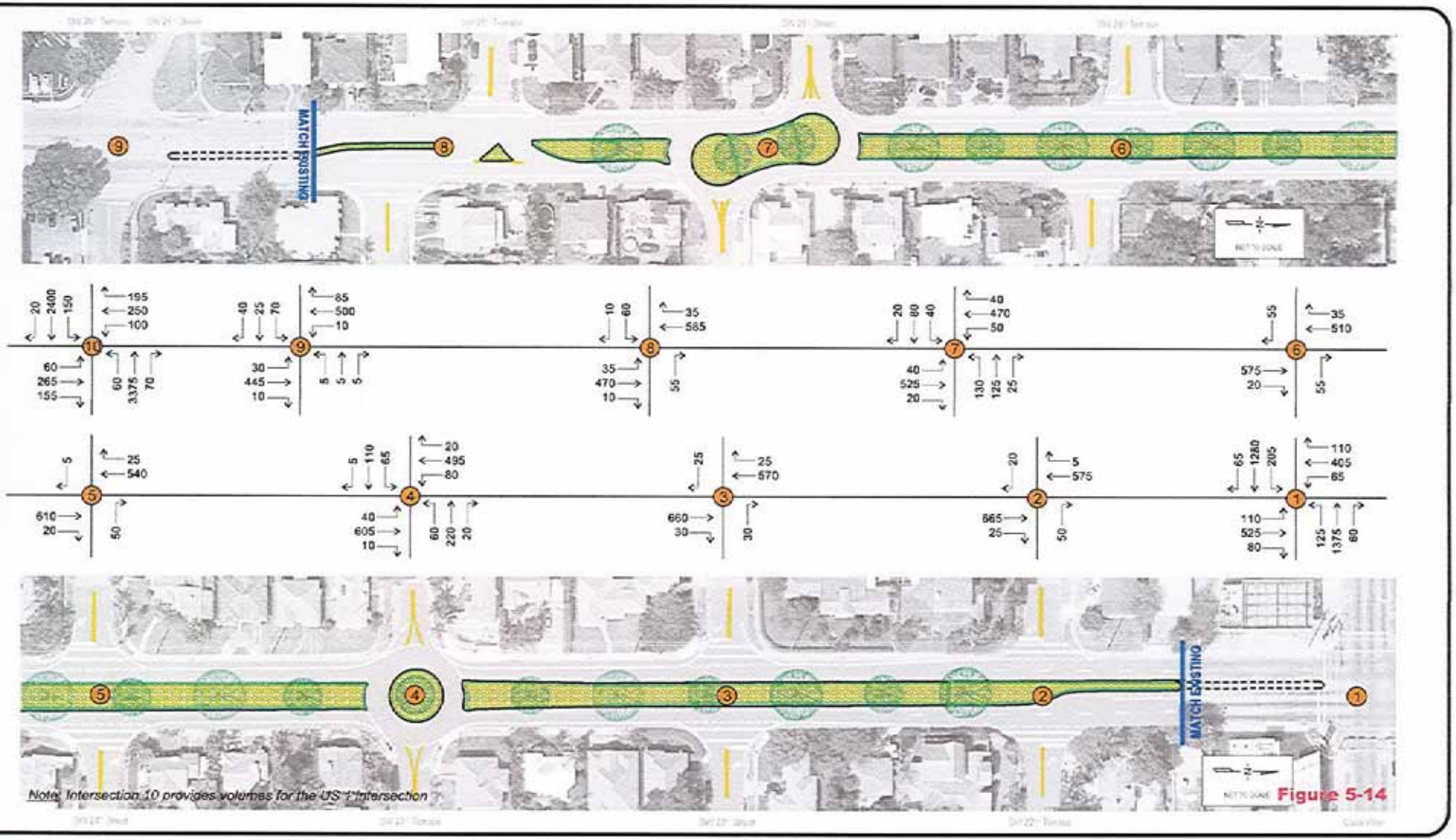

Figure 5-14

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour (2030 Build) Traffic Volumes

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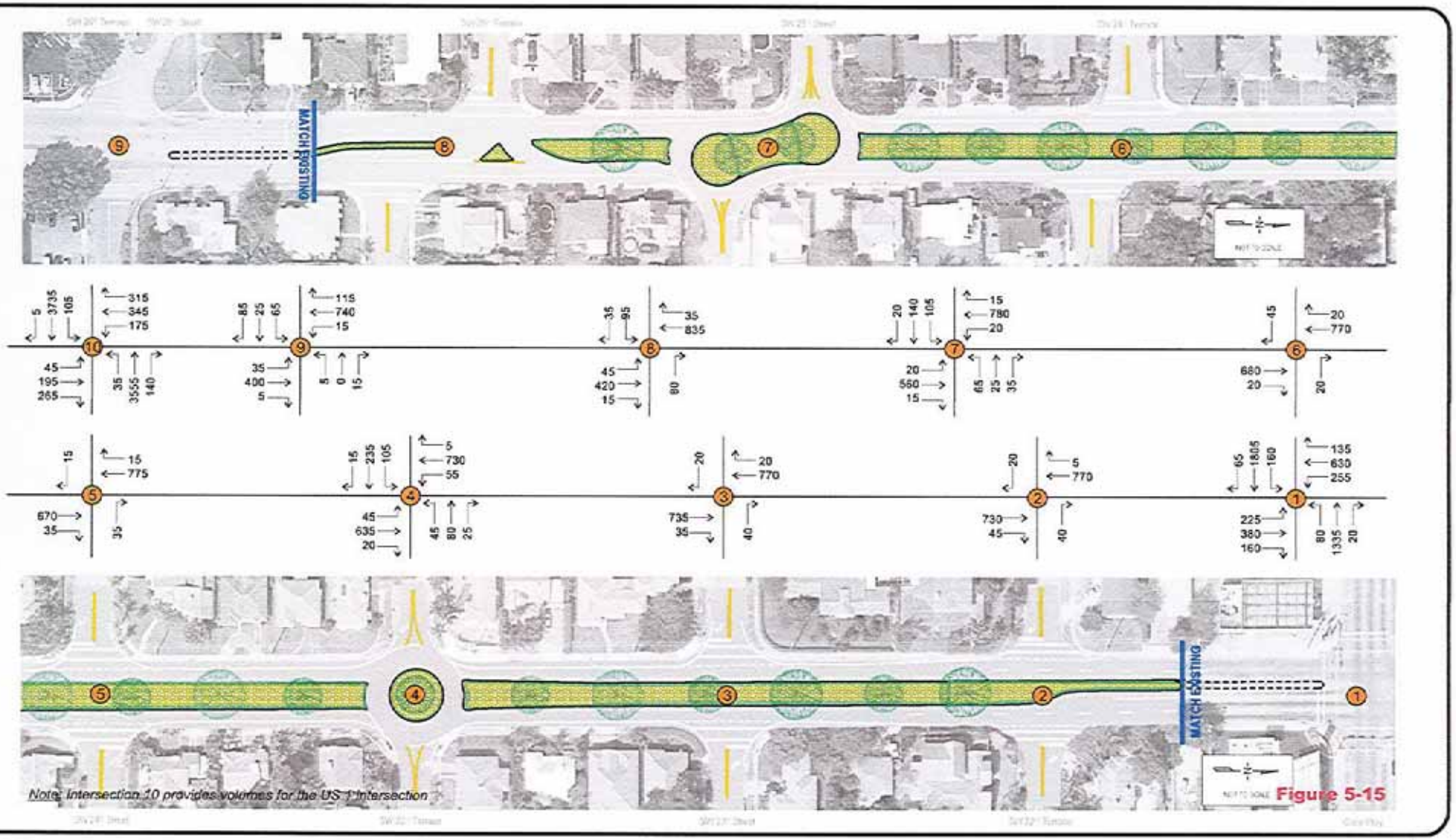

Figure 5-15

SW 22nd Avenue Enhancement Study (Update)

AM Peak Hour (2040 Build) Traffic Volumes

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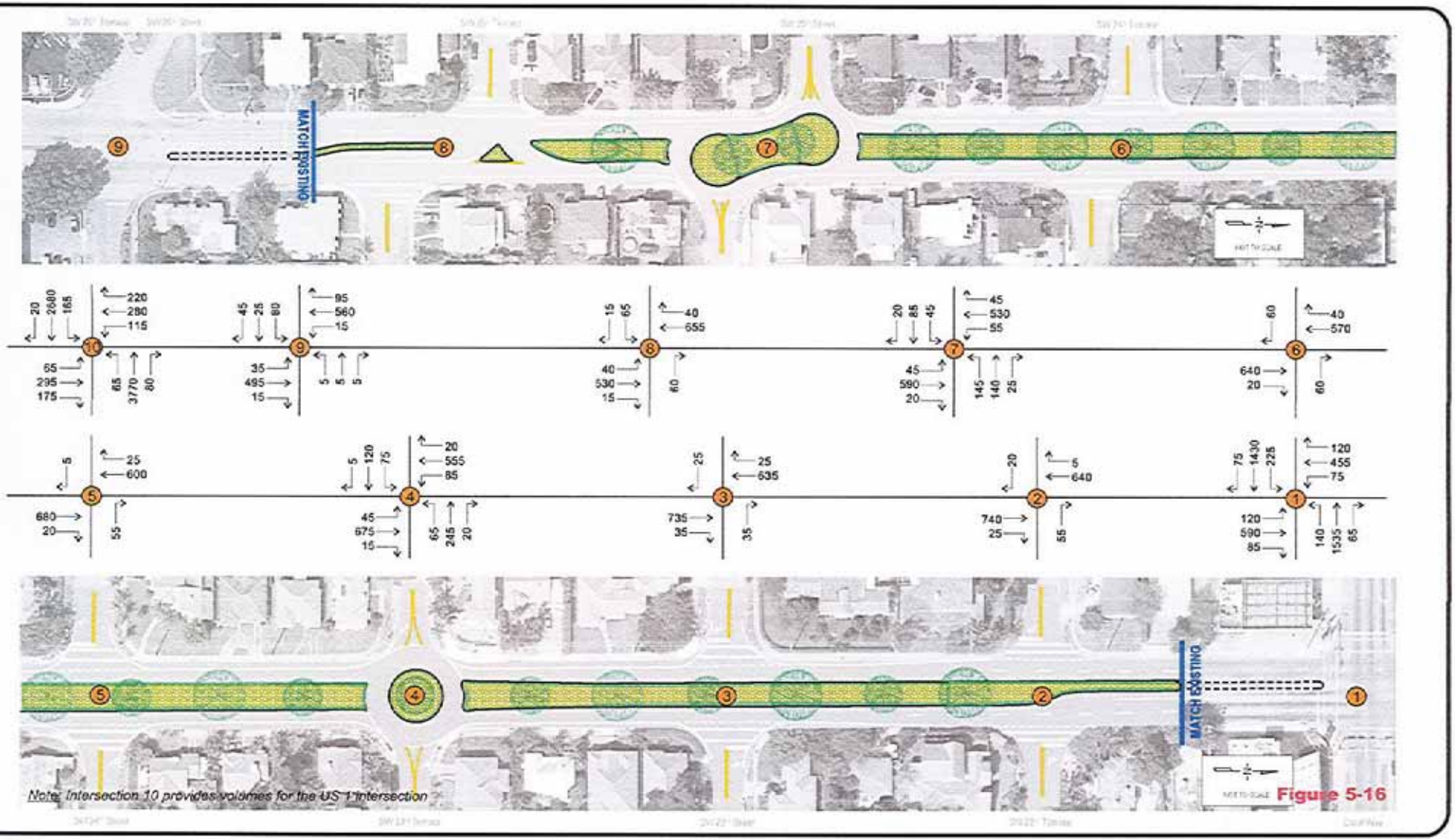

Figure 5-16

SW 22nd Avenue Enhancement Study (Update)

PM Peak Hour (2040 Build) Traffic Volumes

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Chapter 6

Operational Analysis

6 OPERATIONAL ANALYSIS

The following chapter presents an overview of the operational analysis conducted in support of this study update.

6.1 Intersection LOS Analyses

The intersection Level of service (LOS) analysis for the SW 22nd Avenue corridor was performed using The SYNCHRO 9 operational analysis software, which utilizes the 2010 Highway Capacity Manual (HCM-2010) procedures to calculate the roadway and intersection Level of Service (LOS). Intersection analysis was performed for the No-Build and Build intersection geometry (see Figure 6-1 and Figure 6-2) and the projected traffic volumes discussed in Chapter 5. The No-Build scenario LOS results are provided in Table 6-2 to Table 6-5 and the Build scenario LOS results are provided in Table 6-6 to Table 6-9. **Appendix B** provides the software printout for the analysis.

The LOS analyses indicated that the Preferred Alternative does not contribute to significant additional delays along SW 22nd Avenue. In particular, the LOS analyses indicated that the Preferred Alternative proposed traffic circles are anticipated to operate well above failing LOS as opposed to stop controlled intersections.

6.2 Arterial Speeds Analyses

The arterial speeds as developed by the SYNCHRO 9 software are provided in Table 6-1. **Appendix B** provides the software printout for the analysis.

Table 6-1: Arterial Speeds as Developed by the Synchro 9 Software

Year	Scenario Speed (mph)[1]							
	No-Build				Build			
	AM		PM		AM		PM	
	NB	SB	NB	SB	NB	SB	NB	SB
2016	19.2	16.6	16.4	17.2	8.4	8.0	6.8	8.3
2025	19.4	16.6	16.6	17.0	8.5	8.0	6.8	8.2
2030	19.3	16.5	16.5	16.9	8.4	7.9	6.8	8.1
2040	19.2	16.2	16.3	16.8	8.4	7.7	6.6	8

Note:

1. Speeds were determined using the Synchro 9 software

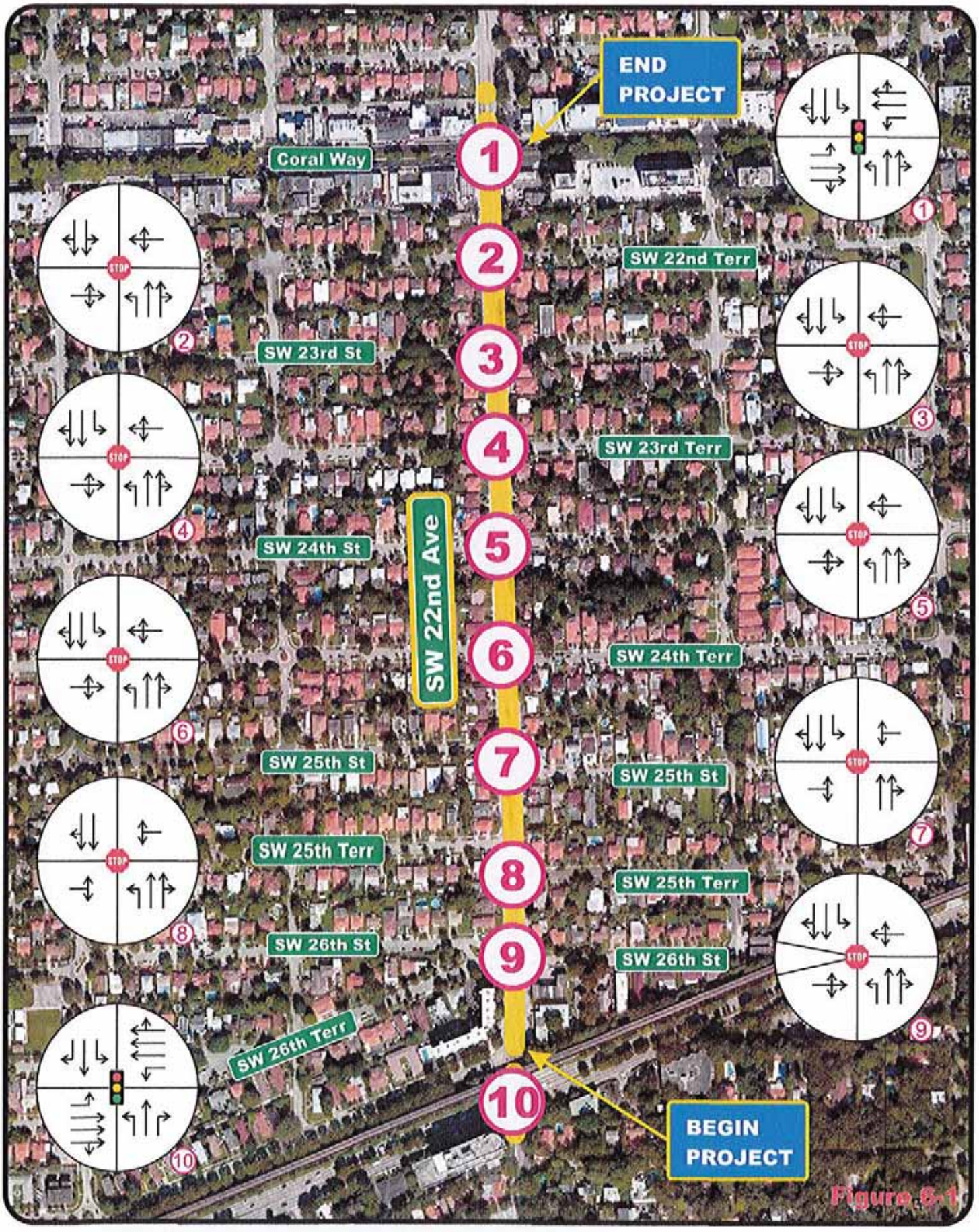


Figure 6-1

SW 22nd Avenue Enhancement Study (Update)

No-Build Geometry

TRIDENT ENGINEERING

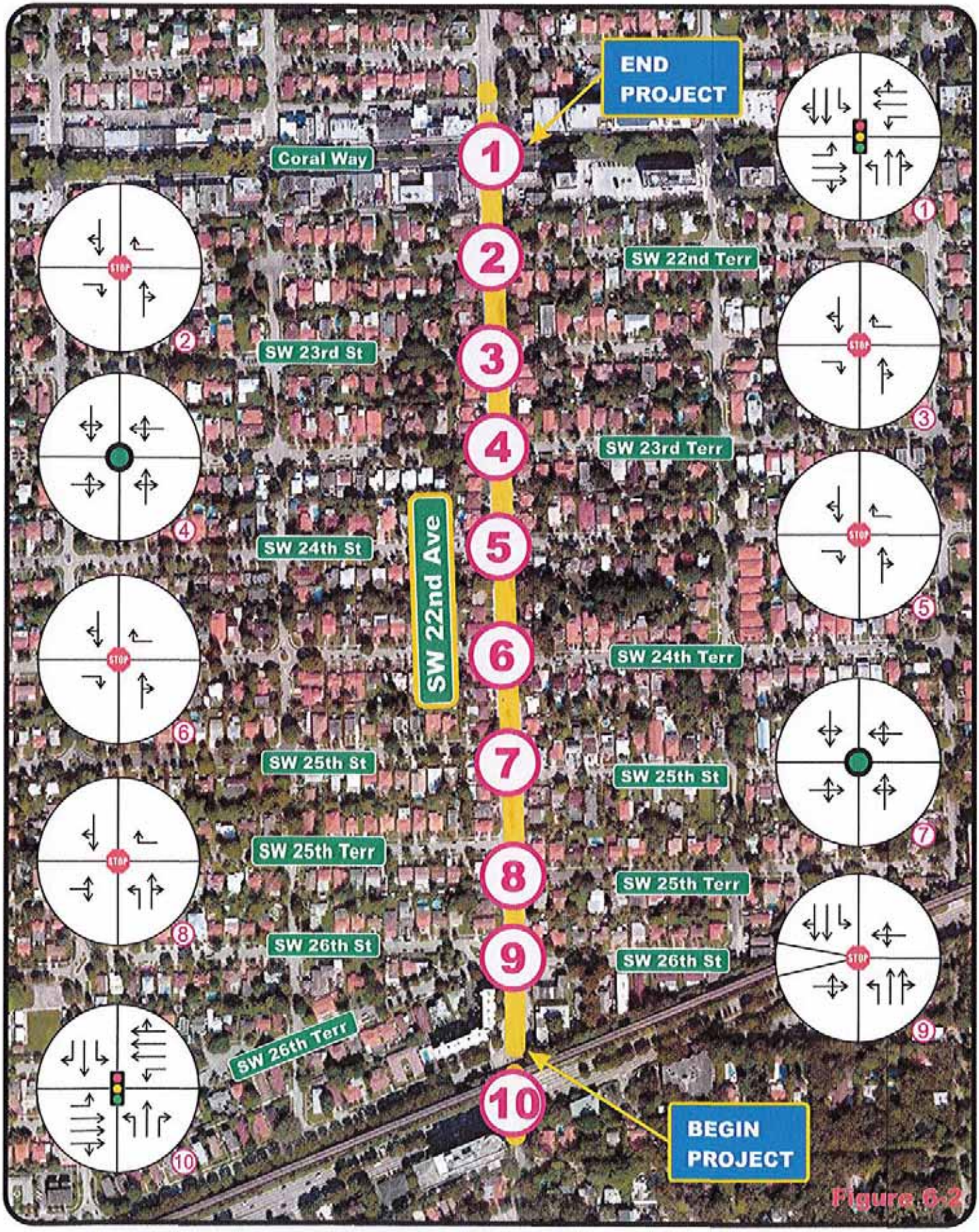


Figure 6-2

SW 22nd Avenue Enhancement Study (Update)

Build Geometry

TRIDENT ENGINEERING

Table 6-2: No-Build 2016 (Balanced) Peak Hour Intersection LOS

Map	No.	Intersection	Control	Time	EB		WB		NB		SB		Overall	
				Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	1	SW 22nd St & Coral Way	Signal	AM	28.1	C	25.6	C	69.8	E	70.9	E	41.9	D
				PM	22.9	C	25.6	C	67.4	E	65.8	E	37.3	D
	2	SW 22nd Ave & SW 22nd Terr	Stop	AM	27.1	D	17.4	C	0.0	A	0.0	A	--	--
				PM	18.0	C	17.5	C	8.4	A	0.0	A	--	--
	3	SW 22nd Ave & SW 23rd St	Stop	AM	132.4	F	52.8	F	8.8	A	8.8	A	--	--
				PM	33.6	D	31.0	D	8.4	A	8.6	A	--	--
	4	SW 22nd Ave & SW 23rd Terr	Stop	AM	25.6	D	22.4	C	8.9	A	8.8	A	--	--
				PM	18.3	C	23.8	C	8.3	A	8.6	A	--	--
	5	SW 22nd Ave &SW 24th St	Stop	AM	33.4	D	25.2	D	9.0	A	8.7	A	--	--
				PM	24.3	C	28.5	D	8.4	A	8.5	A	--	--
	6	SW 22nd Ave & SW 24th Terr	Stop	AM	213.8	F	100.8	F	9.1	A	8.5	A	--	--
				PM	41.4	E	156.2	F	8.4	A	8.4	A	--	--
	7	SW 22nd Ave & SW 25th St	Stop	AM	11.0	B	12.3	B	0.0	A	8.5	A	--	--
				PM	10.1	B	12.1	B	0.0	A	8.5	A	--	--
	8	SW 22nd Ave & SW 25th Terr	Stop	AM	41.7	E	9.8	A	9.5	A	8.1	A	--	--
				PM	21.5	C	9.9	A	8.7	A	0.0	A	--	--
	9	SW 22nd Ave & SW 26th St	Stop	AM	22.2	C	12.5	B	9.0	A	7.9	A	--	--
				PM	20.6	C	16.1	C	8.5	A	8.1	A	--	--
	10	SW 22nd Ave & US 1	Signal	AM	16.7	B	21.9	C	79.2	E	108.0	F	31.4	C
				PM	38.1	D	13.6	B	74.5	E	90.2	F	32.7	C

Table 6-3: Build 2016 (Balanced) Peak Hour Intersection LOS

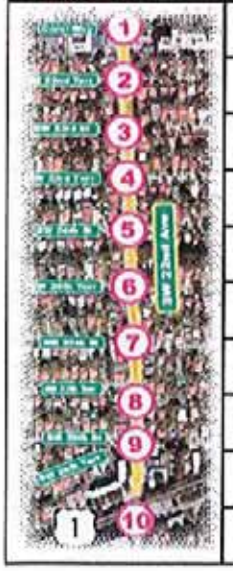
Map	No.	Intersection	Control	Time	EB		WB		NB		SB		Overall	
				Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	1	SW 22nd St & Coral Way	Signal	AM	30.8	C	27.7	C	71.2	E	72.3	E	43.9	D
				PM	22.4	C	24.5	C	67.5	E	66.8	E	36.3	D
	2	SW 22nd Ave & SW 22nd Terr	Stop	AM	10.4	B	10.6	B	--	--	--	--	--	--
				PM	10.0	A	10.6	B	--	--	--	--	--	--
	3	SW 22nd Ave & SW 23rd St	Stop	AM	12.8	B	12.8	B	--	--	--	--	--	--
				PM	11.8	B	12.7	B	--	--	--	--	--	--
	4	SW 22nd Ave & SW 23rd Terr	Stop	AM	15.8	C	9.0	A	18.4	C	14.3	B	--	--
				PM	9.2	A	14.1	B	15.8	C	15.5	C	--	--
	5	SW 22nd Ave &SW 24th St	Stop	AM	12.7	B	12.2	B	--	--	--	--	--	--
				PM	11.4	B	12.5	B	--	--	--	--	--	--
	6	SW 22nd Ave & SW 24th Terr	Stop	AM	13.1	B	12.1	B	--	--	--	--	--	--
				PM	11.7	B	12.2	B	--	--	--	--	--	--
	7	SW 22nd Ave & SW 25th St	Stop	AM	13.1	B	7.7	A	11.5	B	13.4	B	--	--
				PM	8.5	A	11.6	B	11.3	B	13.8	B	--	--
	8	SW 22nd Ave & SW 25th Terr	Stop	AM	13.7	B	11.1	B	9.2	A	--	--	--	--
				PM	23.4	C	11.3	B	8.7	A	--	--	--	--
	9	SW 22nd Ave & SW 26th St	Stop	AM	24.7	C	12.8	B	9.1	A	8.0	A	--	--
				PM	22.7	C	16.8	C	8.6	A	8.2	A	--	--
	10	SW 22nd Ave & US 1	Signal	AM	16.2	B	21.9	C	78.7	E	106.1	F	30.7	C
				PM	47.3	D	14.9	B	75.8	E	92.2	F	36.9	D

*Note: Signal timings optimized at US 1 signal

Table 6-4: No-Build 2025 Peak Hour Intersection LOS

Map	No.	Intersection	Control	Time	EB		WB		NB		SB		Overall	
				Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	1	SW 22nd St & Coral Way	Signal	AM	41.3	D	33.7	C	84.3	F	79.9	E	53.1	D
				PM	32.8	C	33.1	C	68.3	E	66.2	E	43.5	D
	2	SW 22nd Ave & SW 22nd Terr	Stop	AM	36.1	E	19.5	C	0.0	A	0.0	A	--	--
				PM	21.9	C	22.3	C	8.6	A	0.0	A	--	--
	3	SW 22nd Ave & SW 23rd St	Stop	AM	275.6	F	--	--	9.1	A	9.1	A	--	--
				PM	74.1	F	61.7	F	8.6	A	9.0	A	--	--
	4	SW 22nd Ave & SW 23rd Terr	Stop	AM	30.3	D	24.2	C	9.1	A	8.9	A	--	--
				PM	23.4	C	37.2	E	8.6	A	9.0	A	--	--
	5	SW 22nd Ave &SW 24th St	Stop	AM	48.8	E	32.8	D	9.2	A	8.9	A	--	--
				PM	35.2	E	53.8	F	8.7	A	8.8	A	--	--
	6	SW 22nd Ave & SW 24th Terr	Stop	AM	347.8	F	366.4	F	9.3	A	8.6	A	--	--
				PM	194.9	F	500.1	F	8.7	A	8.6	A	--	--
	7	SW 22nd Ave & SW 25th St	Stop	AM	11.2	B	12.4	B	0.0	A	8.6	A	--	--
				PM	10.5	B	12.9	B	0.0	A	8.8	A	--	--
	8	SW 22nd Ave & SW 25th Terr	Stop	AM	56.9	F	10.0	A	9.7	A	8.2	A	--	--
				PM	28.8	D	10.2	B	9.0	A	0.0	A	--	--
	9	SW 22nd Ave & SW 26th St	Stop	AM	39.6	E	14.8	B	9.6	A	8.1	A	--	--
				PM	32.3	D	19.4	C	8.8	A	8.3	A	--	--
	10	SW 22nd Ave & US 1	Signal	AM	22.5	C	32.9	C	89.0	F	144.4	F	42.6	D
				PM	73.6	E	19.9	B	84.5	F	145.9	F	53.8	D

Table 6-5: Build 2025 Peak Hour Intersection LOS

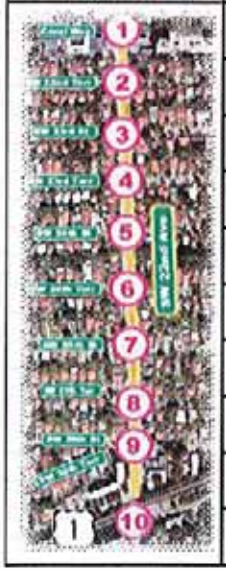
Map	No.	Intersection	Control	Time	EB		WB		NB		SB		Overall	
				Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	1	SW 22nd St & Coral Way	Signal	AM	41.2	D	33.7	C	81.5	F	79.1	E	52.4	D
				PM	30.8	C	31.0	C	68.4	E	67.2	E	41.7	D
	2	SW 22nd Ave & SW 22nd Terr	Stop	AM	10.7	B	11.0	B	--	--	--	--	--	--
				PM	10.3	B	11.1	B	--	--	--	--	--	--
	3	SW 22nd Ave & SW 23rd St	Stop	AM	13.6	B	13.8	B	--	--	--	--	--	--
				PM	12.6	B	13.7	B	--	--	--	--	--	--
	4	SW 22nd Ave & SW 23rd Terr	Stop	AM	21.4	C	10.8	B	27.7	D	19.2	C	--	--
				PM	10.6	B	18.5	C	22.0	C	21.5	C	--	--
	5	SW 22nd Ave &SW 24th St	Stop	AM	13.6	B	13.0	B	--	--	--	--	--	--
				PM	11.9	B	13.3	B	--	--	--	--	--	--
	6	SW 22nd Ave & SW 24th Terr	Stop	AM	14.2	B	12.8	B	--	--	--	--	--	--
				PM	12.4	B	13.0	B	--	--	--	--	--	--
	7	SW 22nd Ave & SW 25th St	Stop	AM	16.7	C	8.8	A	14.1	B	17.1	C	--	--
				PM	9.8	A	14.7	B	13.8	B	18.3	C	--	--
	8	SW 22nd Ave & SW 25th Terr	Stop	AM	51.5	F	11.7	B	9.6	A	--	--	--	--
				PM	29.7	D	11.9	B	9.0	A	--	--	--	--
	9	SW 22nd Ave & SW 26th St	Stop	AM	36.3	E	14.3	B	9.5	A	8.1	A	--	--
				PM	32.1	D	19.3	C	8.8	A	8.3	A	--	--
	10	SW 22nd Ave & US 1	Signal	AM	25.0	C	37.0	D	78.4	E	114.4	F	41.6	D
				PM	79.8	E	23.1	C	75.0	E	99.9	F	53.4	D

*Note: Signal timings optimized at US 1 signal

Table 6-6: No-Build 2030 Peak Hour Intersection LOS

Map	No.	Intersection	Control	Time	EB		WB		NB		SB		Overall	
				Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	1	SW 22nd St & Coral Way	Signal	AM	53.0	D	37.2	D	94.6	F	85.3	F	61.1	E
				PM	43.4	D	37.2	D	69.0	E	67.8	E	48.9	D
	2	SW 22nd Ave & SW 22nd Terr	Stop	AM	40.4	E	21.5	C	0.0	A	0.0	A	--	--
				PM	24.7	C	24.3	C	8.7	A	0.0	A	--	--
	3	SW 22nd Ave & SW 23rd St	Stop	AM	387.8	F	--	--	9.2	A	9.2	A	--	--
				PM	133.3	F	90.9	F	8.7	A	9.1	A	--	--
	4	SW 22nd Ave & SW 23rd Terr	Stop	AM	37.6	E	30.7	D	9.3	A	9.1	A	--	--
				PM	25.6	D	42.1	E	8.7	A	9.1	A	--	--
	5	SW 22nd Ave &SW 24th St	Stop	AM	60.0	F	35.4	E	9.4	A	9.0	A	--	--
				PM	42.3	E	71.8	F	8.8	A	9.0	A	--	--
	6	SW 22nd Ave & SW 24th Terr	Stop	AM	502.9	F	--	--	9.5	A	8.7	A	--	--
				PM	512.4	F	764.1	F	8.8	A	8.8	A	--	--
	7	SW 22nd Ave & SW 25th St	Stop	AM	11.5	B	12.9	B	0.0	A	8.7	A	--	--
				PM	10.7	B	13.4	B	0.0	A	9.0	A	--	--
	8	SW 22nd Ave & SW 25th Terr	Stop	AM	77.6	F	10.1	B	9.9	A	8.2	A	--	--
				PM	33.9	D	10.4	B	9.1	A	0.0	A	--	--
	9	SW 22nd Ave & SW 26th St	Stop	AM	53.0	F	15.6	C	9.8	A	8.2	A	--	--
				PM	36.9	E	20.7	C	9.0	A	8.4	A	--	--
	10	SW 22nd Ave & US 1	Signal	AM	27.5	C	47.8	D	97.2	F	166.1	F	53.4	D
				PM	94.0	F	25.7	C	90.4	F	193.4	F	68.3	E

Table 6-7: Build 2030 Peak Hour Intersection LOS

Map	No.	Intersection	Control	Time	EB		WB		NB		SB		Overall	
				Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	1	SW 22nd St & Coral Way	Signal	AM	52.9	D	37.2	D	91.4	F	84.2	F	60.3	E
				PM	41.2	D	35.6	D	68.6	E	67.5	E	47.1	D
	2	SW 22nd Ave & SW 22nd Terr	Stop	AM	11.0	B	11.2	B	--	--	--	--	--	--
				PM	10.5	B	11.3	B	--	--	--	--	--	--
	3	SW 22nd Ave & SW 23rd St	Stop	AM	14.4	B	14.4	B	--	--	--	--	--	--
				PM	13.0	B	14.3	B	--	--	--	--	--	--
	4	SW 22nd Ave & SW 23rd Terr	Stop	AM	26.4	D	11.5	B	38.7	E	22.4	C	--	--
				PM	11.9	B	22.4	C	27.9	D	27.2	D	--	--
	5	SW 22nd Ave &SW 24th St	Stop	AM	14.1	B	13.5	B	--	--	--	--	--	--
				PM	12.3	B	14.0	B	--	--	--	--	--	--
	6	SW 22nd Ave & SW 24th Terr	Stop	AM	15.0	C	13.3	B	--	--	--	--	--	--
				PM	12.8	B	13.6	B	--	--	--	--	--	--
	7	SW 22nd Ave & SW 25th St	Stop	AM	19.8	C	9.4	A	16.0	C	20.7	C	--	--
				PM	10.7	B	16.2	C	15.7	C	21.1	C	--	--
	8	SW 22nd Ave & SW 25th Terr	Stop	AM	91.4	F	11.9	B	10.1	B	--	--	--	--
				PM	43.1	E	12.7	B	9.3	A	--	--	--	--
	9	SW 22nd Ave & SW 26th St	Stop	AM	46.8	E	15.1	C	9.7	A	8.1	A	--	--
				PM	36.4	E	20.6	C	9.0	A	8.4	A	--	--
	10	SW 22nd Ave & US 1	Signal	AM	34.0	C	52.9	D	79.4	E	122.0	F	52.7	D
				PM	107.1	F	35.3	D	73.5	E	100.9	F	69.2	E

*Note: Signal timings optimized at US 1 signal

Table 6-8: No-Build 2040 Peak Hour Intersection LOS

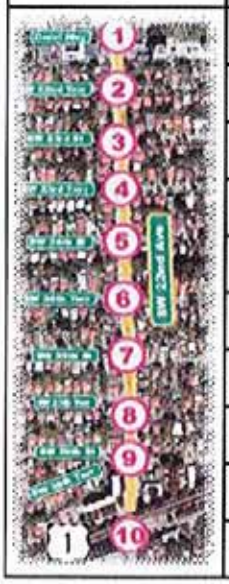
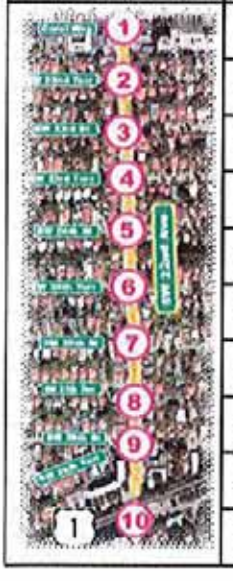
Map	No.	Intersection	Control	Time	EB		WB		NB		SB		Overall	
				Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	1	SW 22nd St & Coral Way	Signal	AM	106.3	F	48.2	D	120.3	F	103.2	F	92.0	F
				PM	74.1	E	55.5	E	72.2	E	70.2	E	66.7	E
	2	SW 22nd Ave & SW 22nd Terr	Stop	AM	65.0	F	30.5	D	0.0	A	0.0	A	--	--
				PM	30.8	D	33.2	D	9.0	A	0.0	A	--	--
	3	SW 22nd Ave & SW 23rd St	Stop	AM	721.6	F	--	--	9.6	A	9.5	A	--	--
				PM	461.9	F	276.4	F	9.0	A	9.5	A	--	--
	4	SW 22nd Ave & SW 23rd Terr	Stop	AM	56.3	F	49.2	E	9.7	A	9.4	A	--	--
				PM	34.1	D	71.2	F	9.0	A	9.4	A	--	--
	5	SW 22nd Ave &SW 24th St	Stop	AM	117.6	F	57.1	F	9.8	A	9.3	A	--	--
				PM	90.7	F	149.8	F	9.0	A	9.3	A	--	--
	6	SW 22nd Ave & SW 24th Terr	Stop	AM	889.1	F	--	--	9.8	A	8.9	A	--	--
				PM	--	--	1607.0	F	9.0	A	9.0	A	--	--
	7	SW 22nd Ave & SW 25th St	Stop	AM	12.0	B	13.8	B	0.0	A	9.0	A	--	--
				PM	11.1	B	14.6	B	0.0	A	9.3	A	--	--
	8	SW 22nd Ave & SW 25th Terr	Stop	AM	177.0	F	10.4	B	10.5	B	8.4	A	--	--
				PM	48.4	E	10.7	B	9.5	A	0.0	A	--	--
	9	SW 22nd Ave & SW 26th St	Stop	AM	109.8	F	16.3	C	10.3	B	8.3	A	--	--
				PM	64.9	F	24.8	C	9.3	A	8.6	A	--	--
	10	SW 22nd Ave & US 1	Signal	AM	49.1	D	99.7	F	113.8	F	219.8	F	90.0	F
				PM	119.3	F	55.8	E	107.5	F	295.7	F	101.2	F

Table 6-9: Build 2040 Peak Hour Intersection LOS

Map	No.	Intersection	Control	Time	EB		WB		NB		SB		Overall	
				Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	1	SW 22nd St & Coral Way	Signal	AM	106.3	F	48.2	D	112.3	F	101.8	F	90.4	F
				PM	68.4	E	50.8	D	72.1	E	68.7	E	62.8	E
	2	SW 22nd Ave & SW 22nd Terr	Stop	AM	11.4	B	11.7	B	--	--	--	--	--	--
				PM	10.8	B	11.9	B	--	--	--	--	--	--
	3	SW 22nd Ave & SW 23rd St	Stop	AM	15.6	C	15.8	C	--	--	--	--	--	--
				PM	13.8	B	15.6	C	--	--	--	--	--	--
	4	SW 22nd Ave & SW 23rd Terr	Stop	AM	46.9	E	13.7	B	75.3	F	37.2	E	--	--
				PM	14.5	B	34.5	D	50.3	F	46.7	E	--	--
	5	SW 22nd Ave &SW 24th St	Stop	AM	15.5	C	14.6	B	--	--	--	--	--	--
				PM	12.9	B	15.2	C	--	--	--	--	--	--
	6	SW 22nd Ave & SW 24th Terr	Stop	AM	16.5	C	14.2	B	--	--	--	--	--	--
				PM	13.8	B	14.7	B	--	--	--	--	--	--
	7	SW 22nd Ave & SW 25th St	Stop	AM	27.8	D	10.7	B	21.9	C	30.7	D	--	--
				PM	12.5	B	21.9	C	21.0	C	34.6	D	--	--
	8	SW 22nd Ave & SW 25th Terr	Stop	AM	232.0	F	13.1	B	10.6	B	--	--	--	--
				PM	66.5	F	13.5	B	9.6	A	--	--	--	--
	9	SW 22nd Ave & SW 26th St	Stop	AM	89.6	F	15.5	C	10.2	B	8.3	A	--	--
				PM	64.1	F	24.6	C	9.3	A	8.6	A	--	--
	10	SW 22nd Ave & US 1	Signal	AM	75.8	E	119.0	F	75.4	E	127.1	F	98.3	F
				PM	129.3	F	95.4	F	68.9	E	100.5	F	106.4	F

*Note: Signal timings optimized

Chapter 7

Preliminary Cost Estimate

7 PRELIMINARY COST ESTIMATE

A preliminary cost estimate was developed by the City to estimate the roadway improvement cost for the Preferred Alternative. The detailed estimate is provided in **Appendix C** and summarized in Table 7-1. The cost estimate utilizes March 2015 to February 2016 Annual Statewide Averages and FDOT District Averages for Miami-Dade County. In total, the preliminary cost estimate for the proposed improvements related to the Preferred Alternative is $2.91 million, which includes a total construction cost of $2.24 million.

Table 7-1: Preliminary Cost Estimate Summary

Component	Cost ($ millions)
Construction Cost	
Construction Cost Subtotal	*1.62*
Permits (3%)	*0.05*
Maintenance of Traffic (10%)	*0.16*
Mobilization (10%)	*0.16*
Contingency (15%)	*0.24*
Construction Total	2.23
Design (12%)	0.27
Administrative, Management, All Other	0.41
TOTAL	**$2.91 Million**

Chapter 8

Summary

8 SUMMARY

This report summarizes the update to the *SW 22nd Avenue Roadway Enhancement Study and Traffic Impact Analysis* dated June 2012. The limits of the project are from south of Coral Way to north of South Dixie Highway/US 1 in the City of Miami Florida. [It should be noted that for the purpose of analysis, the two signalized intersections (Coral Way and US 1) outside the project limits were included in this study update to evaluate the operational conditions as a result of the proposed lane elimination within the project corridor].

The primary objective of this study was to increase the landscaped areas while facilitating mobility for all modes along the corridor. The study update objective is consistent with the original intent of the previous study to address the mobility needs of the community; maintain the livability of adjoining residential neighborhoods; improve the aesthetics; improve sidewalk and other pedestrian ways; improve intersection and roadway safety; and, to provide safe and efficient access to all road users. The project goals and objectives included the analysis and development of recommendations for the SW 22nd Avenue study corridor to promote ease of traffic movement while calming the flow of traffic in and across the study corridor.

Following the June 2012 study, a series of discussions amongst City staff, the project stakeholders and neighborhood residents have occurred, including a Neighborhood Public Meeting held on March 17, 2016. Based on all the input received, a refined version of Alternative 3 (documented in the June 2012) study which subsequently became the Preferred Alternative. This Preferred Alternative involves:

- Reducing the number of through lanes from 4 to 2 by widening the median
- Adding traffic circles at selected intersections
- Modifying the median access to restrict selected turning movements
- Improving the landscaping; and, adding bike lanes

The Level of Service (LOS) analyses indicated that the Preferred Alternative does not contribute to significant additional delays along SW 22nd Avenue. In particular, the LOS analyses indicated that the traffic circles proposed as part of the Preferred Alternative are anticipated to operate well above failing LOS as opposed to stop controlled intersections.

A preliminary cost estimate was developed by the City to estimate the roadway improvement cost for the Preferred Alternative. In total, the preliminary cost estimate for the proposed improvements related to the Preferred Alternative is $2.91 million, which includes a total construction cost of $2.24 million.

Appendix A

Traffic Data

CLIENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)
Page No: 1 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				US 1 Southwestbound				SW 22 Ave. Northbound				US 1 Northeastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	27	84	34	2	11	140	11	0	21	67	11	0	10	257	14	689
07:15 AM	0	41	73	11	1	13	176	4	0	26	64	17	0	27	315	10	778
07:30 AM	0	43	107	22	1	15	193	5	0	33	66	23	1	23	328	16	876
07:45 AM	0	42	97	16	1	13	213	3	0	35	57	13	0	30	334	14	868
Total	0	153	361	83	5	52	722	23	0	115	254	64	1	90	1234	54	3211
08:00 AM	0	48	102	24	2	16	253	4	0	29	78	23	1	32	347	10	969
08:15 AM	0	49	152	27	2	17	246	3	0	45	61	32	0	28	323	18	1003
08:30 AM	0	50	130	32	1	16	289	3	0	33	54	24	1	26	344	16	1019
08:45 AM	0	46	116	23	1	17	243	14	0	51	59	35	0	29	319	11	964
Total	0	193	500	106	6	66	1031	24	0	158	252	114	2	115	1333	55	3955
09:00 AM																	
09:15 AM																	
09:30 AM																	
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10:30 AM	********** BREAK **********																
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Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	15	103	21	2	24	262	13	0	27	113	14	1	42	237	8	882
04:15 PM	0	30	117	28	1	18	274	3	0	23	94	10	0	32	244	11	885
04:30 PM	0	27	77	23	1	20	300	13	0	25	103	11	2	54	257	18	931
04:45 PM	0	28	84	34	3	19	284	8	0	40	100	11	1	42	267	20	941
Total	0	100	381	106	7	81	1120	37	0	115	410	46	4	170	1005	57	3639
05:00 PM	0	20	87	31	2	25	263	8	0	25	108	16	0	35	240	14	874
05:15 PM	0	18	105	25	2	25	292	15	0	20	97	14	1	51	260	13	938
05:30 PM	0	27	92	25	3	22	311	6	0	32	127	18	2	39	291	17	1012
05:45 PM	0	21	93	40	2	22	283	19	0	15	112	17	1	43	278	12	958
Total	0	86	377	121	9	94	1149	48	0	92	444	65	4	168	1069	56	3782
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

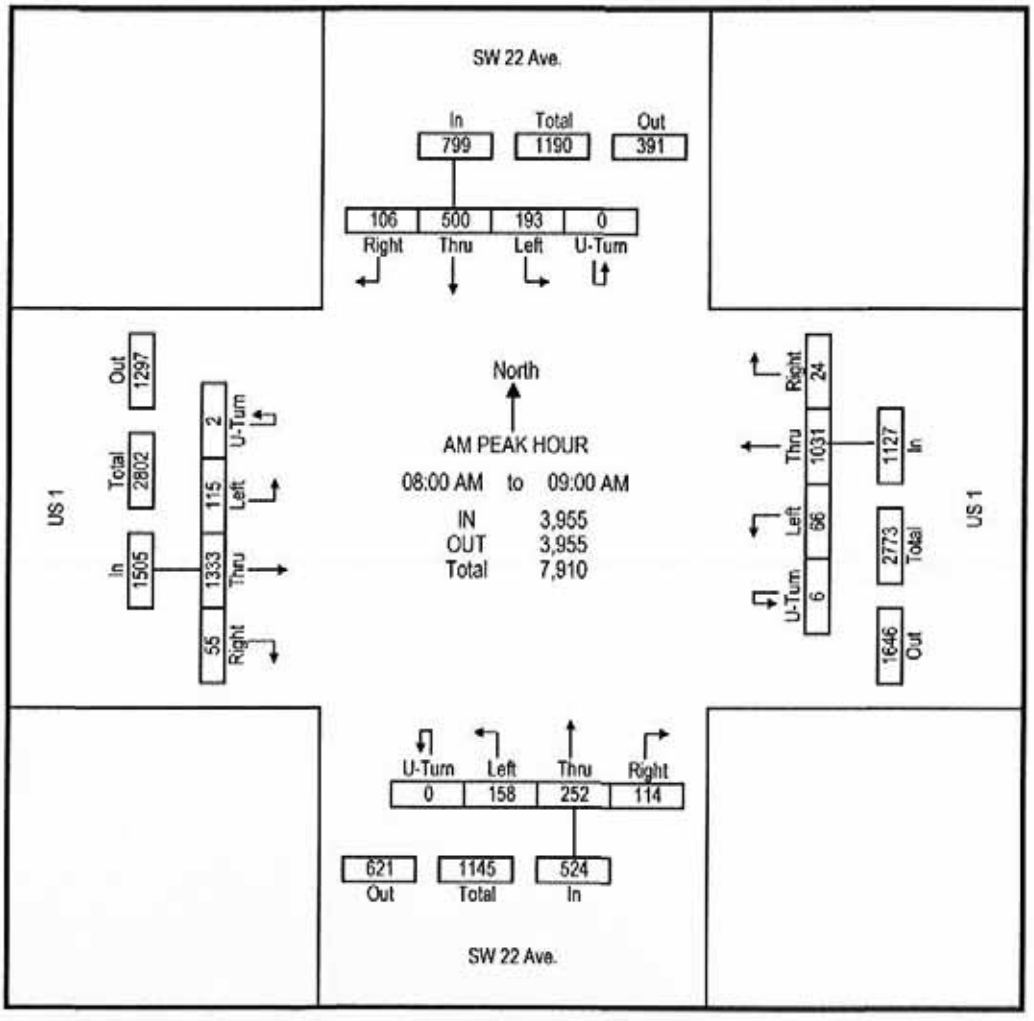
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				US 1 Westbound				SW 22 Ave. Northbound				US 1 Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	48	102	24	2	16	253	4	0	29	78	23	1	32	347	10	969
08:15 AM	0	49	152	27	2	17	246	3	0	45	61	32	0	28	323	18	1003
08:30 AM	0	50	130	32	1	16	269	3	0	33	54	24	1	26	344	16	1019
08:45 AM	0	46	116	23	1	17	243	14	0	51	59	35	0	29	319	11	964
Total	**0**	**193**	**500**	**106**	**6**	**66**	**1031**	**24**	**0**	**158**	**252**	**114**	**2**	**115**	**1333**	**55**	**3955**
PHF	0.000	0.965	0.822	0.828	0.750	0.971	0.892	0.429	0.000	0.775	0.808	0.814	0.500	0.898	0.960	0.764	0.97
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	24%	63%	13%	1%	6%	91%	2%	0%	30%	48%	22%	0%	8%	89%	4%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



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IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

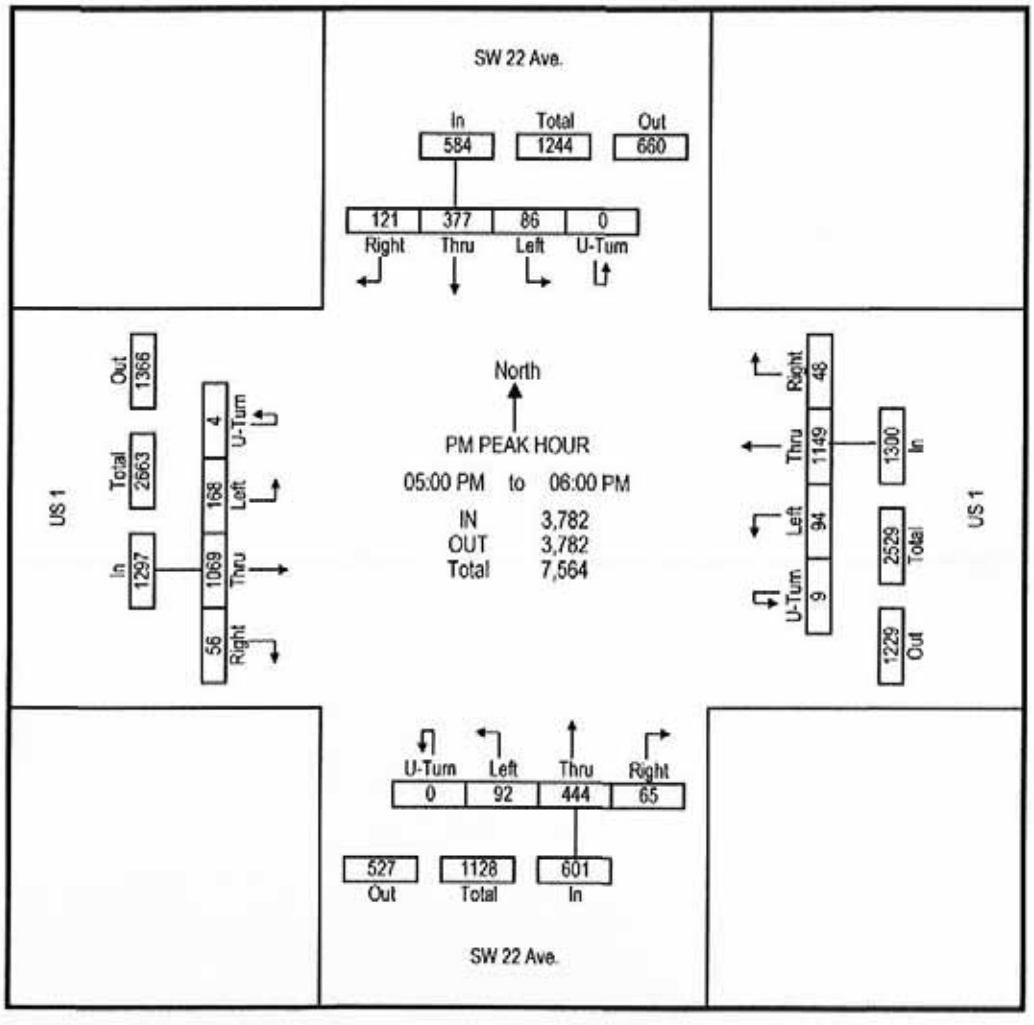
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				US 1 Westbound				SW 22 Ave. Northbound				US 1 Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	20	87	31	2	25	263	8	0	25	108	16	0	35	240	14	874
05:15 PM	0	18	105	25	2	25	292	15	0	20	97	14	1	51	280	13	938
05:30 PM	0	27	92	25	3	22	311	6	0	32	127	18	2	39	291	17	1012
05:45 PM	0	21	93	40	2	22	283	19	0	15	112	17	1	43	278	12	958
Total	**0**	**86**	**377**	**121**	**9**	**94**	**1149**	**48**	**0**	**92**	**444**	**65**	**4**	**168**	**1069**	**56**	**3782**
PHF	0.000	0.796	0.898	0.756	0.750	0.940	0.924	0.632	0.000	0.719	0.874	0.903	0.500	0.824	0.918	0.824	0.93
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	15%	65%	21%	1%	7%	88%	4%	0%	15%	74%	11%	0%	13%	82%	4%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: C of Miami
JOB No: 2013-0001
PROJECT: TMC
COUNTY: BROWARD

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

Groups Printed: Bicyclists & Pedestrians

	SW 22 Ave. Southbound				US 1 Westbound				SW 22 Ave. Northbound				US 1 Eastbound				
Start Time	BLeft	BThru	BRight	Ped/Bike Xng W-Side	BLeft	BThru	BRight	Ped/Bike Xng N Side	BLeft	BThru	BRight	Ped/Bike Xng E Side	BLeft	BThru	BRight	Ped/Bike Xng S Side	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
07:15 AM	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	10
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	4	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5
08:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	7	0	0	0	4	0	0	0	3	15
09:00 AM																	
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03:45 PM																	
Total																	
04:00 PM	0	0	0	4	0	0	0	8	0	0	0	5	0	0	0	4	21
04:15 PM	0	0	0	4	0	0	0	5	0	0	0	2	0	0	0	5	16
04:30 PM	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	1	7
04:45 PM	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	4	12
Total	0	0	0	11	0	0	0	21	0	0	0	10	0	0	0	14	56
05:00 PM	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	3	9
05:15 PM	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	8
05:30 PM	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	0	8
05:45 PM	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0	1	8
Total	0	0	0	4	0	0	0	16	0	0	0	7	0	0	0	6	33
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

CLIENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)
Page No: 1 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 23 St. Westbound				SW 22 Ave. Northbound				SW 23 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	2	1	111	1	0	3	0	1	0	0	84	1	0	2	4	2	212
07:15 AM	1	2	111	0	0	4	0	4	0	0	127	0	0	4	8	2	263
07:30 AM	0	0	107	3	0	0	1	3	0	2	95	1	0	6	25	1	244
07:45 AM	1	3	119	4	0	3	4	8	0	0	112	5	0	4	30	5	298
Total	4	6	448	8	0	10	5	16	0	2	418	7	0	16	67	10	1017
08:00 AM	2	3	131	2	0	5	5	8	0	0	146	4	0	11	26	1	344
08:15 AM	1	5	152	6	0	9	4	7	0	3	154	8	0	11	30	3	393
08:30 AM	1	4	156	5	0	3	3	7	0	2	120	6	0	7	24	6	344
08:45 AM	2	7	123	2	0	3	8	7	0	2	132	14	0	5	27	4	336
Total	6	19	562	15	0	20	20	29	0	7	552	32	0	34	107	14	1417
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
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10:30 AM	BREAK																
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Total																	
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02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	6	72	4	0	4	12	8	0	1	118	4	0	6	9	3	247
04:15 PM	0	5	112	3	0	5	13	7	0	0	126	2	0	10	10	4	297
04:30 PM	1	4	89	5	0	4	12	4	0	1	112	2	0	10	10	7	261
04:45 PM	1	5	104	6	0	5	10	9	0	5	122	3	0	9	9	6	294
Total	2	20	377	18	0	18	47	28	0	7	478	11	0	35	38	20	1099
05:00 PM	4	4	125	5	0	4	15	7	0	2	115	4	0	9	14	4	312
05:15 PM	1	4	91	5	0	8	9	9	0	3	147	8	0	11	10	5	311
05:30 PM	0	5	88	4	0	9	13	4	0	1	129	6	0	4	15	6	284
05:45 PM	3	7	142	4	0	5	19	6	0	2	103	5	0	14	8	3	321
Total	8	20	446	18	0	26	56	26	0	8	494	23	0	38	47	18	1228
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

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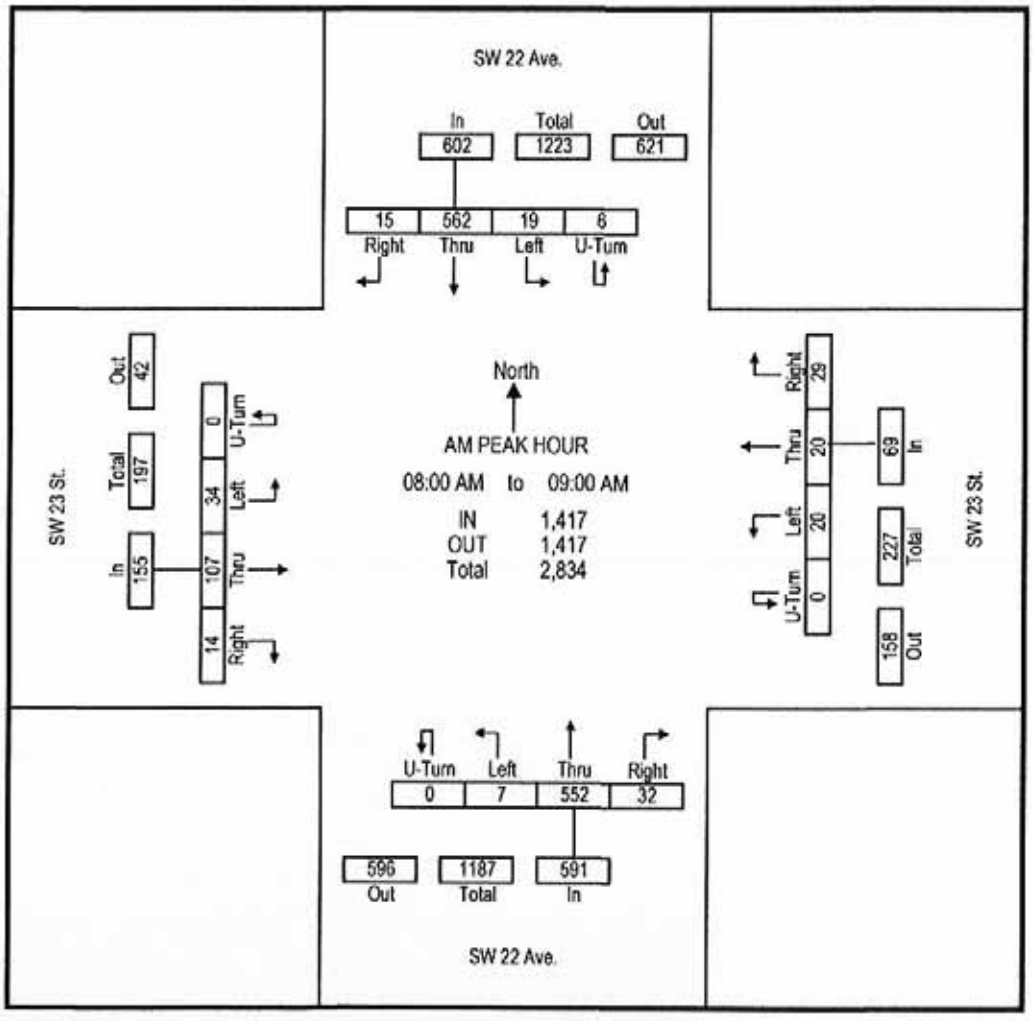
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 23 St. Westbound				SW 22 Ave. Northbound				SW 23 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	2	3	131	2	0	5	5	8	0	0	146	4	0	11	26	1	344
08:15 AM	1	5	152	6	0	9	4	7	0	3	154	8	0	11	30	3	393
08:30 AM	1	4	156	5	0	3	3	7	0	2	120	6	0	7	24	6	344
08:45 AM	2	7	123	2	0	3	8	7	0	2	132	14	0	5	27	4	336
Total	**6**	**19**	**562**	**15**	**0**	**20**	**20**	**29**	**0**	**7**	**552**	**32**	**0**	**34**	**107**	**14**	**1417**
PHF	0.750	0.679	0.901	0.625	0.000	0.556	0.625	0.906	0.000	0.583	0.896	0.571	0.000	0.773	0.892	0.583	0.90
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	1%	3%	93%	2%	0%	29%	29%	42%	0%	1%	93%	5%	0%	22%	69%	9%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



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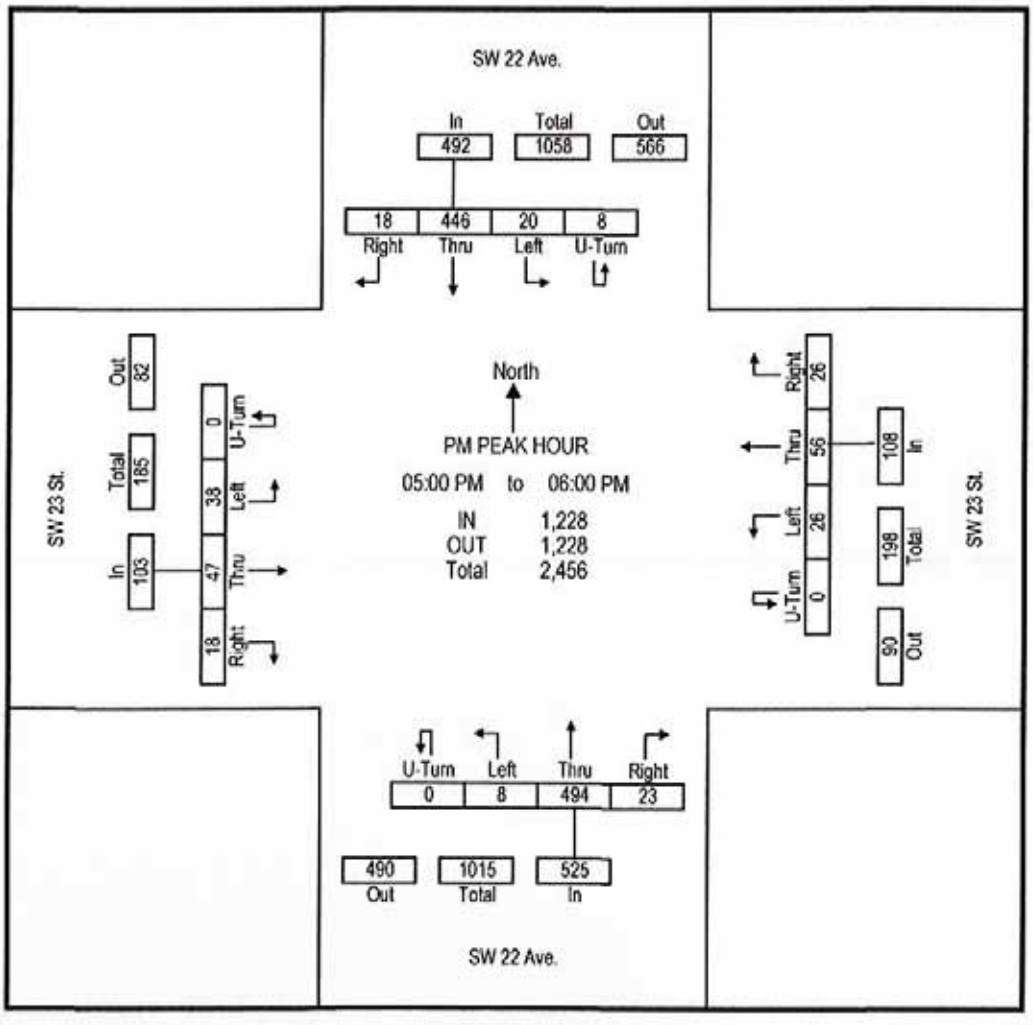
Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 23 St. Westbound				SW 22 Ave. Northbound				SW 23 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	4	4	125	5	0	4	15	7	0	2	115	4	0	9	14	4	312
05:15 PM	1	4	91	5	0	8	9	9	0	3	147	8	0	11	10	5	311
05:30 PM	0	5	88	4	0	9	13	4	0	1	129	6	0	4	15	6	284
05:45 PM	3	7	142	4	0	5	19	6	0	2	103	5	0	14	8	3	321
Total	**8**	**20**	**446**	**18**	**0**	**26**	**56**	**26**	**0**	**8**	**494**	**23**	**0**	**38**	**47**	**18**	**1228**
PHF	0.500	0.714	0.785	0.900	0.000	0.722	0.737	0.722	0.000	0.667	0.840	0.719	0.000	0.679	0.783	0.750	0.96
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	2%	4%	91%	4%	0%	24%	52%	24%	0%	2%	94%	4%	0%	37%	46%	17%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



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Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 22 Ter. Westbound				SW 22 Ave. Northbound				SW 22 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	0	111	1	0	0	2	3	0	0	86	1	0	0	3	2	209
07:15 AM	1	1	110	0	0	2	2	7	0	0	128	7	0	1	5	1	265
07:30 AM	0	0	108	2	0	0	1	3	0	0	101	3	0	0	8	2	228
07:45 AM	0	0	122	1	0	1	2	8	0	0	114	10	0	2	6	3	269
Total	1	1	451	4	0	3	7	21	0	0	429	21	0	3	22	8	971
08:00 AM	0	0	132	2	0	2	1	10	0	1	159	5	0	2	8	2	324
08:15 AM	0	0	158	2	0	0	4	8	0	0	160	12	0	2	7	5	358
08:30 AM	0	1	161	1	0	0	3	5	0	0	124	10	0	1	8	4	318
08:45 AM	0	0	126	2	0	2	2	17	0	1	135	8	0	1	5	4	303
Total	0	1	577	7	0	4	10	40	0	2	578	35	0	6	28	15	1303
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	0	77	2	0	2	3	11	0	1	128	3	0	0	2	3	232
04:15 PM	0	0	117	3	0	1	10	14	0	0	138	5	0	1	2	2	293
04:30 PM	0	0	92	3	0	2	7	6	0	1	119	6	0	0	4	4	244
04:45 PM	0	0	112	2	0	0	5	7	0	2	131	7	0	1	3	3	273
Total	0	0	398	10	0	5	25	38	0	4	516	21	0	2	11	12	1042
05:00 PM	0	0	129	2	0	0	7	11	0	1	126	4	0	0	3	5	288
05:15 PM	0	0	94	2	0	2	8	8	0	0	159	8	0	2	6	4	293
05:30 PM	0	0	94	1	0	0	6	10	0	1	133	3	0	0	1	3	252
05:45 PM	0	0	148	2	0	2	6	9	0	1	119	3	0	1	3	3	297
Total	0	0	465	7	0	4	27	38	0	3	537	18	0	3	13	15	1130
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

BREAK

BREAK

TRIDENT Engineering
10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

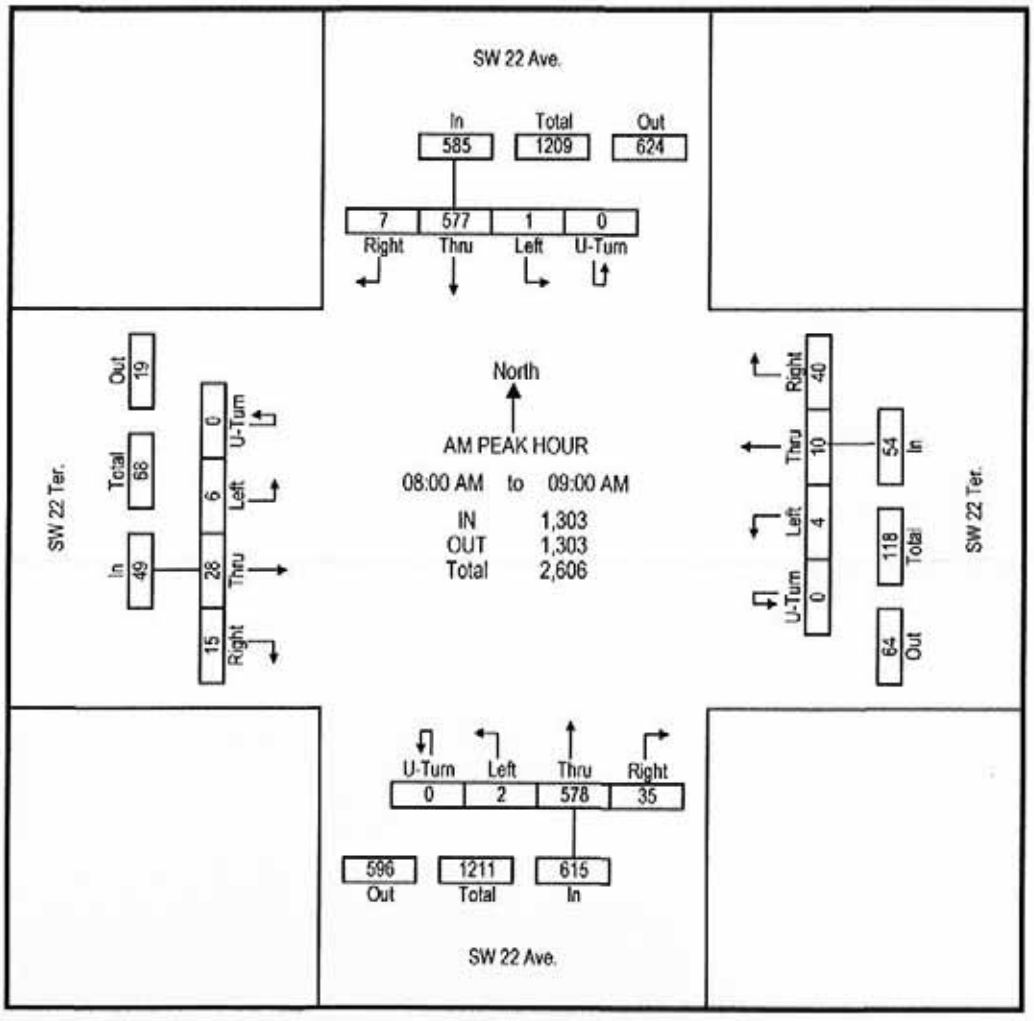
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 22 Ter. Westbound				SW 22 Ave. Northbound				SW 22 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	0	132	2	0	2	1	10	0	1	159	5	0	2	8	2	324
08:15 AM	0	0	158	2	0	0	4	8	0	0	160	12	0	2	7	5	358
08:30 AM	0	1	161	1	0	0	3	5	0	0	124	10	0	1	8	4	318
08:45 AM	0	0	126	2	0	2	2	17	0	1	135	8	0	1	5	4	303
Total	**0**	**1**	**577**	**7**	**0**	**4**	**10**	**40**	**0**	**2**	**578**	**35**	**0**	**6**	**28**	**15**	**1303**
PHF	0.000	0.250	0.896	0.875	0.000	0.500	0.625	0.588	0.000	0.500	0.903	0.729	0.000	0.750	0.875	0.750	0.91
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	0%	99%	1%	0%	7%	19%	74%	0%	0%	94%	6%	0%	12%	57%	31%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

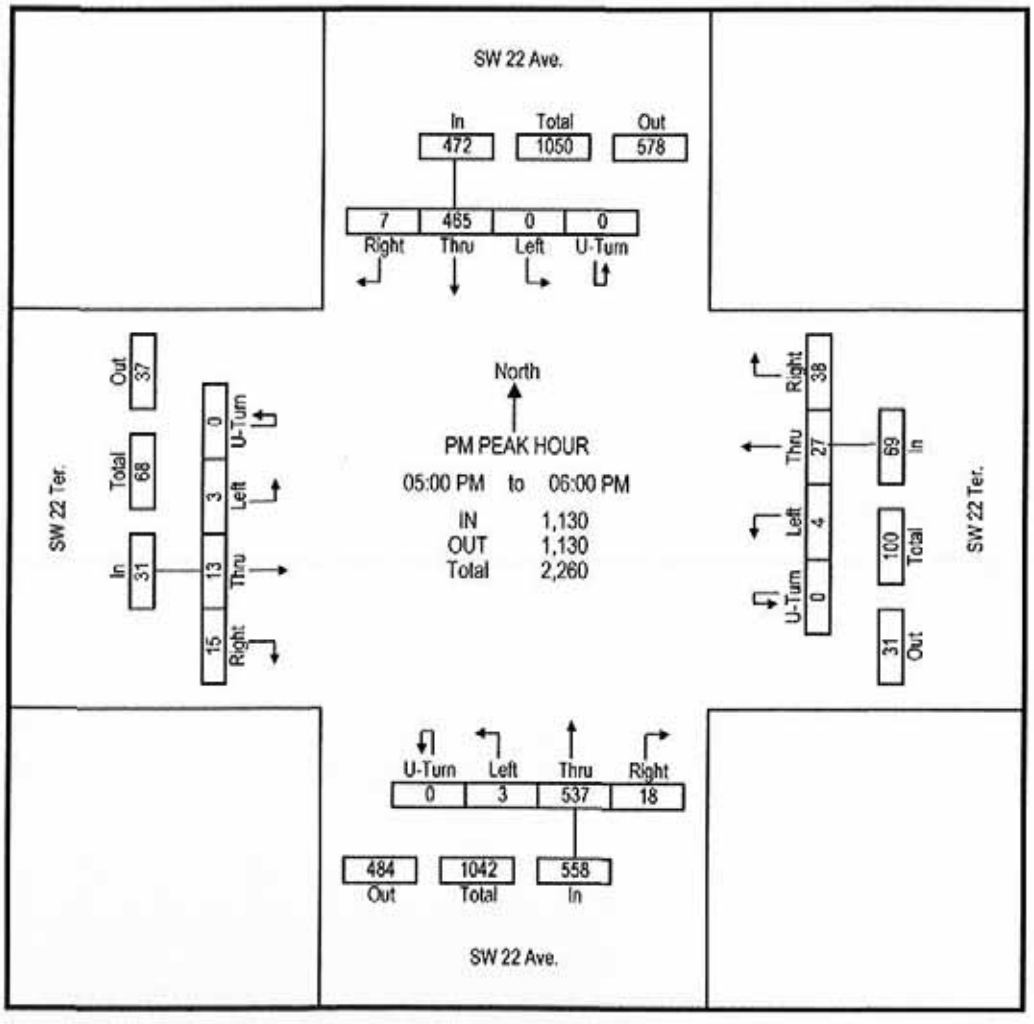
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 22 Ter. Westbound				SW 22 Ave. Northbound				SW 22 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	0	129	2	0	0	7	11	0	1	126	4	0	0	3	5	288
05:15 PM	0	0	94	2	0	2	8	8	0	0	159	8	0	2	6	4	293
05:30 PM	0	0	94	1	0	0	6	10	0	1	133	3	0	0	1	3	252
05:45 PM	0	0	148	2	0	2	6	9	0	1	119	3	0	1	3	3	297
Total	**0**	**0**	**465**	**7**	**0**	**4**	**27**	**38**	**0**	**3**	**537**	**18**	**0**	**3**	**13**	**15**	**1130**
PHF	0.000	0.000	0.785	0.875	0.000	0.500	0.844	0.864	0.000	0.750	0.844	0.563	0.000	0.375	0.542	0.750	0.95
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	0%	99%	1%	0%	6%	39%	55%	0%	1%	96%	3%	0%	10%	42%	48%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 23 Ter. Westbound				SW 22 Ave. Northbound				SW 23 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	2	1	111	1	0	3	0	1	0	0	84	1	0	2	4	2	212
07:15 AM	1	2	111	0	0	4	0	4	0	0	127	0	0	4	8	2	263
07:30 AM	0	0	107	3	0	0	1	3	0	2	95	1	0	6	25	1	244
07:45 AM	1	3	119	4	0	3	4	8	0	0	112	5	0	4	30	5	298
Total	4	6	448	8	0	10	5	16	0	2	418	7	0	16	67	10	1017
08:00 AM	2	3	131	2	0	5	5	8	0	0	146	4	0	11	26	1	344
08:15 AM	1	5	152	6	0	9	4	7	0	3	154	8	0	11	30	3	393
08:30 AM	1	4	156	5	0	3	3	7	0	2	120	6	0	7	24	6	344
08:45 AM	2	7	123	2	0	3	8	7	0	2	132	14	0	5	27	4	336
Total	6	19	562	15	0	20	20	29	0	7	552	32	0	34	107	14	1417
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM							BREAK										
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM							BREAK										
01:45 PM																	
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	6	72	4	0	4	12	8	0	1	118	4	0	6	9	3	247
04:15 PM	0	5	112	3	0	5	13	7	0	0	126	2	0	10	10	4	297
04:30 PM	1	4	89	5	0	4	12	4	0	1	112	2	0	10	10	7	261
04:45 PM	1	5	104	6	0	5	10	9	0	5	122	3	0	9	9	6	294
Total	2	20	377	18	0	18	47	28	0	7	478	11	0	35	38	20	1099
05:00 PM	4	4	125	5	0	4	15	7	0	2	115	4	0	9	14	4	312
05:15 PM	1	4	91	5	0	8	9	9	0	3	147	8	0	11	10	5	311
05:30 PM	0	5	88	4	0	9	13	4	0	1	129	6	0	4	15	6	284
05:45 PM	3	7	142	4	0	5	19	6	0	2	103	5	0	14	8	3	321
Total	8	20	446	18	0	26	56	26	0	8	494	23	0	38	47	18	1228
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

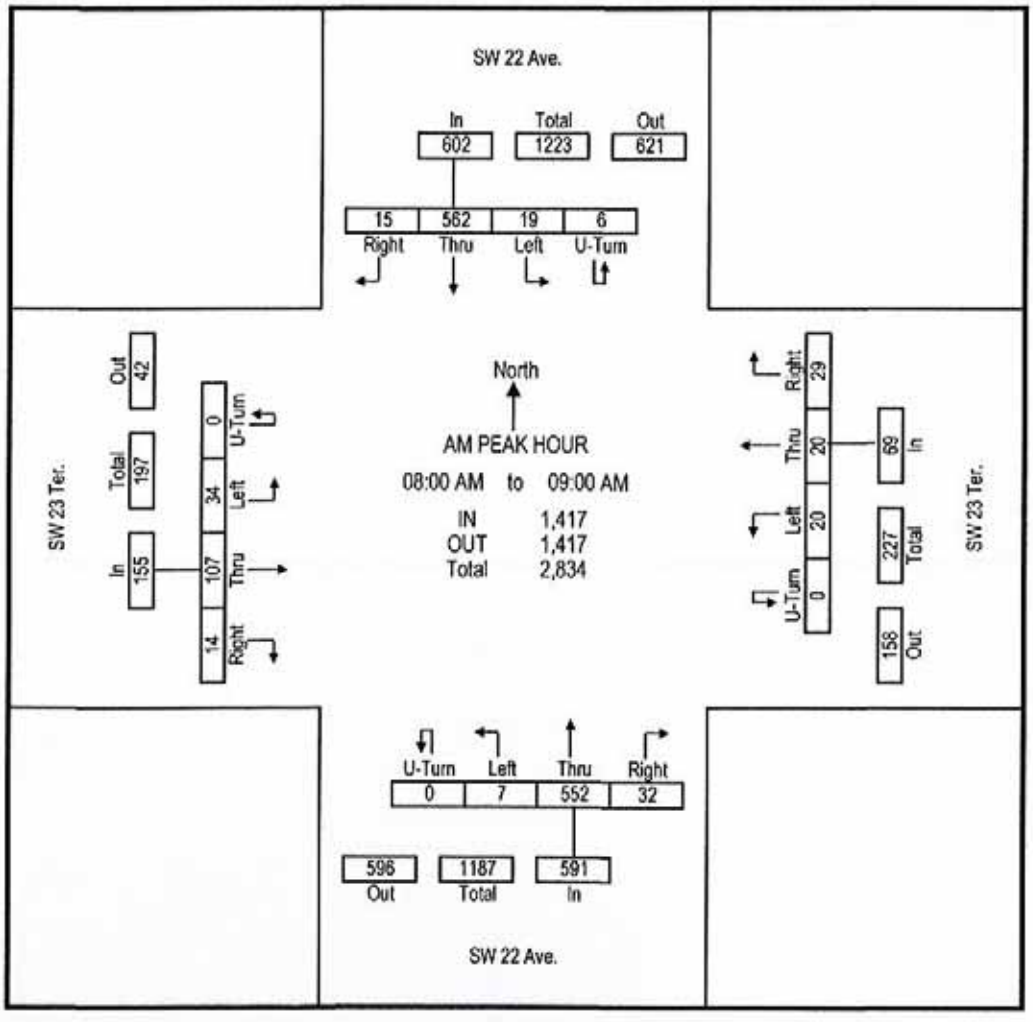
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 23 Ter. Westbound				SW 22 Ave. Northbound				SW 23 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	2	3	131	2	0	5	5	8	0	0	146	4	0	11	26	1	344
08:15 AM	1	5	152	6	0	9	4	7	0	3	154	8	0	11	30	3	393
08:30 AM	1	4	156	5	0	3	3	7	0	2	120	6	0	7	24	6	344
08:45 AM	2	7	123	2	0	3	8	7	0	2	132	14	0	5	27	4	336
Total	**6**	**19**	**562**	**15**	**0**	**20**	**20**	**29**	**0**	**7**	**552**	**32**	**0**	**34**	**107**	**14**	**1417**
PHF	0.750	0.679	0.901	0.625	0.000	0.556	0.625	0.906	0.000	0.583	0.896	0.571	0.000	0.773	0.892	0.583	0.90
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	1%	3%	93%	2%	0%	29%	29%	42%	0%	1%	93%	5%	0%	22%	69%	9%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

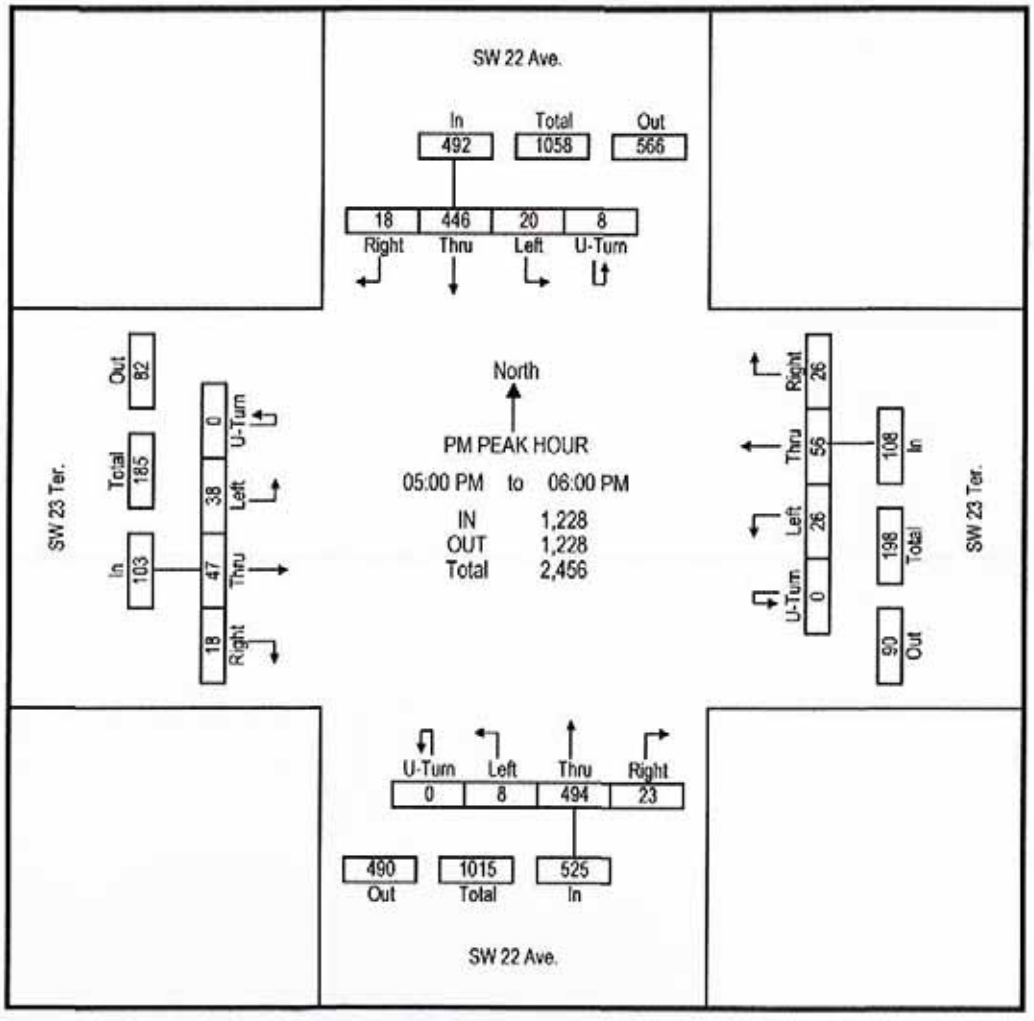
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 23 Ter. Westbound				SW 22 Ave. Northbound				SW 23 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	4	4	125	5	0	4	15	7	0	2	115	4	0	9	14	4	312
05:15 PM	1	4	91	5	0	8	9	9	0	3	147	8	0	11	10	5	311
05:30 PM	0	5	88	4	0	9	13	4	0	1	129	6	0	4	15	6	284
05:45 PM	3	7	142	4	0	5	19	6	0	2	103	5	0	14	8	3	321
Total	**8**	**20**	**446**	**18**	**0**	**26**	**56**	**26**	**0**	**8**	**494**	**23**	**0**	**38**	**47**	**18**	**1228**
PHF	0.500	0.714	0.785	0.900	0.000	0.722	0.737	0.722	0.000	0.667	0.840	0.719	0.000	0.679	0.783	0.750	0.96
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	2%	4%	91%	4%	0%	24%	52%	24%	0%	2%	94%	4%	0%	37%	46%	17%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)
Page No: 1 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 24 St Westbound				SW 22 Ave. Northbound				SW 24 St Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	1	117	1	0	2	0	7	1	2	72	1	0	3	3	1	211
07:15 AM	0	3	114	1	0	2	5	4	0	1	113	0	0	6	3	3	255
07:30 AM	0	3	103	3	0	2	2	5	0	0	84	1	0	5	4	3	215
07:45 AM	0	2	125	1	0	4	2	5	0	3	107	4	0	4	2	1	260
Total	0	9	459	6	0	10	9	21	1	6	376	6	0	18	12	8	941
08:00 AM	0	1	133	6	0	4	2	2	0	2	133	7	0	9	6	3	308
08:15 AM	0	2	164	2	0	2	5	1	0	1	159	5	0	8	7	3	359
08:30 AM	0	2	161	1	0	2	9	6	0	3	110	7	0	7	6	2	316
08:45 AM	0	1	128	3	0	3	7	6	0	4	136	3	0	4	12	2	309
Total	0	6	586	12	0	11	23	15	0	10	538	22	0	28	31	10	1292
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM									BREAK								
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM									BREAK								
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	2	75	1	0	6	10	2	0	3	115	5	0	6	4	1	230
04:15 PM	1	7	111	4	0	3	8	4	0	3	119	5	0	3	2	1	271
04:30 PM	0	3	89	7	0	6	13	2	0	6	105	2	0	5	2	3	243
04:45 PM	0	0	106	9	0	4	8	4	0	4	117	1	0	10	5	6	274
Total	1	12	381	21	0	19	39	12	0	16	456	13	0	24	13	11	1018
05:00 PM	0	2	125	4	0	4	14	2	0	4	117	4	0	1	1	3	281
05:15 PM	0	5	96	2	0	9	14	7	0	6	141	0	0	6	10	1	297
05:30 PM	0	6	89	5	0	1	15	10	0	6	122	5	0	2	6	1	268
05:45 PM	0	2	139	7	0	4	17	4	0	4	107	4	0	1	8	1	298
Total	0	15	449	18	0	18	60	23	0	20	487	13	0	10	25	6	1144
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

10232 NW 47 Street
IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3285

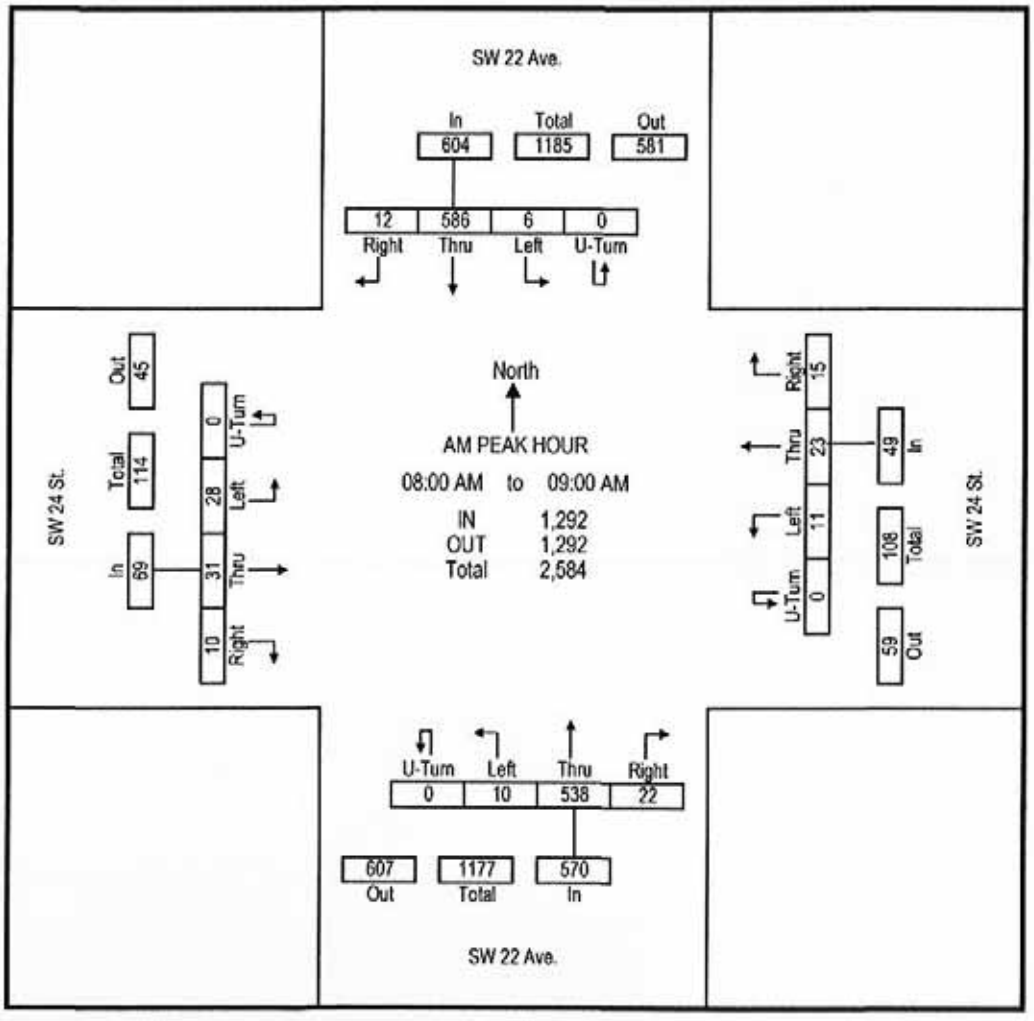
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 24 St. Westbound				SW 22 Ave. Northbound				SW 24 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	1	133	6	0	4	2	2	0	2	133	7	0	9	6	3	308
08:15 AM	0	2	164	2	0	2	5	1	0	1	159	5	0	8	7	3	359
08:30 AM	0	2	161	1	0	2	9	6	0	3	110	7	0	7	6	2	316
08:45 AM	0	1	128	3	0	3	7	6	0	4	136	3	0	4	12	2	309
Total	0	6	586	12	0	11	23	15	0	10	538	22	0	28	31	10	**1292**
PHF	0.000	0.750	0.893	0.500	0.000	0.688	0.639	0.625	0.000	0.625	0.846	0.786	0.000	0.778	0.646	0.833	0.90
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	1%	97%	2%	0%	22%	47%	31%	0%	2%	94%	4%	0%	41%	45%	14%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering

10232 NW 47 Street
IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

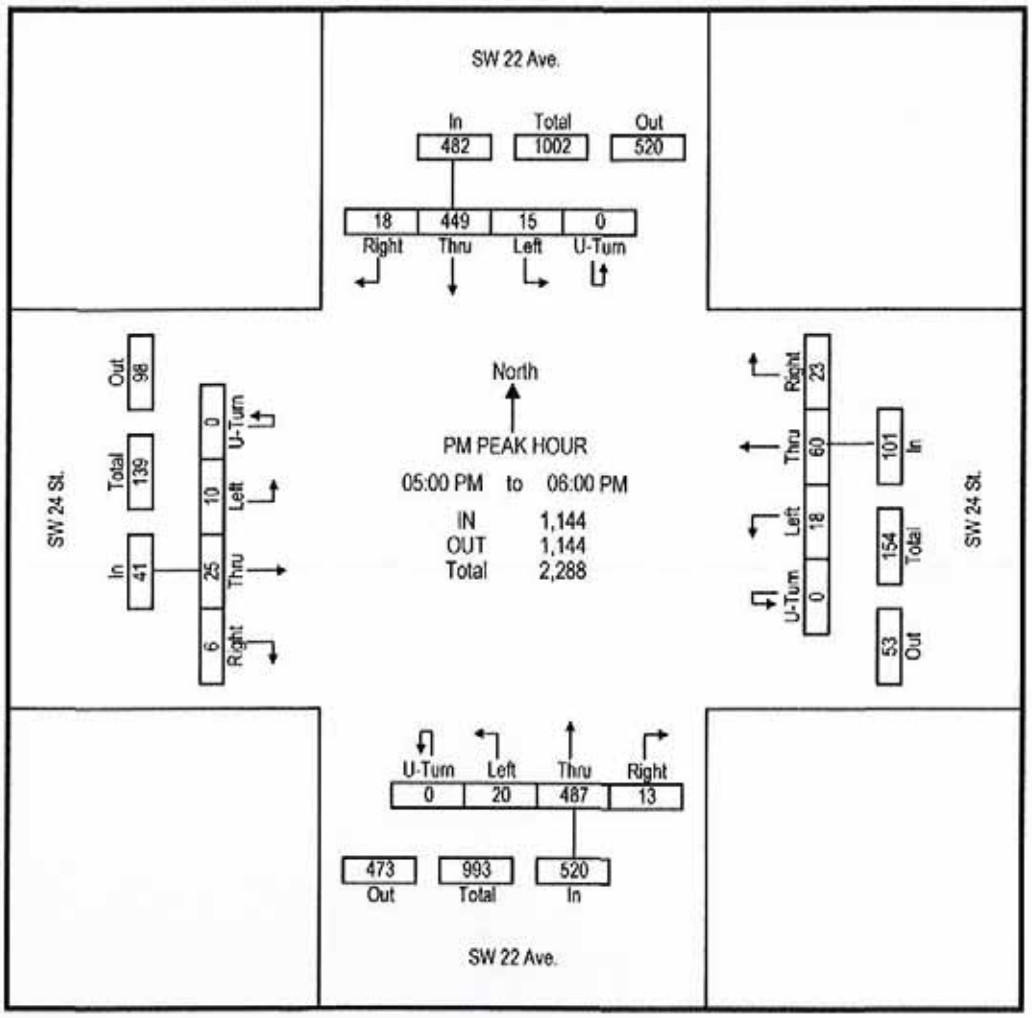
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)
Page No: 3 of 3

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 24 St. Westbound				SW 22 Ave. Northbound				SW 24 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	2	125	4	0	4	14	2	0	4	117	4	0	1	1	3	281
05:15 PM	0	5	96	2	0	9	14	7	0	6	141	0	0	6	10	1	297
05:30 PM	0	6	89	5	0	1	15	10	0	6	122	5	0	2	6	1	268
05:45 PM	0	2	139	7	0	4	17	4	0	4	107	4	0	1	8	1	298
Total	**0**	**15**	**449**	**18**	**0**	**18**	**60**	**23**	**0**	**20**	**487**	**13**	**0**	**10**	**25**	**6**	**1144**
PHF	0.000	0.625	0.808	0.643	0.000	0.500	0.882	0.575	0.000	0.833	0.863	0.650	0.000	0.417	0.625	0.500	0.96
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	3%	93%	4%	0%	18%	59%	23%	0%	4%	94%	3%	0%	24%	61%	15%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 St
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)
Page No: 1 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 24 Ter. Westbound				SW 22 Ave. Northbound				SW 24 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	2	117	1	0	6	2	3	0	0	67	2	0	6	13	7	226
07:15 AM	0	1	118	0	0	3	3	1	0	2	101	4	0	12	10	7	262
07:30 AM	0	1	105	2	0	8	5	6	1	3	72	3	0	7	30	10	253
07:45 AM	0	1	128	1	0	7	8	3	0	0	95	4	0	16	25	3	291
Total	0	5	468	4	0	24	18	13	1	5	335	13	0	41	78	27	1032
08:00 AM	0	1	135	4	0	10	1	4	0	3	123	2	0	15	25	11	334
08:15 AM	0	1	165	3	0	19	5	6	2	6	130	5	0	29	28	8	407
08:30 AM	1	3	156	6	0	8	4	4	0	6	96	3	0	20	29	15	351
08:45 AM	0	4	125	4	0	8	10	8	2	5	107	5	0	28	26	12	344
Total	1	9	581	17	0	45	20	22	4	20	456	15	0	92	108	46	1436
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM	********** BREAK **********																
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM	********** BREAK **********																
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	3	75	4	0	23	13	5	1	6	108	3	0	10	5	9	265
04:15 PM	0	1	111	3	0	24	8	6	1	5	109	3	0	12	10	5	298
04:30 PM	0	0	91	7	0	27	22	6	2	6	100	4	0	7	8	5	285
04:45 PM	0	2	108	6	0	22	31	7	1	6	96	3	0	19	11	9	321
Total	0	6	385	20	0	96	74	24	5	23	413	13	0	48	34	28	1169
05:00 PM	1	2	123	7	0	13	26	10	1	9	111	3	0	4	10	10	330
05:15 PM	0	4	97	5	0	27	28	10	0	9	131	2	0	6	20	15	354
05:30 PM	0	2	81	8	0	37	25	9	0	6	110	3	0	14	15	14	324
05:45 PM	1	3	131	10	0	28	26	15	0	10	87	5	0	13	20	8	357
Total	2	11	432	30	0	105	105	44	1	34	439	13	0	37	65	47	1365
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering
10232 NW 47 St
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

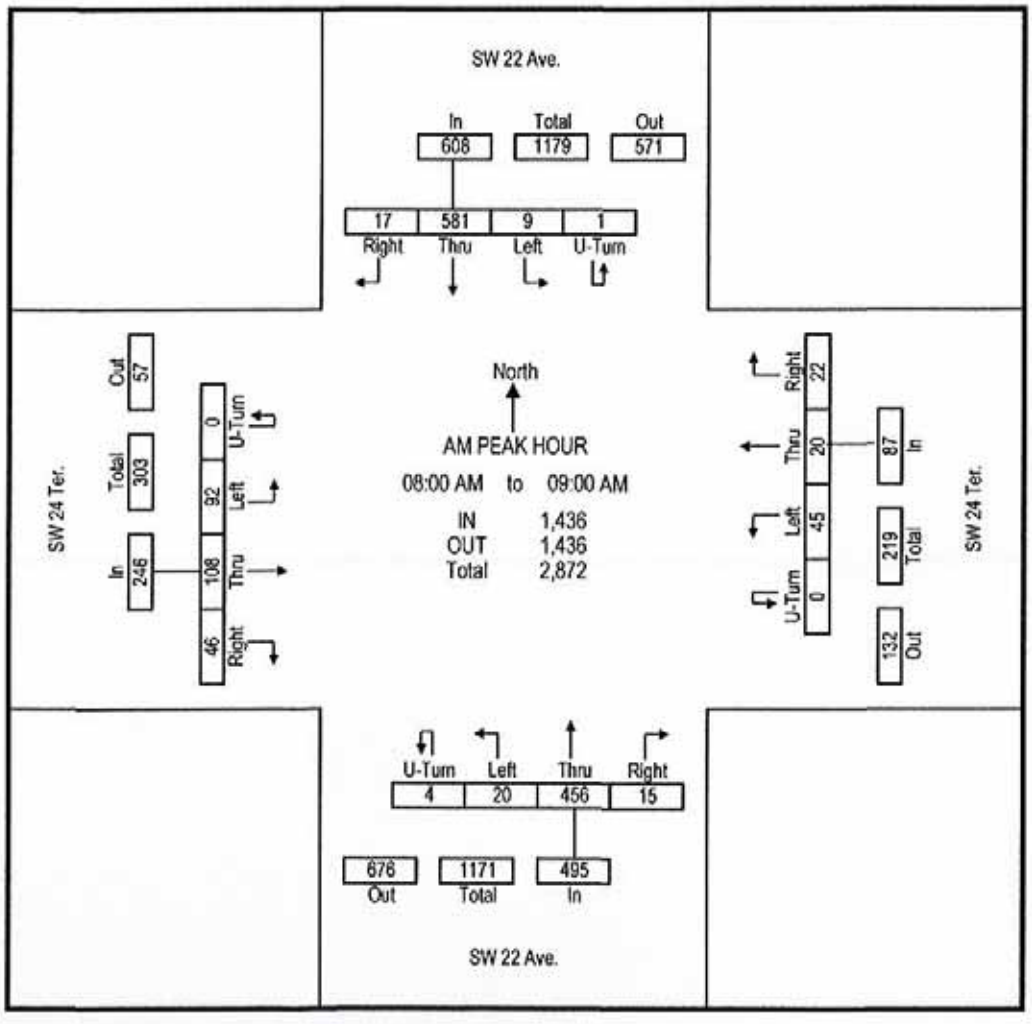
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 24 Ter. Westbound				SW 22 Ave. Northbound				SW 24 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	1	135	4	0	10	1	4	0	3	123	2	0	15	25	11	334
08:15 AM	0	1	165	3	0	19	5	6	2	6	130	5	0	29	28	8	407
08:30 AM	1	3	156	6	0	8	4	4	0	6	96	3	0	20	29	15	351
08:45 AM	0	4	125	4	0	8	10	8	2	5	107	5	0	28	26	12	344
Total	**1**	**9**	**581**	**17**	**0**	**45**	**20**	**22**	**4**	**20**	**456**	**15**	**0**	**92**	**108**	**46**	**1436**
PHF	0.250	0.563	0.880	0.708	0.000	0.592	0.500	0.688	0.500	0.833	0.877	0.750	0.000	0.793	0.931	0.767	0.88
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	1%	96%	3%	0%	52%	23%	25%	1%	4%	92%	3%	0%	37%	44%	19%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
10232 NW 47 St
Sunrise, FL 33351
Tel.: 954-815-3285

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

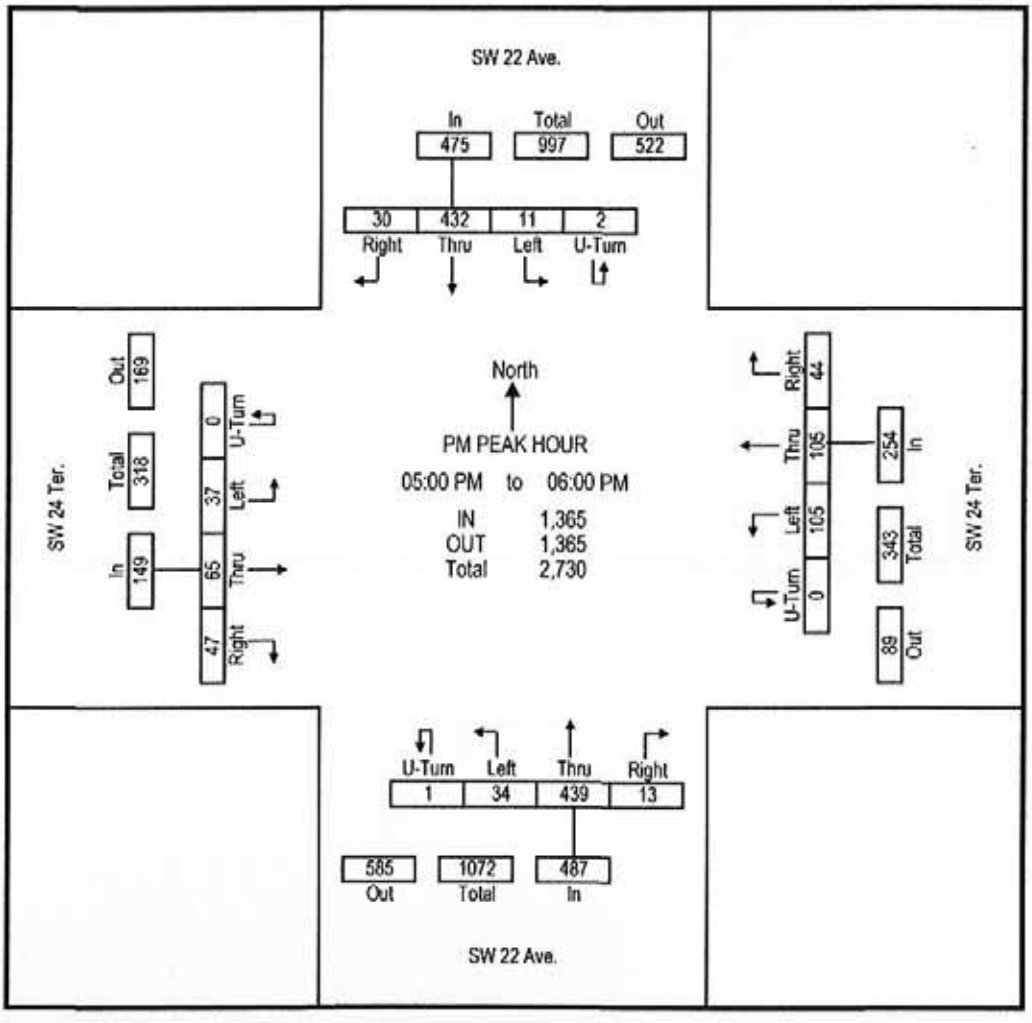
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 24 Ter. Westbound				SW 22 Ave. Northbound				SW 24 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	1	2	123	7	0	13	26	10	1	9	111	3	0	4	10	10	330
05:15 PM	0	4	97	5	0	27	28	10	0	9	131	2	0	6	20	15	354
05:30 PM	0	2	81	8	0	37	25	9	0	6	110	3	0	14	15	14	324
05:45 PM	1	3	131	10	0	28	26	15	0	10	87	5	0	13	20	8	357
Total	**2**	**11**	**432**	**30**	**0**	**105**	**105**	**44**	**1**	**34**	**439**	**13**	**0**	**37**	**65**	**47**	**1365**
PHF	0.500	0.688	0.824	0.750	0.000	0.709	0.938	0.733	0.250	0.850	0.838	0.650	0.000	0.661	0.813	0.783	0.96
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	2%	91%	6%	0%	41%	41%	17%	0%	7%	90%	3%	0%	25%	44%	32%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 25 St. Westbound				SW 22 Ave. Northbound				SW 25 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	2	125	3	0	1	0	2	0	0	67	0	0	0	0	3	203
07:15 AM	0	1	125	2	0	0	0	8	0	0	99	1	0	0	0	3	239
07:30 AM	0	2	117	4	0	1	0	4	0	0	75	1	0	0	0	2	206
07:45 AM	0	0	136	2	0	0	0	4	0	0	95	3	0	0	0	2	242
Total	0	5	503	11	0	2	0	18	0	0	336	5	0	0	0	10	890
08:00 AM	0	2	151	3	0	3	0	8	0	0	120	2	0	0	0	4	293
08:15 AM	1	3	187	2	0	2	0	6	0	0	137	3	0	0	0	5	346
08:30 AM	0	2	174	3	0	2	0	6	0	0	99	1	0	0	0	5	292
08:45 AM	1	3	138	4	0	2	0	5	0	0	114	2	0	0	0	6	275
Total	2	10	650	12	0	9	0	25	0	0	470	8	0	0	0	20	1206
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	2	2	102	3	0	1	0	2	0	0	116	5	0	0	0	4	237
04:15 PM	6	6	128	6	0	2	0	3	0	0	115	3	0	0	0	8	277
04:30 PM	0	6	108	9	0	3	0	5	0	0	107	5	0	0	0	3	246
04:45 PM	3	4	128	7	0	2	0	6	0	0	100	6	0	0	0	0	256
Total	11	18	466	25	0	8	0	16	0	0	438	19	0	0	0	15	1016
05:00 PM	1	3	136	7	0	1	0	4	0	0	120	5	0	0	0	3	280
05:15 PM	1	4	125	10	0	2	0	6	0	0	136	3	0	0	0	4	291
05:30 PM	2	7	116	9	0	1	0	6	0	0	113	4	0	0	0	3	261
05:45 PM	1	8	150	9	0	0	0	5	0	0	97	5	0	0	0	4	279
Total	5	22	527	35	0	4	0	21	0	0	466	17	0	0	0	14	1111
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

BREAK

BREAK

TRIDENT Engineering
10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

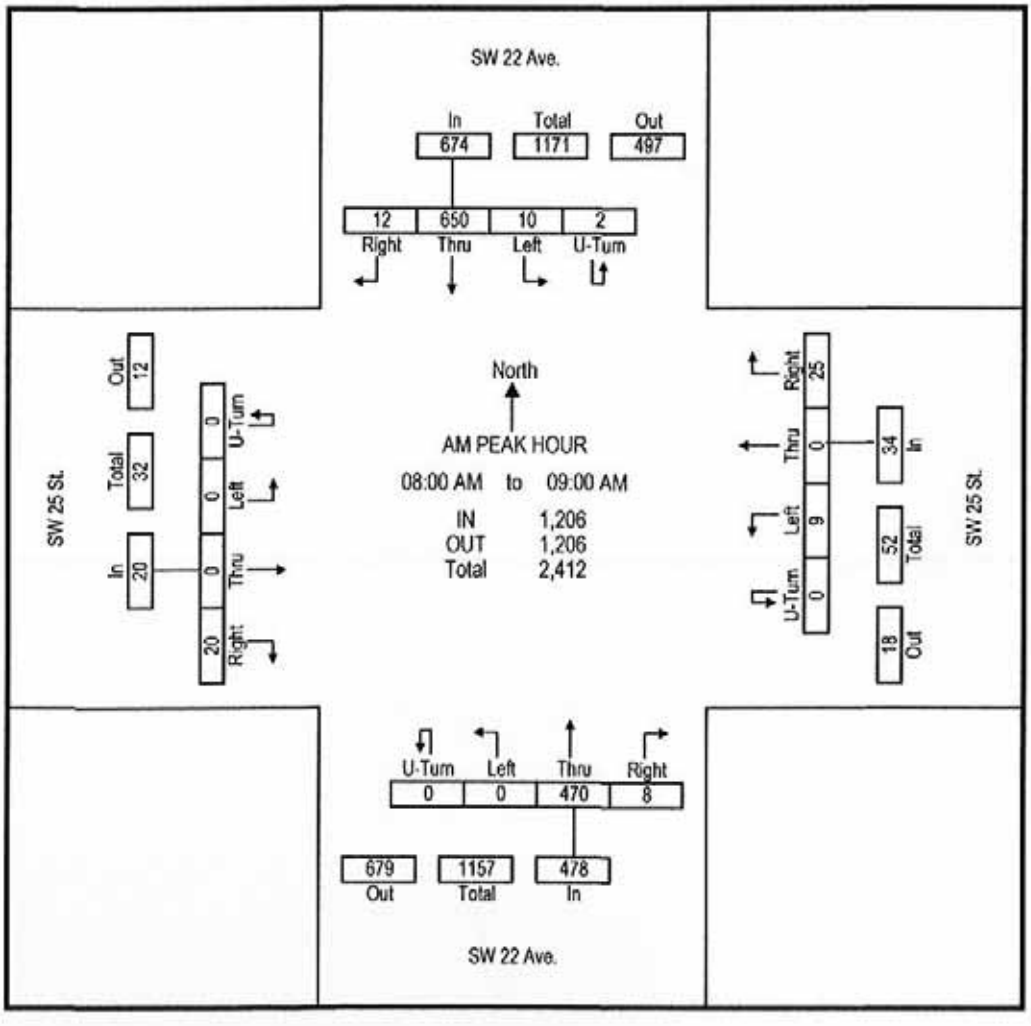
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 25 St. Westbound				SW 22 Ave. Northbound				SW 25 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	2	151	3	0	3	0	8	0	0	120	2	0	0	0	4	293
08:15 AM	1	3	187	2	0	2	0	6	0	0	137	3	0	0	0	5	346
08:30 AM	0	2	174	3	0	2	0	6	0	0	99	1	0	0	0	5	292
08:45 AM	1	3	138	4	0	2	0	5	0	0	114	2	0	0	0	6	275
Total	**2**	**10**	**650**	**12**	**0**	**9**	**0**	**25**	**0**	**0**	**470**	**8**	**0**	**0**	**0**	**20**	**1206**
PHF	0.500	0.833	0.869	0.750	0.000	0.750	0.000	0.781	0.000	0.000	0.858	0.667	0.000	0.000	0.000	0.833	0.87
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	1%	96%	2%	0%	26%	0%	74%	0%	0%	98%	2%	0%	0%	0%	100%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
10232 NW 47 Street
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IENT: C of Miami
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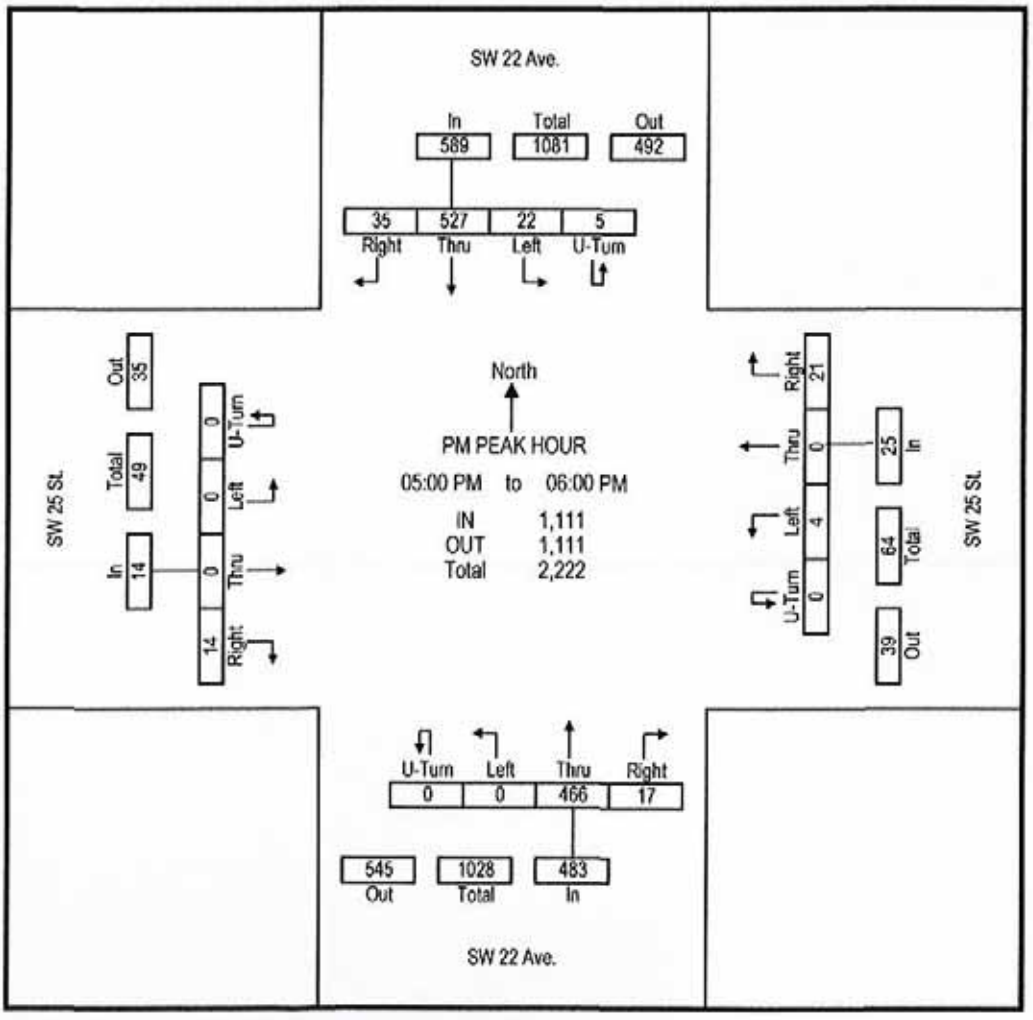
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 25 St. Westbound				SW 22 Ave. Northbound				SW 25 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	1	3	136	7	0	1	0	4	0	0	120	5	0	0	0	3	280
05:15 PM	1	4	125	10	0	2	0	6	0	0	136	3	0	0	0	4	291
05:30 PM	2	7	116	9	0	1	0	6	0	0	113	4	0	0	0	3	261
05:45 PM	1	8	150	9	0	0	0	5	0	0	97	5	0	0	0	4	279
Total	**5**	**22**	**527**	**35**	**0**	**4**	**0**	**21**	**0**	**0**	**466**	**17**	**0**	**0**	**0**	**14**	**1111**
PHF	0.625	0.688	0.878	0.875	0.000	0.500	0.000	0.875	0.000	0.000	0.857	0.850	0.000	0.000	0.000	0.875	0.95
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	1%	4%	89%	6%	0%	16%	0%	84%	0%	0%	96%	4%	0%	0%	0%	100%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)
Page No: 1 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 25 Ter. Westbound				SW 22 Ave. Northbound				SW 25 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	1	0	128	1	0	0	0	7	3	4	56	0	0	4	0	3	207
07:15 AM	0	0	127	1	0	0	0	5	4	4	86	3	0	9	0	3	242
07:30 AM	0	0	115	5	0	0	0	10	2	4	60	1	0	6	0	10	213
07:45 AM	0	0	135	3	0	0	0	11	1	3	71	2	0	16	0	5	247
Total	1	0	505	10	0	0	0	33	10	15	273	6	0	35	0	21	909
08:00 AM	0	1	151	6	0	0	0	15	3	6	92	1	0	15	0	6	296
08:15 AM	0	0	187	7	0	0	0	21	2	9	99	3	0	20	0	10	358
08:30 AM	1	2	170	9	0	0	0	15	2	8	68	4	0	17	0	5	301
08:45 AM	0	0	142	4	0	0	0	10	2	9	98	6	0	8	1	11	291
Total	1	3	650	26	0	0	0	61	9	32	357	14	0	60	1	32	1246
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	0	99	8	0	0	0	7	3	6	104	1	0	10	0	1	239
04:15 PM	0	0	129	9	0	0	0	6	2	5	101	4	0	11	0	5	272
04:30 PM	0	0	109	5	0	0	0	14	3	6	88	3	0	10	0	1	239
04:45 PM	0	0	127	3	0	0	0	7	0	4	87	5	0	12	1	6	252
Total	0	0	464	25	0	0	0	34	8	21	380	13	0	43	1	13	1002
05:00 PM	0	0	129	11	0	0	0	10	2	4	102	3	0	13	0	4	278
05:15 PM	0	0	125	6	0	0	0	14	4	7	113	2	0	12	0	3	286
05:30 PM	0	0	112	8	0	0	0	12	2	6	89	5	0	16	0	3	253
05:45 PM	0	0	148	6	0	0	0	10	4	3	83	2	0	9	0	2	267
Total	0	0	514	31	0	0	0	46	12	20	387	12	0	50	0	12	1084
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

BREAK

BREAK

TRIDENT Engineering
10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

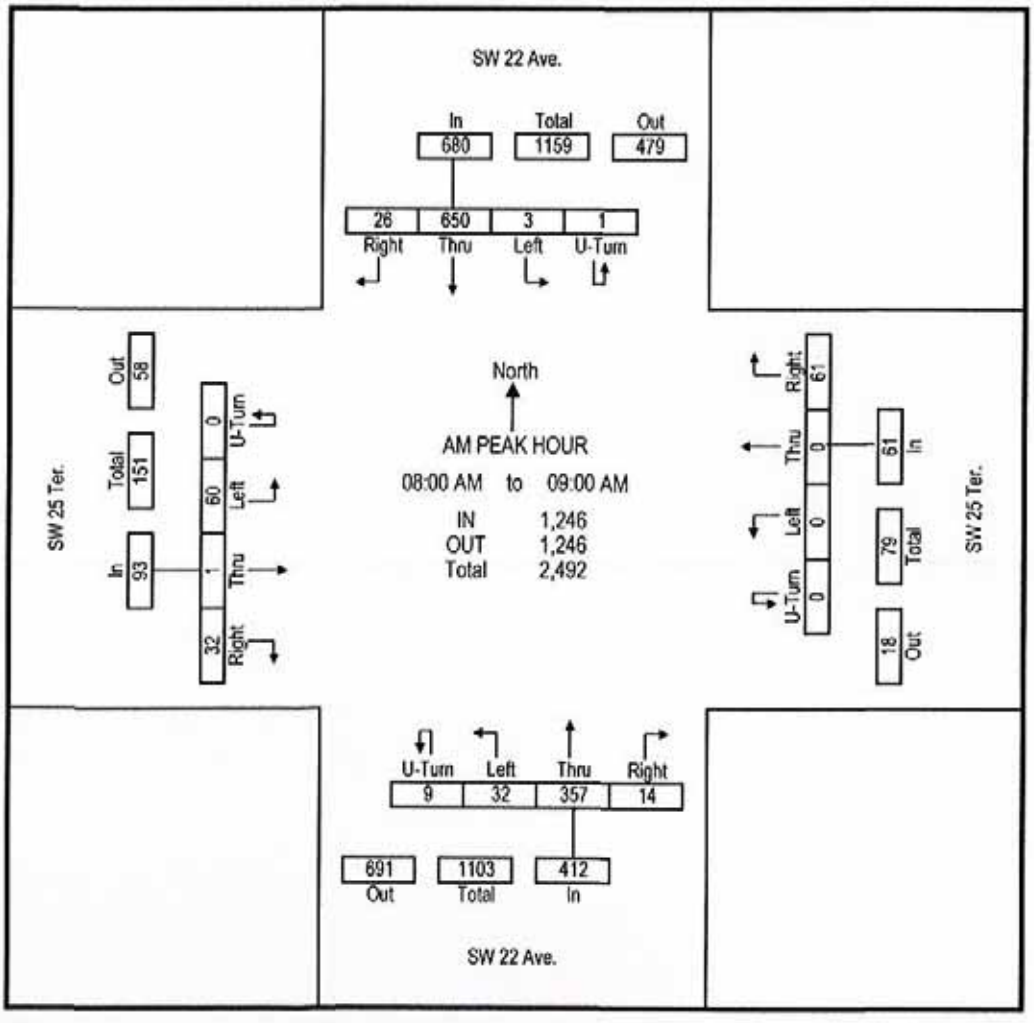
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 25 Ter. Westbound				SW 22 Ave. Northbound				SW 25 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	1	151	6	0	0	0	15	3	6	92	1	0	15	0	6	296
08:15 AM	0	0	187	7	0	0	0	21	2	9	99	3	0	20	0	10	358
08:30 AM	1	2	170	9	0	0	0	15	2	8	68	4	0	17	0	5	301
08:45 AM	0	0	142	4	0	0	0	10	2	9	98	6	0	8	1	11	291
Total	**1**	**3**	**650**	**26**	**0**	**0**	**0**	**61**	**9**	**32**	**357**	**14**	**0**	**60**	**1**	**32**	**1246**
PHF	0.250	0.375	0.869	0.722	0.000	0.000	0.000	0.726	0.750	0.889	0.902	0.583	0.000	0.750	0.250	0.727	0.87
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	0%	96%	4%	0%	0%	0%	100%	2%	8%	87%	3%	0%	65%	1%	34%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering
10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

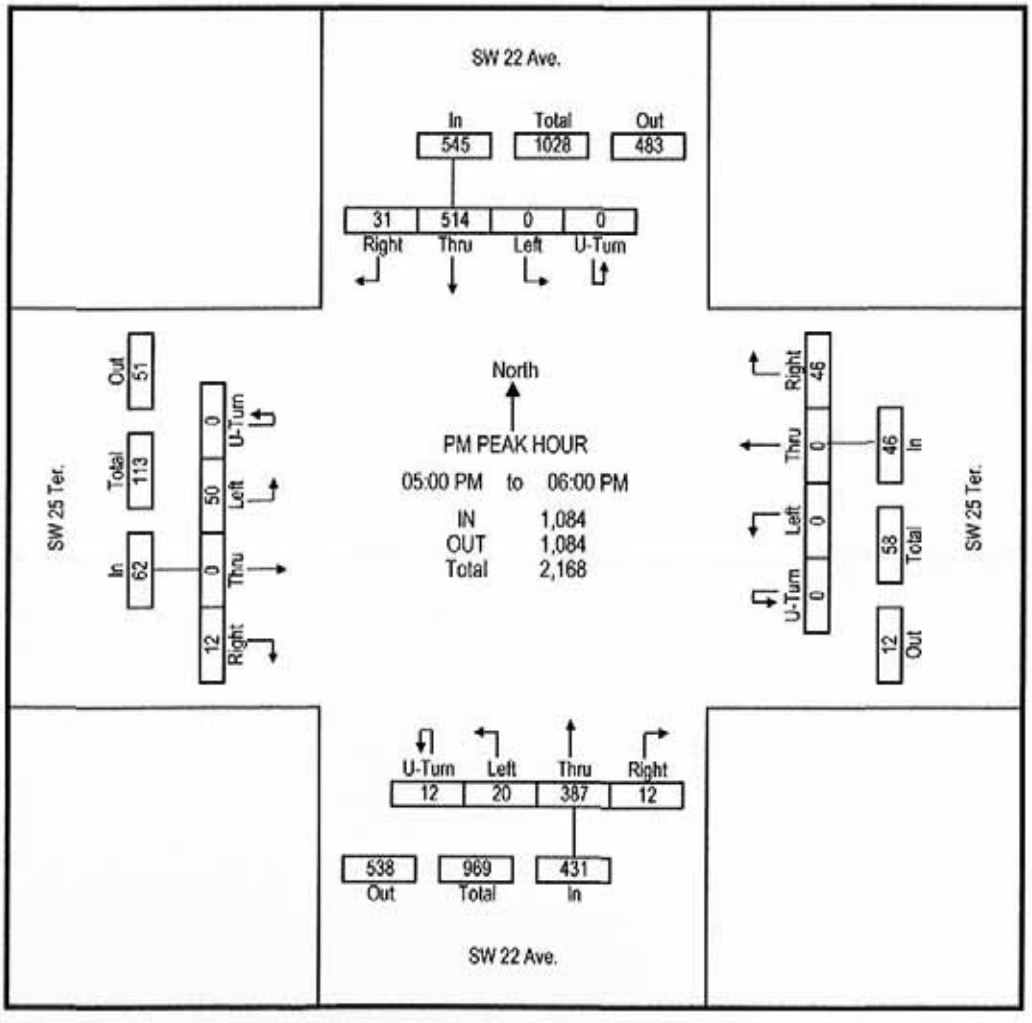
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 25 Ter. Westbound				SW 22 Ave. Northbound				SW 25 Ter. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	0	129	11	0	0	0	10	2	4	102	3	0	13	0	4	278
05:15 PM	0	0	125	6	0	0	0	14	4	7	113	2	0	12	0	3	286
05:30 PM	0	0	112	8	0	0	0	12	2	6	89	5	0	16	0	3	253
05:45 PM	0	0	148	6	0	0	0	10	4	3	83	2	0	9	0	2	267
Total	**0**	**0**	**514**	**31**	**0**	**0**	**0**	**46**	**12**	**20**	**387**	**12**	**0**	**50**	**0**	**12**	**1084**
PHF	0.000	0.000	0.868	0.705	0.000	0.000	0.000	0.821	0.750	0.714	0.856	0.600	0.000	0.781	0.000	0.750	0.95
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	0%	94%	6%	0%	0%	0%	100%	3%	5%	90%	3%	0%	81%	0%	19%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 26 St. Westbound				SW 22 Ave. Northbound				SW 26 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	1	120	10	0	3	3	2	0	4	49	1	0	13	2	8	216
07:15 AM	0	1	123	6	0	5	1	4	1	2	75	4	0	7	0	13	242
07:30 AM	1	5	119	0	0	6	0	1	1	2	39	1	0	4	1	20	200
07:45 AM	1	3	118	18	0	0	0	3	1	1	60	2	0	9	3	16	235
Total	2	10	480	34	0	14	4	10	3	9	223	8	0	33	6	57	893
08:00 AM	0	0	130	27	0	1	1	1	2	6	81	2	0	16	8	17	292
08:15 AM	0	1	172	24	0	0	0	2	1	5	97	1	0	10	6	14	333
08:30 AM	0	3	154	18	0	2	1	2	1	7	62	1	0	14	3	16	284
08:45 AM	0	7	139	7	0	1	2	2	1	8	88	1	0	13	3	24	296
Total	0	11	595	76	0	4	4	7	5	26	328	5	0	53	20	71	1205
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM								BREAK									
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM								BREAK									
01:45 PM																	
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	4	79	17	0	1	1	1	1	3	101	1	0	16	0	9	234
04:15 PM	0	4	114	16	0	2	3	2	1	5	105	0	0	9	1	3	265
04:30 PM	0	3	84	23	0	2	2	1	0	5	85	1	0	14	1	10	231
04:45 PM	0	4	115	14	0	3	2	1	0	7	86	2	0	14	2	7	257
Total	0	15	392	70	0	8	8	5	2	20	377	4	0	53	4	29	987
05:00 PM	0	4	113	16	0	2	3	2	0	7	100	2	0	16	3	7	275
05:15 PM	0	2	109	17	0	1	0	1	0	6	110	3	0	11	3	11	274
05:30 PM	0	2	90	23	0	3	1	2	1	7	85	1	0	20	3	12	250
05:45 PM	0	3	132	15	0	0	0	1	0	6	83	2	0	11	9	5	267
Total	0	11	444	71	0	6	4	6	1	26	378	8	0	58	18	35	1066
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

TRIDENT Engineering

10232 NW 47 Street
IENT: C of Miami
JOB No: 2016-00075
PROJECT: TMC
COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
Tel.: 954-815-3265

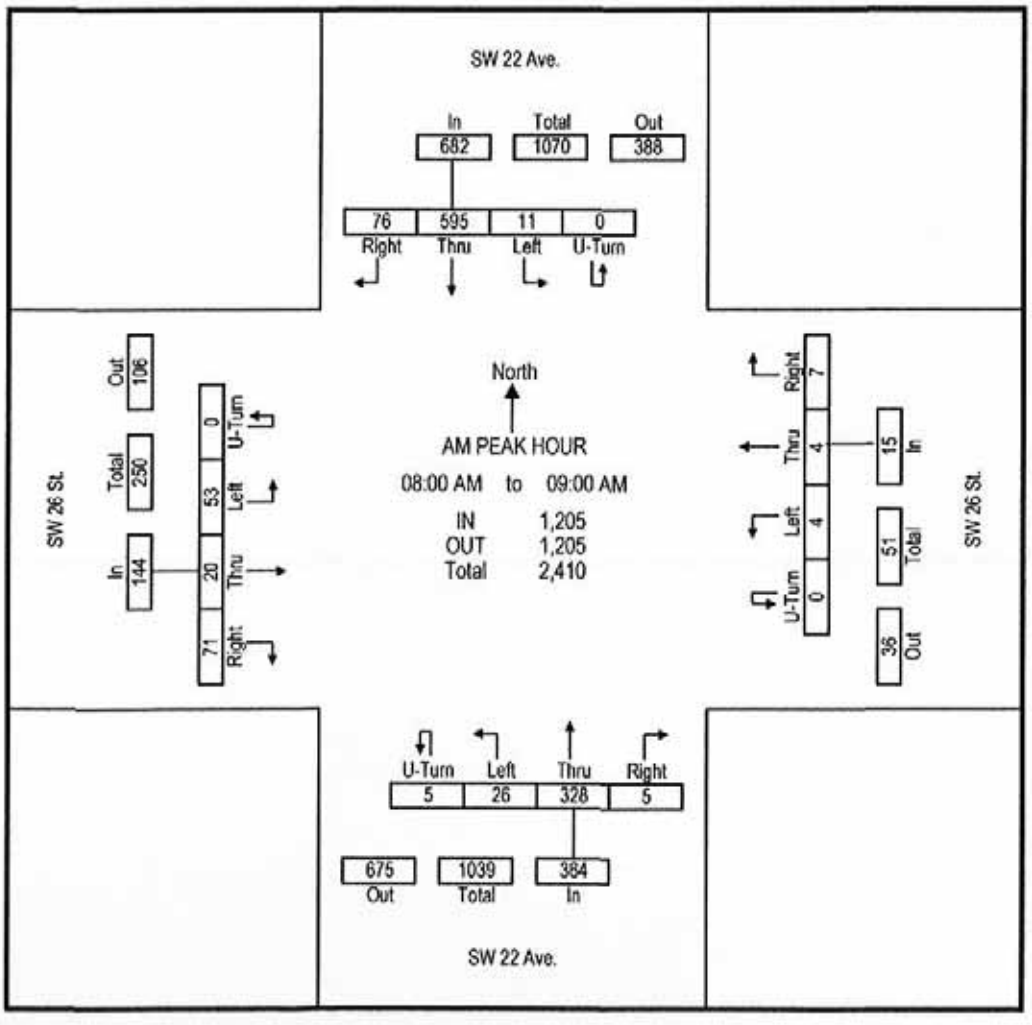
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)
Page No: 2 of 3

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 26 St. Westbound				SW 22 Ave. Northbound				SW 26 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	0	130	27	0	1	1	1	2	6	81	2	0	16	8	17	292
08:15 AM	0	1	172	24	0	0	0	2	1	5	97	1	0	10	6	14	333
08:30 AM	0	3	154	18	0	2	1	2	1	7	62	1	0	14	3	16	284
08:45 AM	0	7	139	7	0	1	2	2	1	8	88	1	0	13	3	24	296
Total	**0**	**11**	**595**	**76**	**0**	**4**	**4**	**7**	**5**	**26**	**328**	**5**	**0**	**53**	**20**	**71**	**1205**
PHF	0.000	0.393	0.865	0.704	0.000	0.500	0.500	0.875	0.625	0.813	0.845	0.625	0.000	0.828	0.625	0.740	0.90
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	2%	87%	11%	0%	27%	27%	47%	1%	7%	90%	1%	0%	37%	14%	49%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



TRIDENT Engineering

10232 NW 47 Street
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PROJECT: TMC
COUNTY: MIAMI-DADE

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Sunrise, FL 33351
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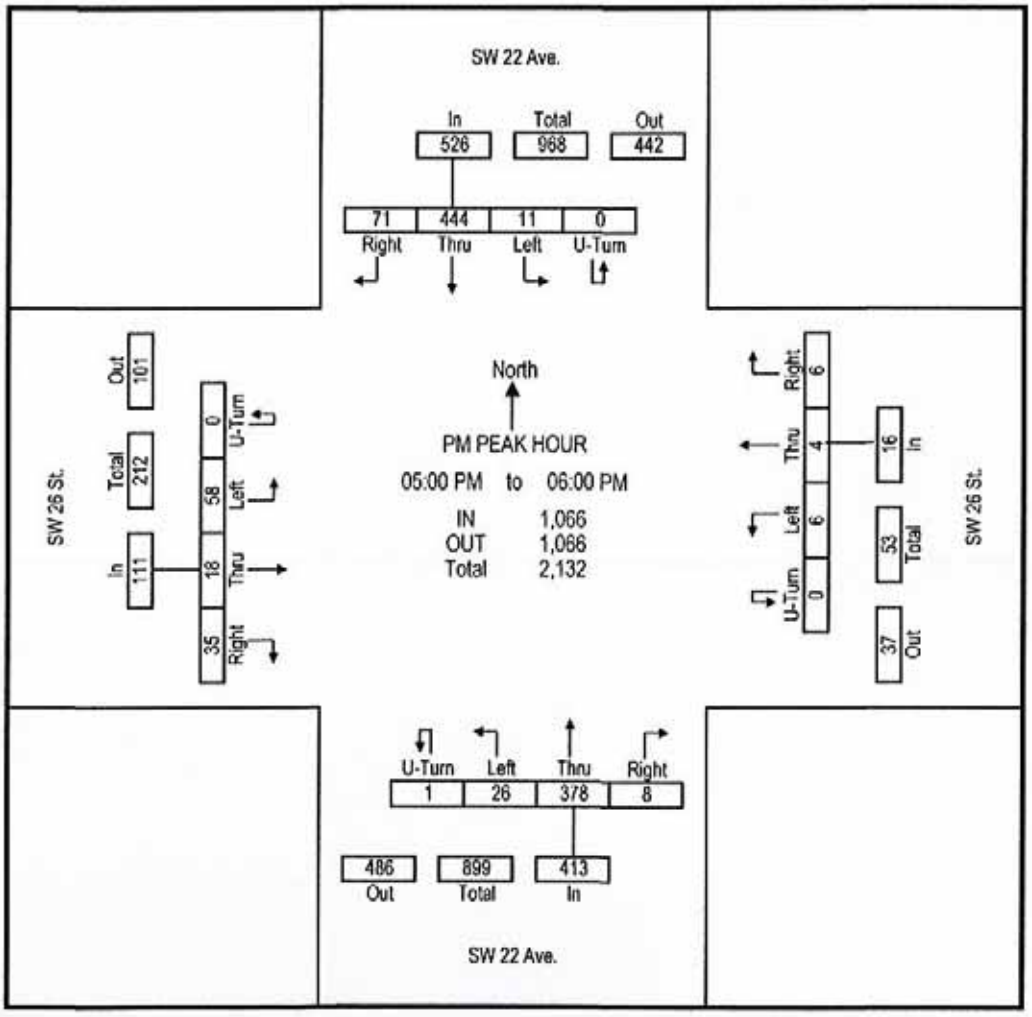
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)
Page No: 3 of 3

NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				SW 26 St. Westbound				SW 22 Ave. Northbound				SW 26 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	4	113	16	0	2	3	2	0	7	100	2	0	16	3	7	275
05:15 PM	0	2	109	17	0	1	0	1	0	6	110	3	0	11	3	11	274
05:30 PM	0	2	90	23	0	3	1	2	1	7	85	1	0	20	3	12	250
05:45 PM	0	3	132	15	0	0	0	1	0	6	83	2	0	11	9	5	267
Total	**0**	**11**	**444**	**71**	**0**	**6**	**4**	**6**	**1**	**26**	**378**	**8**	**0**	**58**	**18**	**35**	**1066**
PHF	0.000	0.688	0.841	0.772	0.000	0.500	0.333	0.750	0.250	0.929	0.859	0.667	0.000	0.725	0.500	0.729	0.97
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	2%	84%	13%	0%	38%	25%	38%	0%	6%	92%	2%	0%	52%	16%	32%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: C of Miami
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COUNTY: MIAMI-DADE

10232 NW 47 Street
Sunrise, FL 33351
TEL: 954-815-3265

File Name: 20160113 TMC VD
Site Code: -
Count Date: 01/13/2016 (Wed.)
Page No: 1 of 3

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				US 1 Southwestbound				SW 22 Ave. Northbound				US 1 Northeastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	32	45	37	1	8	559	6	0	9	18	29	0	31	695	3	1473
07:15 AM	0	40	38	50	0	6	641	14	0	7	23	35	1	14	706	0	1575
07:30 AM	0	33	48	53	2	6	696	18	0	11	18	32	0	19	704	3	1643
07:45 AM	0	36	59	53	0	7	699	20	0	10	27	60	0	13	671	0	1655
Total	0	141	190	193	3	27	2595	58	0	37	86	156	1	77	2776	6	6346
08:00 AM	0	25	50	58	2	6	668	15	0	10	33	48	1	10	699	0	1623
08:15 AM	0	36	67	65	0	5	629	25	0	9	30	53	0	13	691	1	1624
08:30 AM	0	31	62	61	0	5	665	15	0	4	20	41	0	13	733	2	1652
08:45 AM	0	33	83	42	1	6	566	37	0	3	29	61	0	19	691	0	1571
Total	0	125	262	224	3	22	2528	92	0	26	112	203	1	55	2814	3	6470
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM								BREAK									
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM								BREAK									
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	17	33	27	2	9	610	17	0	17	56	35	1	32	426	1	1283
04:15 PM	0	16	42	48	0	7	698	22	0	12	51	30	0	29	525	2	1482
04:30 PM	0	13	34	38	2	6	636	14	0	14	43	28	0	42	464	2	1336
04:45 PM	0	16	44	28	4	15	716	28	0	15	50	40	0	24	474	4	1458
Total	0	62	153	141	8	37	2660	81	0	58	200	133	1	127	1889	9	5559
05:00 PM	0	18	43	43	3	9	690	18	0	13	54	30	1	32	470	2	1426
05:15 PM	0	17	50	33	2	7	696	20	0	13	62	37	0	22	533	4	1496
05:30 PM	0	20	50	36	2	7	720	11	0	10	47	31	1	35	480	3	1453
05:45 PM	0	17	41	40	5	14	715	12	0	13	58	31	0	36	524	6	1512
Total	0	72	184	152	12	37	2821	61	0	49	221	129	2	125	2007	15	5887
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	

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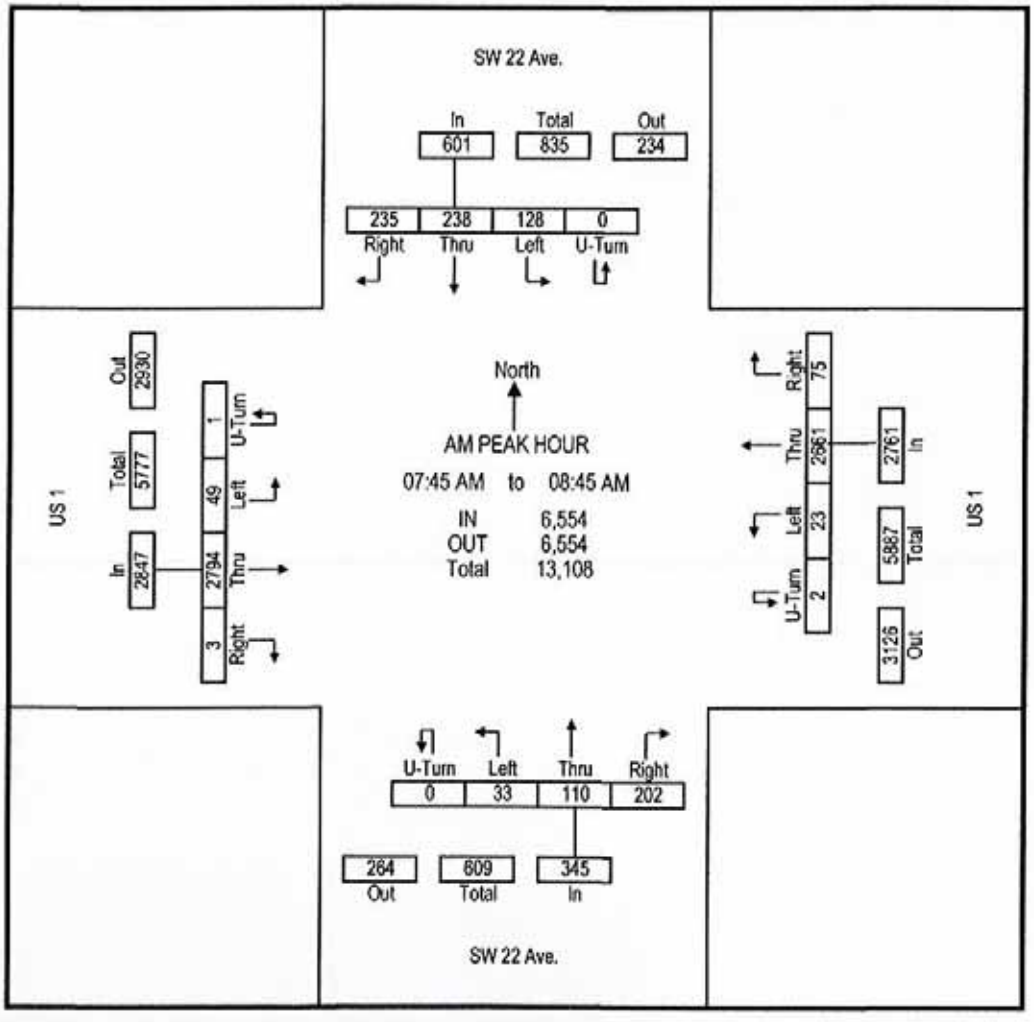
File Name: 20160113 TMC VD
Site Code: -
Count Date: 1/13/2016 (Wed.)

NW 10 Street — Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				US 1 Westbound				SW 22 Ave. Northbound				US 1 Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	0	36	59	53	0	7	699	20	0	10	27	60	0	13	671	0	1655
08:00 AM	0	25	50	56	2	6	668	15	0	10	33	48	1	10	699	0	1623
08:15 AM	0	36	67	65	0	5	629	25	0	9	30	53	0	13	691	1	1624
08:30 AM	0	31	62	61	0	5	665	15	0	4	20	41	0	13	733	2	1652
Total	**0**	**128**	**238**	**235**	**2**	**23**	**2661**	**75**	**0**	**33**	**110**	**202**	**1**	**49**	**2794**	**3**	**6554**
PHF	0.000	0.889	0.888	0.904	0.250	0.821	0.952	0.750	0.000	0.825	0.833	0.842	0.250	0.942	0.953	0.375	0.99
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	21%	40%	39%	0%	1%	96%	3%	0%	10%	32%	59%	0%	2%	98%	0%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM
Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM



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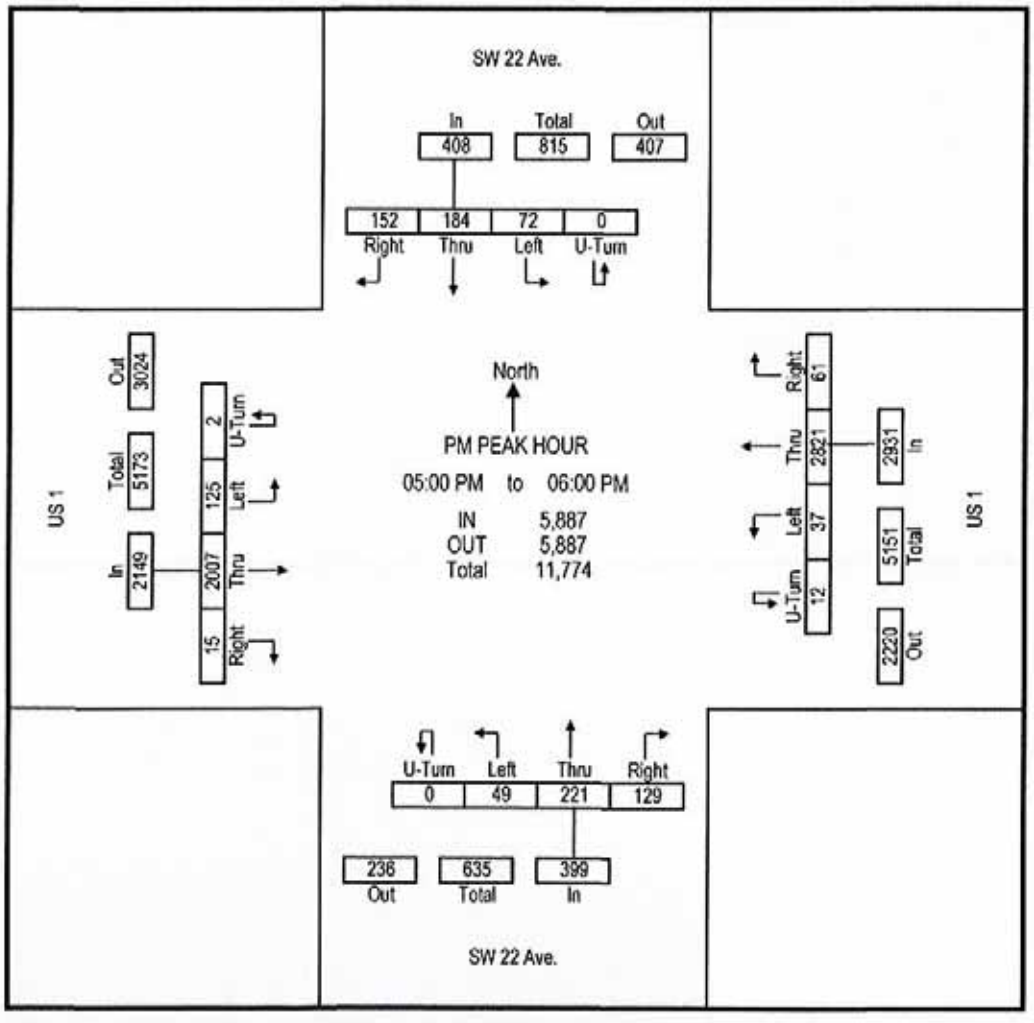
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	SW 22 Ave. Southbound				US 1 Westbound				SW 22 Ave. Northbound				US 1 Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	18	43	43	3	9	690	18	0	13	54	30	1	32	470	2	1426
05:15 PM	0	17	50	33	2	7	696	20	0	13	62	37	0	22	533	4	1496
05:30 PM	0	20	50	36	2	7	720	11	0	10	47	31	1	35	460	3	1453
05:45 PM	0	17	41	40	5	14	715	12	0	13	58	31	0	36	524	6	1512
Total	**0**	**72**	**184**	**152**	**12**	**37**	**2821**	**61**	**0**	**49**	**221**	**129**	**2**	**125**	**2007**	**15**	**5887**
PHF	0.000	0.900	0.920	0.884	0.600	0.661	0.980	0.763	0.000	0.942	0.891	0.872	0.500	0.868	0.941	0.625	0.97
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
App Vol %	0%	18%	45%	37%	0%	1%	96%	2%	0%	12%	55%	32%	0%	6%	93%	1%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



Appendix B

Synchro Software Output

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1520	55	70	1125	15	195	325	140	215	530	115
Future Volume (veh/h)	135	1520	55	70	1125	15	195	325	140	215	530	115
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	147	1652	60	76	1223	16	212	353	152	234	576	125
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1821	923	129	1747	890	193	552	234	250	659	143
Arrive On Green	0.05	0.51	0.51	0.03	0.49	0.49	0.07	0.23	0.23	0.07	0.23	0.23
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2424	1027	1774	2895	627
Grp Volume(v), veh/h	147	1652	60	76	1223	16	212	256	249	234	351	350
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1682	1774	1770	1752
Q Serve(g_s), s	6.5	68.0	2.6	3.4	42.8	0.7	11.0	20.9	21.5	11.0	30.6	30.8
Cycle Q Clear(g_c), s	6.5	68.0	2.6	3.4	42.8	0.7	11.0	20.9	21.5	11.0	30.6	30.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.36
Lane Grp Cap(c), veh/h	241	1821	923	129	1747	890	193	403	383	250	403	399
V/C Ratio(X)	0.61	0.91	0.06	0.59	0.70	0.02	1.10	0.64	0.65	0.93	0.87	0.88
Avail Cap(c_a), veh/h	286	1821	923	210	1747	890	193	451	429	250	451	447
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	26.4	35.4	14.4	35.9	31.4	15.5	53.1	55.8	56.0	55.5	59.5	59.6
Incr Delay (d2), s/veh	1.2	8.1	0.1	1.6	2.4	0.0	93.2	2.1	2.5	39.0	15.1	15.8
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(50%),veh/ln	3.2	35.1	1.2	1.7	21.5	0.3	8.1	10.5	10.2	7.7	16.6	16.7
LnGrp Delay(d),s/veh	27.6	43.5	14.6	37.5	33.7	15.5	146.3	57.9	58.5	94.5	74.7	75.4
LnGrp LOS	C	D	B	D	C	B	F	E	E	F	E	E
Approach Vol, veh/h		1859			1315			717			935	
Approach Delay, s/veh		41.3			33.7			84.3			79.9	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	85.4	17.0	42.6	11.6	88.7	17.0	42.6
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	12.6	70.6	11.0	* 41	12.6	70.6	11.0	* 41
Max Q Clear Time (g_c+I1), s	8.5	44.8	13.0	23.5	5.4	70.0	13.0	32.8
Green Ext Time (p_c), s	0.1	10.5	0.0	5.5	0.0	0.5	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	53.1
HCM 2010 LOS	D

Notes

2025
Timing Plan: AM

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	35	15	5	10	35	0	625	40	0	645	5
Future Vol, veh/h	5	35	15	5	10	35	0	625	40	0	645	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	38	16	5	11	38	0	679	43	0	701	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1049	1427	353	1071	1408	361	707	0	0	723	0	0
Stage 1	704	704	-	701	701	-	-	-	-	-	-	-
Stage 2	345	723	-	370	707	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	182	134	643	175	138	636	887	-	-	875	-	-
Stage 1	394	438	-	395	439	-	-	-	-	-	-	-
Stage 2	644	429	-	622	436	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	161	134	643	133	138	636	887	-	-	875	-	-
Mov Cap-2 Maneuver	161	134	-	133	138	-	-	-	-	-	-	-
Stage 1	394	438	-	395	439	-	-	-	-	-	-	-
Stage 2	590	429	-	554	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.1	19.5	0	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	887	-	-	174	303	875	-	-
HCM Lane V/C Ratio	-	-	-	0.344	0.179	-	-	-
HCM Control Delay (s)	0	-	-	36.1	19.5	0	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.6	0	-	-

Intersection	
Int Delay, s/veh	32.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	40	125	15	25	15	35	5	590	30	25	630	15
Future Vol, veh/h	40	125	15	25	15	35	5	590	30	25	630	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	136	16	27	16	38	5	641	33	27	685	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1087	1432	351	1133	1423	337	701	0	0	674	0	0
Stage 1	747	747	-	668	668	-	-	-	-	-	-	-
Stage 2	340	685	-	465	755	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	170	~ 133	645	158	135	659	892	-	-	913	-	-
Stage 1	371	418	-	414	455	-	-	-	-	-	-	-
Stage 2	648	447	-	547	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	~ 128	645	-	130	659	892	-	-	913	-	-
Mov Cap-2 Maneuver	141	~ 128	-	-	130	-	-	-	-	-	-	-
Stage 1	369	406	-	412	452	-	-	-	-	-	-	-
Stage 2	585	444	-	344	403	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	275.6		0.1	0.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	140	-	913	-	-
HCM Lane V/C Ratio	0.006	-	-	1.398	-	0.03	-	-
HCM Control Delay (s)	9.1	-	-	275.6	-	9.1	-	-
HCM Lane LOS	A	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	12.7	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	15	10	15	10	25	10	590	15	10	655	5
Future Vol, veh/h	10	15	10	15	10	25	10	590	15	10	655	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	16	11	16	11	27	11	641	16	11	712	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1084	1415	359	1057	1410	329	717	0	0	658	0	0
Stage 1	736	736	-	671	671	-	-	-	-	-	-	-
Stage 2	348	679	-	386	739	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	171	136	638	179	137	667	880	-	-	926	-	-
Stage 1	377	423	-	412	453	-	-	-	-	-	-	-
Stage 2	641	449	-	609	422	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	151	133	638	157	134	667	880	-	-	926	-	-
Mov Cap-2 Maneuver	151	133	-	157	134	-	-	-	-	-	-	-
Stage 1	372	418	-	407	447	-	-	-	-	-	-	-
Stage 2	592	443	-	568	417	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.3	24.2	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	880	-	-	180	241	926	-	-
HCM Lane V/C Ratio	0.012	-	-	0.211	0.226	0.012	-	-
HCM Control Delay (s)	9.1	-	-	30.3	24.2	8.9	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.8	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	35	25	10	10	25	15	10	570	30	5	665	10
Future Vol, veh/h	35	25	10	10	25	15	10	570	30	5	665	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	27	11	11	27	16	11	620	33	5	723	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1084	1413	367	1044	1403	326	734	0	0	652	0	0
Stage 1	739	739	-	658	658	-	-	-	-	-	-	-
Stage 2	345	674	-	386	745	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	171	137	630	183	139	670	867	-	-	930	-	-
Stage 1	375	422	-	420	459	-	-	-	-	-	-	-
Stage 2	644	452	-	609	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	135	630	150	136	670	867	-	-	930	-	-
Mov Cap-2 Maneuver	139	135	-	150	136	-	-	-	-	-	-	-
Stage 1	370	420	-	415	453	-	-	-	-	-	-	-
Stage 2	583	446	-	557	417	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.8	32.8	0.2	0.1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	867	-	-	155	183	930	-	-
HCM Lane V/C Ratio	0.013	-	-	0.491	0.297	0.006	-	-
HCM Control Delay (s)	9.2	-	-	48.8	32.8	8.9	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.3	1.2	0	-	-

Intersection	
Int Delay, s/veh	77.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	90	120	40	50	25	15	15	500	15	5	665	15
Future Vol, veh/h	90	120	40	50	25	15	15	500	15	5	665	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	130	43	54	27	16	16	543	16	5	723	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	1334	370	1022	1334	280	739	0	0	560	0	0
Stage 1	742	742	-	584	584	-	-	-	-	-	-	-
Stage 2	318	592	-	438	750	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	178	153	627	190	153	717	863	-	-	1007	-	-
Stage 1	374	420	-	465	496	-	-	-	-	-	-	-
Stage 2	668	492	-	567	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	147	149	627	~ 44	149	717	863	-	-	1007	-	-
Mov Cap-2 Maneuver	147	149	-	~ 44	149	-	-	-	-	-	-	-
Stage 1	367	418	-	456	487	-	-	-	-	-	-	-
Stage 2	605	483	-	361	415	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 347.8	$ 366.4	0.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	863	-	-	169	68	1007	-	-
HCM Lane V/C Ratio	0.019	-	-	1.608	1.439	0.005	-	-
HCM Control Delay (s)	9.3	-	-	$ 347.8	$ 366.4	8.6	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	18.4	8.2	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	5	0	30	0	505	10	10	730	10
Future Vol, veh/h	0	0	15	5	0	30	0	505	10	10	730	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	5	0	33	0	549	11	11	793	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1095	1381	402	972	1380	280	804	0	0	560	0	0
Stage 1	821	821	-	554	554	-	-	-	-	-	-	-
Stage 2	274	560	-	418	826	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	168	143	598	207	143	717	816	-	-	1007	-	-
Stage 1	335	387	-	484	512	-	-	-	-	-	-	-
Stage 2	709	509	-	583	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	141	598	200	141	717	816	-	-	1007	-	-
Mov Cap-2 Maneuver	159	141	-	200	141	-	-	-	-	-	-	-
Stage 1	335	383	-	484	512	-	-	-	-	-	-	-
Stage 2	677	509	-	561	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	12.4	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	816	-	-	598	524	1007	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.073	0.011	-	-
HCM Control Delay (s)	0	-	-	11.2	12.4	8.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	80	0	30	0	0	70	40	370	10	5	720	30
Future Vol, veh/h	80	0	30	0	0	70	40	370	10	5	720	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	5	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	0	33	0	0	76	43	402	11	5	783	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1098	1310	408	897	1321	207	815	0	0	413	0	0
Stage 1	810	810	-	495	495	-	-	-	-	-	-	-
Stage 2	288	500	-	402	826	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	158	593	235	155	799	808	-	-	1142	-	-
Stage 1	340	391	-	525	544	-	-	-	-	-	-	-
Stage 2	695	541	-	596	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	148	593	212	146	799	808	-	-	1142	-	-
Mov Cap-2 Maneuver	144	148	-	212	146	-	-	-	-	-	-	-
Stage 1	322	388	-	497	515	-	-	-	-	-	-	-
Stage 2	595	512	-	559	382	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.9	10	0.9	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	808	-	-	181	799	1142	-	-
HCM Lane V/C Ratio	0.054	-	-	0.661	0.095	0.005	-	-
HCM Control Delay (s)	9.7	-	-	56.9	10	8.2	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.9	0.3	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	55	25	75	5	0	10	30	355	5	10	645	95
Future Vol, veh/h	55	25	75	5	0	10	30	355	5	10	645	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	27	82	5	0	11	33	386	5	11	701	103

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1032	1231	402	840	1280	196	804	0	0	391	0	0
Stage 1	774	774	-	454	454	-	-	-	-	-	-	-
Stage 2	258	457	-	386	826	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	187	176	598	258	165	812	816	-	-	1164	-	-
Stage 1	357	406	-	555	568	-	-	-	-	-	-	-
Stage 2	724	566	-	609	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	178	167	598	188	157	812	816	-	-	1164	-	-
Mov Cap-2 Maneuver	178	167	-	188	157	-	-	-	-	-	-	-
Stage 1	343	402	-	533	545	-	-	-	-	-	-	-
Stage 2	685	543	-	486	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.6	14.8	0.7	0.1
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	816	-	-	265	385	1164	-	-
HCM Lane V/C Ratio	0.04	-	-	0.636	0.042	0.009	-	-
HCM Control Delay (s)	9.6	-	-	39.6	14.8	8.1	-	-
HCM Lane LOS	A	-	-	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.9	0.1	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	3145	5	30	2995	125	40	170	225	160	295	275
Future Volume (veh/h)	95	3145	5	30	2995	125	40	170	225	160	295	275
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	103	3418	5	33	3255	0	43	185	245	174	321	299
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	3980	6	56	3462	0	111	309	272	135	608	272
Arrive On Green	0.04	0.76	0.76	0.68	0.68	0.00	0.17	0.17	0.17	0.19	0.17	0.17
Sat Flow, veh/h	1774	5244	8	51	5253	0	800	1863	1583	954	3539	1583
Grp Volume(v), veh/h	103	2209	1214	33	3255	0	43	185	245	174	321	299
Grp Sat Flow(s),veh/h/ln	1774	1695	1861	51	1695	0	800	1863	1583	954	1770	1583
Q Serve(g_s), s	5.7	81.2	81.4	55.2	102.2	0.0	9.3	16.6	27.3	17.8	14.9	30.9
Cycle Q Clear(g_c), s	5.7	81.2	81.4	122.5	102.2	0.0	24.2	16.6	27.3	34.4	14.9	30.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	2573	1413	56	3462	0	111	309	272	135	608	272
V/C Ratio(X)	0.92	0.86	0.86	0.59	0.94	0.00	0.39	0.60	0.90	1.29	0.53	1.10
Avail Cap(c_a), veh/h	141	2573	1413	56	3462	0	111	309	272	135	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	15.0	15.0	76.8	25.5	0.0	78.9	69.5	73.1	83.7	67.9	74.6
Incr Delay (d2), s/veh	42.3	4.0	7.0	38.7	6.6	0.0	1.6	2.8	30.1	175.9	0.7	84.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	38.9	43.9	2.2	49.4	0.0	2.1	8.8	14.2	13.3	7.3	19.9
LnGrp Delay(d),s/veh	104.1	19.0	22.0	115.5	32.0	0.0	80.5	72.3	103.2	259.7	68.6	158.6
LnGrp LOS	F	B	C	F	C		F	E	F	F	E	F
Approach Vol, veh/h		3526			3288			473			794	
Approach Delay, s/veh		22.5			32.9			89.0			144.4	
Approach LOS		C			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.1	128.9		37.0		143.0		37.0
Change Period (Y+Rc), s	6.4	6.4		6.1		6.4		6.1
Max Green Setting (Gmax), s	10.6	119.6		30.9		136.6		30.9
Max Q Clear Time (g_c+I1), s	7.7	124.5		29.3		83.4		36.4
Green Ext Time (p_c), s	0.0	0.0		0.9		49.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1205	40	95	1295	55	95	490	70	95	395	135
Future Volume (veh/h)	190	1205	40	95	1295	55	95	490	70	95	395	135
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	207	1310	43	103	1408	60	103	533	76	103	429	147
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1916	948	225	1823	906	185	638	91	179	532	181
Arrive On Green	0.07	0.54	0.54	0.04	0.51	0.51	0.06	0.21	0.21	0.06	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3112	442	1774	2596	881
Grp Volume(v), veh/h	207	1310	43	103	1408	60	103	302	307	103	291	285
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1785	1774	1770	1707
Q Serve(g_s), s	8.9	43.1	1.8	4.4	51.3	2.7	7.3	26.2	26.4	7.3	25.0	25.5
Cycle Q Clear(g_c), s	8.9	43.1	1.8	4.4	51.3	2.7	7.3	26.2	26.4	7.3	25.0	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.52
Lane Grp Cap(c), veh/h	232	1916	948	225	1823	906	185	363	366	179	363	350
V/C Ratio(X)	0.89	0.68	0.05	0.46	0.77	0.07	0.56	0.83	0.84	0.57	0.80	0.81
Avail Cap(c_a), veh/h	232	1916	948	272	1823	906	205	440	444	199	440	425
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	31.8	26.7	13.2	23.2	31.3	15.2	48.5	61.0	61.0	48.7	60.5	60.7
Incr Delay (d2), s/veh	30.9	2.0	0.1	0.5	3.3	0.1	1.0	10.3	10.7	1.5	8.0	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	21.5	0.8	2.2	25.9	1.2	3.6	13.9	14.1	3.7	13.1	12.9
LnGrp Delay(d),s/veh	62.8	28.7	13.3	23.7	34.5	15.3	49.5	71.3	71.7	50.2	68.5	69.7
LnGrp LOS	E	C	B	C	C	B	D	E	E	D	E	E
Approach Vol, veh/h		1560			1571			712			679	
Approach Delay, s/veh		32.8			33.1			68.3			66.2	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	88.8	15.2	39.0	12.8	93.0	15.2	39.0
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	10.6	73.6	11.0	* 40	10.6	73.6	11.0	* 40
Max Q Clear Time (g_c+I1), s	10.9	53.3	9.3	28.4	6.4	45.1	9.3	27.5
Green Ext Time (p_c), s	0.0	8.7	0.0	4.4	0.0	9.8	0.0	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

Notes

2025
Timing Plan: PM

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	15	15	5	30	45	5	600	25	0	525	5
Future Vol, veh/h	5	15	15	5	30	45	5	600	25	0	525	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	16	16	5	33	49	5	652	27	0	571	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	926	1263	288	970	1253	340	576	0	0	679	0	0
Stage 1	573	573	-	677	677	-	-	-	-	-	-	-
Stage 2	353	690	-	293	576	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	224	168	709	208	171	656	993	-	-	909	-	-
Stage 1	472	502	-	409	450	-	-	-	-	-	-	-
Stage 2	637	444	-	691	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	176	167	709	187	170	656	993	-	-	909	-	-
Mov Cap-2 Maneuver	176	167	-	187	170	-	-	-	-	-	-	-
Stage 1	470	502	-	407	448	-	-	-	-	-	-	-
Stage 2	544	442	-	653	500	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	22.3	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	993	-	-	251	294	909	-	-
HCM Lane V/C Ratio	0.005	-	-	0.152	0.296	-	-	-
HCM Control Delay (s)	8.6	-	-	21.9	22.3	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.2	0	-	-

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	45	50	25	30	60	30	10	555	30	35	490	25
Future Vol, veh/h	45	50	25	30	60	30	10	555	30	35	490	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	54	27	33	65	33	11	603	33	38	533	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	978	1280	280	1011	1277	318	560	0	0	636	0	0
Stage 1	622	622	-	641	641	-	-	-	-	-	-	-
Stage 2	356	658	-	370	636	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	205	165	717	194	165	678	1007	-	-	943	-	-
Stage 1	441	477	-	430	468	-	-	-	-	-	-	-
Stage 2	634	459	-	622	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	127	157	717	132	157	678	1007	-	-	943	-	-
Mov Cap-2 Maneuver	127	157	-	132	157	-	-	-	-	-	-	-
Stage 1	436	458	-	425	463	-	-	-	-	-	-	-
Stage 2	513	454	-	506	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	74.1	61.7	0.1	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1007	-	-	170	184	943	-	-
HCM Lane V/C Ratio	0.011	-	-	0.767	0.709	0.04	-	-
HCM Control Delay (s)	8.6	-	-	74.1	61.7	9	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	4.9	4.4	0.1	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	5	5	25	40	15	10	575	10	30	495	15
Future Vol, veh/h	5	5	5	25	40	15	10	575	10	30	495	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	27	43	16	11	625	11	33	538	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	967	1269	277	989	1272	318	554	0	0	636	0	0
Stage 1	611	611	-	652	652	-	-	-	-	-	-	-
Stage 2	356	658	-	337	620	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	209	167	720	201	166	678	1012	-	-	943	-	-
Stage 1	448	482	-	423	462	-	-	-	-	-	-	-
Stage 2	634	459	-	651	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	155	159	720	188	158	678	1012	-	-	943	-	-
Mov Cap-2 Maneuver	155	159	-	188	158	-	-	-	-	-	-	-
Stage 1	443	465	-	418	457	-	-	-	-	-	-	-
Stage 2	554	454	-	616	461	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.4	37.2	0.1	0.5
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1012	-	-	212	196	943	-	-
HCM Lane V/C Ratio	0.011	-	-	0.077	0.444	0.035	-	-
HCM Control Delay (s)	8.6	-	-	23.4	37.2	9	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	2.1	0.1	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	30	5	25	70	30	25	555	15	15	485	25
Future Vol, veh/h	10	30	5	25	70	30	25	555	15	15	485	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	33	5	27	76	33	27	603	16	16	527	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	967	1247	277	979	1253	310	554	0	0	620	0	0
Stage 1	573	573	-	666	666	-	-	-	-	-	-	-
Stage 2	394	674	-	313	587	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	209	172	720	204	171	686	1012	-	-	956	-	-
Stage 1	472	502	-	415	456	-	-	-	-	-	-	-
Stage 2	602	452	-	672	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	165	720	166	164	686	1012	-	-	956	-	-
Mov Cap-2 Maneuver	123	165	-	166	164	-	-	-	-	-	-	-
Stage 1	459	494	-	404	444	-	-	-	-	-	-	-
Stage 2	462	440	-	612	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.2	53.8	0.4	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1012	-	-	167	201	956	-	-
HCM Lane V/C Ratio	0.027	-	-	0.293	0.676	0.017	-	-
HCM Control Delay (s)	8.7	-	-	35.2	53.8	8.8	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	4.1	0.1	-	-

Intersection	
Int Delay, s/veh	116.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	40	75	50	120	120	50	40	505	15	15	460	35
Future Vol, veh/h	40	75	50	120	120	50	40	505	15	15	460	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	82	54	130	130	54	43	549	16	16	500	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	979	1204	269	967	1215	283	538	0	0	565	0	0
Stage 1	552	552	-	644	644	-	-	-	-	-	-	-
Stage 2	427	652	-	323	571	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	204	183	729	209	180	714	1026	-	-	1003	-	-
Stage 1	486	513	-	428	466	-	-	-	-	-	-	-
Stage 2	576	462	-	663	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	173	729	~ 117	170	714	1026	-	-	1003	-	-
Mov Cap-2 Maneuver	67	173	-	~ 117	170	-	-	-	-	-	-	-
Stage 1	466	505	-	410	446	-	-	-	-	-	-	-
Stage 2	361	443	-	506	495	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	194.9	$ 500.1	0.6	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	150	161	1003	-	-
HCM Lane V/C Ratio	0.042	-	-	1.196	1.958	0.016	-	-
HCM Control Delay (s)	8.7	-	-	194.9	$ 500.1	8.6	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	10.2	24.2	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	5	0	25	0	540	15	30	565	40
Future Vol, veh/h	0	0	15	5	0	25	0	540	15	30	565	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	5	0	27	0	587	16	33	614	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	994	1304	329	967	1318	302	658	0	0	603	0	0
Stage 1	701	701	-	595	595	-	-	-	-	-	-	-
Stage 2	293	603	-	372	723	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	199	159	667	209	156	694	926	-	-	971	-	-
Stage 1	395	439	-	458	491	-	-	-	-	-	-	-
Stage 2	691	487	-	621	429	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	186	154	667	199	151	694	926	-	-	971	-	-
Mov Cap-2 Maneuver	186	154	-	199	151	-	-	-	-	-	-	-
Stage 1	395	424	-	458	491	-	-	-	-	-	-	-
Stage 2	664	487	-	585	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	12.9	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	667	491	971	-	-
HCM Lane V/C Ratio	-	-	-	0.024	0.066	0.034	-	-
HCM Control Delay (s)	0	-	-	10.5	12.9	8.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	55	0	10	0	0	50	35	450	10	0	550	35
Future Vol, veh/h	55	0	10	0	0	50	35	450	10	0	550	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	5	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	0	11	0	0	54	38	489	11	0	598	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	938	1193	318	870	1207	250	636	0	0	500	0	0
Stage 1	617	617	-	571	571	-	-	-	-	-	-	-
Stage 2	321	576	-	299	636	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	219	186	678	246	182	750	943	-	-	1060	-	-
Stage 1	444	479	-	473	503	-	-	-	-	-	-	-
Stage 2	665	500	-	685	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	197	179	678	235	175	750	943	-	-	1060	-	-
Mov Cap-2 Maneuver	197	179	-	235	175	-	-	-	-	-	-	-
Stage 1	426	479	-	454	483	-	-	-	-	-	-	-
Stage 2	592	480	-	674	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.8	10.2	0.6	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	221	750	1060	-	-
HCM Lane V/C Ratio	0.04	-	-	0.32	0.072	-	-	-
HCM Control Delay (s)	9	-	-	28.8	10.2	0	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	70	25	40	5	5	5	30	420	10	10	475	80
Future Vol, veh/h	70	25	40	5	5	5	30	420	10	10	475	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	27	43	5	5	5	33	457	11	11	516	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	878	1115	302	820	1152	234	603	0	0	467	0	0
Stage 1	582	582	-	527	527	-	-	-	-	-	-	-
Stage 2	296	533	-	293	625	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	242	207	694	267	196	768	971	-	-	1091	-	-
Stage 1	466	497	-	502	527	-	-	-	-	-	-	-
Stage 2	688	523	-	691	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	227	198	694	217	187	768	971	-	-	1091	-	-
Mov Cap-2 Maneuver	227	198	-	217	187	-	-	-	-	-	-	-
Stage 1	450	492	-	485	509	-	-	-	-	-	-	-
Stage 2	653	505	-	606	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.3	19.4	0.6	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	274	266	1091	-	-
HCM Lane V/C Ratio	0.034	-	-	0.536	0.061	0.01	-	-
HCM Control Delay (s)	8.8	-	-	32.3	19.4	8.3	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	0.2	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	2260	15	55	3175	70	55	255	145	100	225	190
Future Volume (veh/h)	140	2260	15	55	3175	70	55	255	145	100	225	190
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	152	2457	16	60	3451	0	60	277	158	109	245	207
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	3645	24	145	3859	0	143	320	272	66	608	272
Arrive On Green	0.70	0.70	0.70	0.03	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	50	5213	34	1774	5253	0	935	1863	1583	950	3539	1583
Grp Volume(v), veh/h	152	1597	876	60	3451	0	60	277	158	109	245	207
Grp Sat Flow(s),veh/h/ln	50	1695	1857	1774	1695	0	935	1863	1583	950	1770	1583
Q Serve(g_s), s	45.0	48.2	48.4	1.7	91.6	0.0	11.0	26.0	16.5	4.9	11.1	22.4
Cycle Q Clear(g_c), s	125.8	48.2	48.4	1.7	91.6	0.0	22.1	26.0	16.5	30.9	11.1	22.4
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	2370	1298	145	3859	0	143	320	272	66	608	272
V/C Ratio(X)	2.90	0.67	0.67	0.41	0.89	0.00	0.42	0.87	0.58	1.66	0.40	0.76
Avail Cap(c_a), veh/h	52	2370	1298	295	3859	0	143	320	272	66	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.7	15.4	15.4	19.2	16.3	0.0	76.2	72.5	68.6	89.1	66.3	71.0
Incr Delay (d2), s/veh	903.8	1.6	2.8	0.7	3.7	0.0	1.5	21.0	2.7	355.3	0.3	11.5
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(50%),veh/ln	15.8	22.9	25.6	1.5	43.5	0.0	2.9	15.3	7.4	9.7	5.5	10.7
LnGrp Delay(d),s/veh	988.5	17.0	18.2	19.9	19.9	0.0	77.6	93.5	71.3	444.3	66.7	82.5
LnGrp LOS	F	B	B	B	B		E	F	E	F	E	F
Approach Vol, veh/h		2625			3511			495			561	
Approach Delay, s/veh		73.6			19.9			84.5			145.9	
Approach LOS		E			B			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		143.0		37.0	10.8	132.2		37.0
Change Period (Y+Rc), s		6.4		6.1	6.0	6.4		6.1
Max Green Setting (Gmax), s		136.6		30.9	20.0	110.6		30.9
Max Q Clear Time (g_c+I1), s		93.6		28.0	3.7	127.8		32.9
Green Ext Time (p_c), s		41.1		1.3	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.8
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1615	60	70	1195	20	210	345	150	225	560	120
Future Volume (veh/h)	145	1615	60	70	1195	20	210	345	150	225	560	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	158	1755	65	76	1299	22	228	375	163	245	609	130
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1790	910	109	1703	871	190	570	244	247	685	146
Arrive On Green	0.06	0.51	0.51	0.03	0.48	0.48	0.07	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2415	1035	1774	2904	619
Grp Volume(v), veh/h	158	1755	65	76	1299	22	228	273	265	245	371	368
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1680	1774	1770	1754
Q Serve(g_s), s	7.2	77.8	2.9	3.5	48.1	1.0	11.0	22.3	22.9	11.0	32.4	32.5
Cycle Q Clear(g_c), s	7.2	77.8	2.9	3.5	48.1	1.0	11.0	22.3	22.9	11.0	32.4	32.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.62	1.00		0.35
Lane Grp Cap(c), veh/h	222	1790	910	109	1703	871	190	418	397	247	418	414
V/C Ratio(X)	0.71	0.98	0.07	0.70	0.76	0.03	1.20	0.65	0.67	0.99	0.89	0.89
Avail Cap(c_a), veh/h	259	1790	910	190	1703	871	190	451	428	247	451	447
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	30.4	38.8	15.1	38.1	34.0	16.4	52.0	55.2	55.4	56.0	59.1	59.1
Incr Delay (d2), s/veh	5.4	17.1	0.2	3.0	3.3	0.1	128.4	2.7	3.2	54.3	17.6	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	42.0	1.3	1.8	24.2	0.5	9.8	11.2	10.9	9.1	17.9	17.9
LnGrp Delay(d),s/veh	35.8	55.9	15.3	41.1	37.3	16.5	180.3	57.9	58.6	110.3	76.7	77.3
LnGrp LOS	D	E	B	D	D	B	F	E	E	F	E	E
Approach Vol, veh/h		1978			1397			766			984	
Approach Delay, s/veh		53.0			37.2			94.6			85.3	
Approach LOS		D			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	83.4	17.0	44.0	11.7	87.3	17.0	44.0
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	12.6	70.6	11.0	* 41	12.6	70.6	11.0	* 41
Max Q Clear Time (g_c+I1), s	9.2	50.1	13.0	24.9	5.5	79.8	13.0	34.5
Green Ext Time (p_c), s	0.1	10.4	0.0	5.7	0.0	0.0	0.0	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	61.1
HCM 2010 LOS	E

Notes

2030
Timing Plan: AM

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	35	20	5	10	35	0	665	40	0	690	5
Future Vol, veh/h	5	35	20	5	10	35	0	665	40	0	690	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	38	22	5	11	38	0	723	43	0	750	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1120	1519	378	1139	1500	383	755	0	0	766	0	0
Stage 1	753	753	-	745	745	-	-	-	-	-	-	-
Stage 2	367	766	-	394	755	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	161	118	620	156	121	615	851	-	-	843	-	-
Stage 1	368	416	-	372	419	-	-	-	-	-	-	-
Stage 2	625	410	-	602	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	118	620	113	121	615	851	-	-	843	-	-
Mov Cap-2 Maneuver	141	118	-	113	121	-	-	-	-	-	-	-
Stage 1	368	416	-	372	419	-	-	-	-	-	-	-
Stage 2	571	410	-	528	415	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.4	21.5	0	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	165	272	843	-	-
HCM Lane V/C Ratio	-	-	-	0.395	0.2	-	-	-
HCM Control Delay (s)	0	-	-	40.4	21.5	0	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.7	0	-	-

Intersection	
Int Delay, s/veh	44.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	40	130	20	25	20	35	5	630	30	25	670	20
Future Vol, veh/h	40	130	20	25	20	35	5	630	30	25	670	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	141	22	27	22	38	5	685	33	27	728	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1157	1521	375	1201	1516	359	750	0	0	717	0	0
Stage 1	793	793	-	712	712	-	-	-	-	-	-	-
Stage 2	364	728	-	489	804	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	151	~ 117	623	140	118	638	855	-	-	880	-	-
Stage 1	348	398	-	389	434	-	-	-	-	-	-	-
Stage 2	627	427	-	529	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	~ 113	623	-	114	638	855	-	-	880	-	-
Mov Cap-2 Maneuver	118	~ 113	-	-	114	-	-	-	-	-	-	-
Stage 1	346	386	-	387	431	-	-	-	-	-	-	-
Stage 2	557	425	-	314	382	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 387.8		0.1	0.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	855	-	-	125	-	880	-	-
HCM Lane V/C Ratio	0.006	-	-	1.652	-	0.031	-	-
HCM Control Delay (s)	9.2	-	-	$ 387.8	-	9.2	-	-
HCM Lane LOS	A	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	15.3	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	20	10	20	10	25	10	630	20	10	695	5
Future Vol, veh/h	10	20	10	20	10	25	10	630	20	10	695	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	22	11	22	11	27	11	685	22	11	755	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1150	1508	380	1127	1500	353	761	0	0	707	0	0
Stage 1	780	780	-	717	717	-	-	-	-	-	-	-
Stage 2	370	728	-	410	783	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	153	120	618	159	121	643	847	-	-	887	-	-
Stage 1	354	404	-	387	432	-	-	-	-	-	-	-
Stage 2	622	427	-	589	403	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	117	618	131	118	643	847	-	-	887	-	-
Mov Cap-2 Maneuver	134	117	-	131	118	-	-	-	-	-	-	-
Stage 1	349	399	-	382	426	-	-	-	-	-	-	-
Stage 2	573	421	-	540	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.6	30.7	0.1	0.1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	153	199	887	-	-
HCM Lane V/C Ratio	0.013	-	-	0.284	0.3	0.012	-	-
HCM Control Delay (s)	9.3	-	-	37.6	30.7	9.1	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	1.2	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	35	25	10	10	25	20	10	605	30	5	705	10
Future Vol, veh/h	35	25	10	10	25	20	10	605	30	5	705	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	27	11	11	27	22	11	658	33	5	766	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1147	1495	389	1104	1484	345	777	0	0	690	0	0
Stage 1	783	783	-	696	696	-	-	-	-	-	-	-
Stage 2	364	712	-	408	788	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	154	122	610	166	124	651	835	-	-	900	-	-
Stage 1	353	403	-	398	441	-	-	-	-	-	-	-
Stage 2	627	434	-	591	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	122	120	610	133	122	651	835	-	-	900	-	-
Mov Cap-2 Maneuver	122	120	-	133	122	-	-	-	-	-	-	-
Stage 1	348	401	-	393	435	-	-	-	-	-	-	-
Stage 2	561	428	-	538	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	60	35.4	0.1	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	835	-	-	137	177	900	-	-
HCM Lane V/C Ratio	0.013	-	-	0.555	0.338	0.006	-	-
HCM Control Delay (s)	9.4	-	-	60	35.4	9	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.8	1.4	0	-	-

Intersection	
Int Delay, s/veh	78.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	95	125	40	55	25	20	20	530	20	5	705	20
Future Vol, veh/h	95	125	40	55	25	20	20	530	20	5	705	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	136	43	60	27	22	22	576	22	5	766	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1133	1429	394	1092	1429	299	788	0	0	598	0	0
Stage 1	788	788	-	630	630	-	-	-	-	-	-	-
Stage 2	345	641	-	462	799	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	158	~ 134	605	169	134	697	827	-	-	975	-	-
Stage 1	350	400	-	436	473	-	-	-	-	-	-	-
Stage 2	644	468	-	549	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	~ 130	605	-	130	697	827	-	-	975	-	-
Mov Cap-2 Maneuver	125	~ 130	-	-	130	-	-	-	-	-	-	-
Stage 1	341	398	-	424	460	-	-	-	-	-	-	-
Stage 2	571	456	-	334	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 502.9		0.3	0.1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	827	-	-	145	-	975	-	-
HCM Lane V/C Ratio	0.026	-	-	1.949	-	0.006	-	-
HCM Control Delay (s)	9.5	-	-	$ 502.9	-	8.7	-	-
HCM Lane LOS	A	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	22	-	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	5	0	30	0	540	10	10	775	10
Future Vol, veh/h	0	0	20	5	0	30	0	540	10	10	775	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	5	0	33	0	587	11	11	842	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1163	1468	427	1035	1467	299	853	0	0	598	0	0
Stage 1	870	870	-	592	592	-	-	-	-	-	-	-
Stage 2	293	598	-	443	875	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	150	127	576	186	127	697	782	-	-	975	-	-
Stage 1	313	367	-	460	492	-	-	-	-	-	-	-
Stage 2	691	489	-	564	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	126	576	177	126	697	782	-	-	975	-	-
Mov Cap-2 Maneuver	142	126	-	177	126	-	-	-	-	-	-	-
Stage 1	313	363	-	460	492	-	-	-	-	-	-	-
Stage 2	659	489	-	537	361	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	12.9	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	782	-	-	576	491	975	-	-
HCM Lane V/C Ratio	-	-	-	0.038	0.077	0.011	-	-
HCM Control Delay (s)	0	-	-	11.5	12.9	8.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	85	0	30	0	0	70	40	395	10	5	765	30
Future Vol, veh/h	85	0	30	0	0	70	40	395	10	5	765	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	5	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	0	33	0	0	76	43	429	11	5	832	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1161	1386	432	949	1397	220	864	0	0	440	0	0
Stage 1	859	859	-	522	522	-	-	-	-	-	-	-
Stage 2	302	527	-	427	875	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	150	142	572	215	140	784	774	-	-	1116	-	-
Stage 1	317	371	-	506	529	-	-	-	-	-	-	-
Stage 2	682	527	-	576	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	133	572	193	131	784	774	-	-	1116	-	-
Mov Cap-2 Maneuver	129	133	-	193	131	-	-	-	-	-	-	-
Stage 1	299	368	-	478	500	-	-	-	-	-	-	-
Stage 2	582	498	-	538	362	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	77.6	10.1	0.9	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	162	784	1116	-	-
HCM Lane V/C Ratio	0.056	-	-	0.772	0.097	0.005	-	-
HCM Control Delay (s)	9.9	-	-	77.6	10.1	8.2	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	4.9	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	60	25	80	5	0	10	30	375	5	10	690	100
Future Vol, veh/h	60	25	80	5	0	10	30	375	5	10	690	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	27	87	5	0	11	33	408	5	11	750	109

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1095	1304	429	886	1356	207	859	0	0	413	0	0
Stage 1	826	826	-	476	476	-	-	-	-	-	-	-
Stage 2	269	478	-	410	880	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	168	159	574	239	148	799	778	-	-	1142	-	-
Stage 1	332	385	-	539	555	-	-	-	-	-	-	-
Stage 2	713	554	-	589	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	151	574	168	140	799	778	-	-	1142	-	-
Mov Cap-2 Maneuver	159	151	-	168	140	-	-	-	-	-	-	-
Stage 1	318	381	-	516	531	-	-	-	-	-	-	-
Stage 2	673	531	-	460	360	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53	15.6	0.7	0.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	778	-	-	242	355	1142	-	-
HCM Lane V/C Ratio	0.042	-	-	0.741	0.046	0.01	-	-
HCM Control Delay (s)	9.8	-	-	53	15.6	8.2	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.2	0.1	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	3345	5	30	3180	130	40	180	240	165	310	295
Future Volume (veh/h)	100	3345	5	30	3180	130	40	180	240	165	310	295
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	109	3636	5	33	3457	0	43	196	261	179	337	321
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	3980	5	49	3426	0	105	309	272	127	608	272
Arrive On Green	0.04	0.76	0.76	0.67	0.67	0.00	0.17	0.17	0.17	0.19	0.17	0.17
Sat Flow, veh/h	1774	5244	7	41	5253	0	773	1863	1583	931	3539	1583
Grp Volume(v), veh/h	109	2350	1291	33	3457	0	43	196	261	179	337	321
Grp Sat Flow(s),veh/h/ln	1774	1695	1861	41	1695	0	773	1863	1583	931	1770	1583
Q Serve(g_s), s	6.9	98.0	98.2	38.4	121.3	0.0	9.7	17.7	29.4	16.7	15.7	30.9
Cycle Q Clear(g_c), s	6.9	98.0	98.2	121.3	121.3	0.0	25.4	17.7	29.4	34.4	15.7	30.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	2573	1413	49	3426	0	105	309	272	127	608	272
V/C Ratio(X)	0.92	0.91	0.91	0.68	1.01	0.00	0.41	0.63	0.96	1.41	0.55	1.18
Avail Cap(c_a), veh/h	135	2573	1413	49	3426	0	105	309	272	127	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.0	17.1	17.1	84.9	29.4	0.0	79.9	69.9	73.9	84.3	68.3	74.6
Incr Delay (d2), s/veh	49.2	6.3	10.6	56.0	17.6	0.0	1.9	3.8	43.5	226.3	0.9	112.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	47.6	54.0	2.4	62.1	0.0	2.1	9.4	16.2	14.3	7.8	22.0
LnGrp Delay(d),s/veh	115.2	23.4	27.7	140.9	46.9	0.0	81.8	73.7	117.4	310.5	69.2	187.2
LnGrp LOS	F	C	C	F	F		F	E	F	F	E	F
Approach Vol, veh/h		3750			3490			500			837	
Approach Delay, s/veh		27.5			47.8			97.2			166.1	
Approach LOS		C			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	15.3	127.7		37.0		143.0		37.0
Change Period (Y+Rc), s	6.4	6.4		6.1		6.4		6.1
Max Green Setting (Gmax), s	10.6	119.6		30.9		136.6		30.9
Max Q Clear Time (g_c+I1), s	8.9	123.3		31.4		100.2		36.4
Green Ext Time (p_c), s	0.0	0.0		0.0		35.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.4
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1280	40	100	1375	60	100	520	70	100	420	145
Future Volume (veh/h)	205	1280	40	100	1375	60	100	520	70	100	420	145
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	223	1391	43	109	1495	65	109	565	76	109	457	158
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	1871	932	203	1786	894	185	669	90	182	552	189
Arrive On Green	0.07	0.53	0.53	0.04	0.50	0.50	0.06	0.21	0.21	0.06	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3137	421	1774	2588	888
Grp Volume(v), veh/h	223	1391	43	109	1495	65	109	318	323	109	311	304
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1788	1774	1770	1706
Q Serve(g_s), s	10.6	48.8	1.8	4.7	58.0	3.0	7.6	27.6	27.7	7.6	26.9	27.3
Cycle Q Clear(g_c), s	10.6	48.8	1.8	4.7	58.0	3.0	7.6	27.6	27.7	7.6	26.9	27.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.52
Lane Grp Cap(c), veh/h	209	1871	932	203	1786	894	185	377	381	182	377	364
V/C Ratio(X)	1.07	0.74	0.05	0.54	0.84	0.07	0.59	0.84	0.85	0.60	0.83	0.83
Avail Cap(c_a), veh/h	209	1871	932	246	1786	894	201	440	445	198	440	424
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	39.7	29.3	13.9	26.5	34.0	15.8	47.8	60.4	60.4	47.9	60.1	60.3
Incr Delay (d2), s/veh	80.5	2.7	0.1	0.8	4.9	0.2	2.1	11.7	12.0	2.5	10.2	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	24.5	0.8	2.3	29.4	1.3	3.8	14.7	15.0	3.9	14.2	14.0
LnGrp Delay(d),s/veh	120.2	32.0	14.0	27.3	38.8	16.0	49.9	72.1	72.5	50.4	70.3	71.6
LnGrp LOS	F	C	B	C	D	B	D	E	E	D	E	E
Approach Vol, veh/h		1657			1669			750			724	
Approach Delay, s/veh		43.4			37.2			69.0			67.8	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	87.1	15.6	40.3	13.1	91.0	15.6	40.3
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	10.6	73.6	11.0	* 40	10.6	73.6	11.0	* 40
Max Q Clear Time (g_c+I1), s	12.6	60.0	9.6	29.7	6.7	50.8	9.6	29.3
Green Ext Time (p_c), s	0.0	7.7	0.0	4.4	0.0	10.0	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	48.9
HCM 2010 LOS	D

Notes

2030
Timing Plan: PM

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	20	20	5	30	50	5	640	25	0	555	5
Future Vol, veh/h	5	20	20	5	30	50	5	640	25	0	555	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	22	22	5	33	54	5	696	27	0	603	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	981	1340	304	1033	1329	361	609	0	0	723	0	0
Stage 1	606	606	-	720	720	-	-	-	-	-	-	-
Stage 2	375	734	-	313	609	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	204	151	692	187	154	636	966	-	-	875	-	-
Stage 1	451	485	-	385	430	-	-	-	-	-	-	-
Stage 2	618	424	-	672	484	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	155	150	692	160	153	636	966	-	-	875	-	-
Mov Cap-2 Maneuver	155	150	-	160	153	-	-	-	-	-	-	-
Stage 1	449	485	-	383	428	-	-	-	-	-	-	-
Stage 2	519	422	-	622	484	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.7	24.3	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	966	-	-	231	278	875	-	-
HCM Lane V/C Ratio	0.006	-	-	0.212	0.332	-	-	-
HCM Control Delay (s)	8.7	-	-	24.7	24.3	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	1.4	0	-	-

Intersection	
Int Delay, s/veh	19.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	50	55	25	30	65	30	10	590	30	35	520	25
Future Vol, veh/h	50	55	25	30	65	30	10	590	30	35	520	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	60	27	33	71	33	11	641	33	38	565	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1033	1351	296	1068	1347	337	592	0	0	674	0	0
Stage 1	655	655	-	679	679	-	-	-	-	-	-	-
Stage 2	378	696	-	389	668	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	187	149	700	176	150	659	980	-	-	913	-	-
Stage 1	421	461	-	408	449	-	-	-	-	-	-	-
Stage 2	616	441	-	606	455	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	141	700	109	142	659	980	-	-	913	-	-
Mov Cap-2 Maneuver	104	141	-	109	142	-	-	-	-	-	-	-
Stage 1	416	442	-	403	444	-	-	-	-	-	-	-
Stage 2	487	436	-	483	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	133.3	90.9	0.1	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	980	-	-	143	161	913	-	-
HCM Lane V/C Ratio	0.011	-	-	0.988	0.844	0.042	-	-
HCM Control Delay (s)	8.7	-	-	133.3	90.9	9.1	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	7.2	5.7	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	5	5	25	40	20	10	610	10	30	525	20
Future Vol, veh/h	5	5	5	25	40	20	10	610	10	30	525	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	27	43	22	11	663	11	33	571	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1022	1343	296	1043	1348	337	592	0	0	674	0	0
Stage 1	647	647	-	690	690	-	-	-	-	-	-	-
Stage 2	375	696	-	353	658	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	190	151	700	184	150	659	980	-	-	913	-	-
Stage 1	426	465	-	401	444	-	-	-	-	-	-	-
Stage 2	618	441	-	637	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	136	144	700	171	143	659	980	-	-	913	-	-
Mov Cap-2 Maneuver	136	144	-	171	143	-	-	-	-	-	-	-
Stage 1	421	448	-	396	439	-	-	-	-	-	-	-
Stage 2	532	436	-	602	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	42.1	0.1	0.5
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	980	-	-	191	186	913	-	-
HCM Lane V/C Ratio	0.011	-	-	0.085	0.497	0.036	-	-
HCM Control Delay (s)	8.7	-	-	25.6	42.1	9.1	-	-
HCM Lane LOS	A	-	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	2.4	0.1	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	30	5	25	70	30	25	590	20	20	515	25
Future Vol, veh/h	10	30	5	25	70	30	25	590	20	20	515	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	33	5	27	76	33	27	641	22	22	560	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1030	1334	293	1047	1337	332	587	0	0	663	0	0
Stage 1	617	617	-	707	707	-	-	-	-	-	-	-
Stage 2	413	717	-	340	630	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	188	153	703	182	152	664	984	-	-	922	-	-
Stage 1	444	479	-	392	436	-	-	-	-	-	-	-
Stage 2	587	432	-	648	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	145	703	144	144	664	984	-	-	922	-	-
Mov Cap-2 Maneuver	101	145	-	144	144	-	-	-	-	-	-	-
Stage 1	432	468	-	381	424	-	-	-	-	-	-	-
Stage 2	445	420	-	584	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.3	71.8	0.3	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	984	-	-	144	177	922	-	-
HCM Lane V/C Ratio	0.028	-	-	0.34	0.768	0.024	-	-
HCM Control Delay (s)	8.8	-	-	42.3	71.8	9	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	5	0.1	-	-

Intersection	
Int Delay, s/veh	198.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	40	80	55	125	125	55	40	540	20	20	490	35
Future Vol, veh/h	40	80	55	125	125	55	40	540	20	20	490	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	87	60	136	136	60	43	587	22	22	533	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1043	1291	285	1038	1299	304	571	0	0	609	0	0
Stage 1	595	595	-	685	685	-	-	-	-	-	-	-
Stage 2	448	696	-	353	614	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	184	162	712	185	160	692	998	-	-	966	-	-
Stage 1	458	491	-	404	447	-	-	-	-	-	-	-
Stage 2	560	441	-	637	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 35	151	712	~ 88	150	692	998	-	-	966	-	-
Mov Cap-2 Maneuver	~ 35	151	-	~ 88	150	-	-	-	-	-	-	-
Stage 1	438	480	-	387	428	-	-	-	-	-	-	-
Stage 2	334	422	-	467	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 512.4	$ 764.1	0.6	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	998	-	-	100	131	966	-	-
HCM Lane V/C Ratio	0.044	-	-	1.902	2.531	0.023	-	-
HCM Control Delay (s)	8.8	-	-	$ 512.4	$ 764.1	8.8	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	15.8	29.3	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	5	0	25	0	575	20	30	600	40
Future Vol, veh/h	0	0	20	5	0	25	0	575	20	30	600	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	5	0	27	0	625	22	33	652	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1052	1386	348	1027	1397	323	696	0	0	647	0	0
Stage 1	739	739	-	636	636	-	-	-	-	-	-	-
Stage 2	313	647	-	391	761	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	181	142	648	189	140	673	896	-	-	934	-	-
Stage 1	375	422	-	433	470	-	-	-	-	-	-	-
Stage 2	672	465	-	605	412	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	137	648	178	135	673	896	-	-	934	-	-
Mov Cap-2 Maneuver	169	137	-	178	135	-	-	-	-	-	-	-
Stage 1	375	407	-	433	470	-	-	-	-	-	-	-
Stage 2	645	465	-	564	397	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	13.4	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	896	-	-	648	460	934	-	-
HCM Lane V/C Ratio	-	-	-	0.034	0.071	0.035	-	-
HCM Control Delay (s)	0	-	-	10.7	13.4	9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	60	0	10	0	0	55	35	480	10	0	585	35
Future Vol, veh/h	60	0	10	0	0	55	35	480	10	0	585	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	5	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	0	11	0	0	60	38	522	11	0	636	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	992	1264	337	921	1277	266	674	0	0	533	0	0
Stage 1	655	655	-	603	603	-	-	-	-	-	-	-
Stage 2	337	609	-	318	674	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	200	168	659	225	165	732	913	-	-	1031	-	-
Stage 1	421	461	-	453	487	-	-	-	-	-	-	-
Stage 2	651	484	-	668	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	178	161	659	214	158	732	913	-	-	1031	-	-
Mov Cap-2 Maneuver	178	161	-	214	158	-	-	-	-	-	-	-
Stage 1	403	461	-	434	467	-	-	-	-	-	-	-
Stage 2	573	464	-	657	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.9	10.4	0.6	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	913	-	-	199	732	1031	-	-
HCM Lane V/C Ratio	0.042	-	-	0.382	0.082	-	-	-
HCM Control Delay (s)	9.1	-	-	33.9	10.4	0	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0.3	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	70	25	40	5	5	5	30	450	10	10	500	85
Future Vol, veh/h	70	25	40	5	5	5	30	450	10	10	500	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	27	43	5	5	5	33	489	11	11	543	92

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	924	1176	318	867	1218	250	636	0	0	500	0	0
Stage 1	611	611	-	560	560	-	-	-	-	-	-	-
Stage 2	313	565	-	307	658	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	224	190	678	247	179	750	943	-	-	1060	-	-
Stage 1	448	482	-	480	509	-	-	-	-	-	-	-
Stage 2	672	506	-	678	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	210	181	678	198	171	750	943	-	-	1060	-	-
Mov Cap-2 Maneuver	210	181	-	198	171	-	-	-	-	-	-	-
Stage 1	432	477	-	463	491	-	-	-	-	-	-	-
Stage 2	637	488	-	592	454	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.9	20.7	0.5	0.1
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	254	245	1060	-	-
HCM Lane V/C Ratio	0.035	-	-	0.578	0.067	0.01	-	-
HCM Control Delay (s)	9	-	-	36.9	20.7	8.4	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.3	0.2	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	2400	20	60	3375	70	60	270	155	110	240	205
Future Volume (veh/h)	150	2400	20	60	3375	70	60	270	155	110	240	205
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	163	2609	22	65	3668	0	65	293	168	120	261	223
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	3635	31	133	3859	0	136	320	272	56	608	272
Arrive On Green	0.70	0.70	0.70	0.03	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	40	5201	44	1774	5253	0	908	1863	1583	927	3539	1583
Grp Volume(v), veh/h	163	1699	932	65	3668	0	65	293	168	120	261	223
Grp Sat Flow(s),veh/h/ln	40	1695	1855	1774	1695	0	908	1863	1583	927	1770	1583
Q Serve(g_s), s	24.3	54.5	54.7	1.8	112.3	0.0	12.4	27.8	17.7	3.1	11.9	24.4
Cycle Q Clear(g_c), s	125.8	54.5	54.7	1.8	112.3	0.0	24.3	27.8	17.7	30.9	11.9	24.4
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	2369	1296	133	3859	0	136	320	272	56	608	272
V/C Ratio(X)	3.59	0.72	0.72	0.49	0.95	0.00	0.48	0.92	0.62	2.15	0.43	0.82
Avail Cap(c_a), veh/h	45	2369	1296	282	3859	0	136	320	272	56	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	88.6	16.4	16.4	27.1	18.8	0.0	77.5	73.3	69.1	89.6	66.7	71.9
Incr Delay (d2), s/veh	1219.3	1.9	3.5	1.0	6.8	0.0	1.9	29.6	3.8	572.1	0.4	17.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	25.9	29.2	2.3	54.4	0.0	3.2	17.0	8.0	11.6	5.8	12.0
LnGrp Delay(d),s/veh	1307.9	18.3	19.9	28.1	25.6	0.0	79.5	102.9	72.8	661.6	67.0	89.3
LnGrp LOS	F	B	B	C	C		E	F	E	F	E	F
Approach Vol, veh/h		2794			3733			526			604	
Approach Delay, s/veh		94.0			25.7			90.4			193.4	
Approach LOS		F			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		143.0		37.0	10.8	132.2		37.0
Change Period (Y+Rc), s		6.4		6.1	6.0	6.4		6.1
Max Green Setting (Gmax), s		136.6		30.9	20.0	110.6		30.9
Max Q Clear Time (g_c+I1), s		114.3		29.8	3.8	127.8		32.9
Green Ext Time (p_c), s		22.0		0.6	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.3
HCM 2010 LOS	E

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1805	65	80	1335	20	235	385	165	255	630	135
Future Volume (veh/h)	160	1805	65	80	1335	20	235	385	165	255	630	135
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	174	1962	71	87	1451	22	255	418	179	277	685	147
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	1718	877	113	1609	828	180	610	258	243	730	156
Arrive On Green	0.07	0.49	0.49	0.04	0.45	0.45	0.07	0.25	0.25	0.07	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2424	1027	1774	2901	622
Grp Volume(v), veh/h	174	1962	71	87	1451	22	255	304	293	277	418	414
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1682	1774	1770	1753
Q Serve(g_s), s	9.0	77.7	3.3	4.2	60.6	1.1	11.0	24.8	25.3	11.0	37.0	37.1
Cycle Q Clear(g_c), s	9.0	77.7	3.3	4.2	60.6	1.1	11.0	24.8	25.3	11.0	37.0	37.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.35
Lane Grp Cap(c), veh/h	194	1718	877	113	1609	828	180	445	423	243	445	441
V/C Ratio(X)	0.90	1.14	0.08	0.77	0.90	0.03	1.42	0.68	0.69	1.14	0.94	0.94
Avail Cap(c_a), veh/h	212	1718	877	185	1609	828	180	451	429	243	451	447
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	39.4	41.2	16.7	38.2	40.3	18.4	48.9	54.1	54.3	54.7	58.7	58.7
Incr Delay (d2), s/veh	31.8	71.5	0.2	4.2	8.6	0.1	216.8	3.8	4.4	99.9	27.2	27.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	55.0	1.5	2.2	31.6	0.5	13.4	12.6	12.2	12.1	21.5	21.3
LnGrp Delay(d),s/veh	71.2	112.7	16.8	42.4	49.0	18.5	265.6	57.9	58.6	154.6	85.9	86.3
LnGrp LOS	E	F	B	D	D	B	F	E	E	F	F	F
Approach Vol, veh/h		2207			1560			852			1109	
Approach Delay, s/veh		106.3			48.2			120.3			103.2	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	79.1	17.0	46.4	12.5	84.1	17.0	46.4
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	12.6	70.6	11.0	* 41	12.6	70.6	11.0	* 41
Max Q Clear Time (g_c+I1), s	11.0	62.6	13.0	27.3	6.2	79.7	13.0	39.1
Green Ext Time (p_c), s	0.0	6.2	0.0	6.0	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	92.0
HCM 2010 LOS	F

Notes

2040
Timing Plan: AM

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	40	20	5	15	40	0	740	45	0	770	5
Future Vol, veh/h	5	40	20	5	15	40	0	740	45	0	770	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	43	22	5	16	43	0	804	49	0	837	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1250	1693	421	1269	1671	427	842	0	0	853	0	0
Stage 1	840	840	-	829	829	-	-	-	-	-	-	-
Stage 2	410	853	-	440	842	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	129	92	581	125	95	576	789	-	-	782	-	-
Stage 1	326	379	-	331	383	-	-	-	-	-	-	-
Stage 2	589	374	-	566	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	92	581	76	95	576	789	-	-	782	-	-
Mov Cap-2 Maneuver	104	92	-	76	95	-	-	-	-	-	-	-
Stage 1	326	379	-	331	383	-	-	-	-	-	-	-
Stage 2	521	374	-	482	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	65	30.5	0	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	789	-	-	126	205	782	-	-
HCM Lane V/C Ratio	-	-	-	0.561	0.318	-	-	-
HCM Control Delay (s)	0	-	-	65	30.5	0	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.7	1.3	0	-	-

Intersection	
Int Delay, s/veh	83

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	45	145	20	25	20	40	5	700	35	25	750	20
Future Vol, veh/h	45	145	20	25	20	40	5	700	35	25	750	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	158	22	27	22	43	5	761	38	27	815	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1282	1690	418	1332	1682	399	837	0	0	799	0	0
Stage 1	880	880	-	791	791	-	-	-	-	-	-	-
Stage 2	402	810	-	541	891	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	122	~ 92	584	112	94	601	793	-	-	819	-	-
Stage 1	308	363	-	349	399	-	-	-	-	-	-	-
Stage 2	596	391	-	493	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	89	~ 88	584	-	90	601	793	-	-	819	-	-
Mov Cap-2 Maneuver	89	~ 88	-	-	90	-	-	-	-	-	-	-
Stage 1	306	351	-	347	396	-	-	-	-	-	-	-
Stage 2	519	389	-	253	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 721.6		0.1	0.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	793	-	-	96	-	819	-	-
HCM Lane V/C Ratio	0.007	-	-	2.378	-	0.033	-	-
HCM Control Delay (s)	9.6	-	-	$ 721.6	-	9.5	-	-
HCM Lane LOS	A	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	20.7	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	15	20	15	20	15	25	15	700	20	15	775	5
Future Vol, veh/h	15	20	15	20	15	25	15	700	20	15	775	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	22	16	22	16	27	16	761	22	16	842	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1299	1693	424	1269	1684	391	848	0	0	783	0	0
Stage 1	878	878	-	804	804	-	-	-	-	-	-	-
Stage 2	421	815	-	465	880	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	119	92	579	125	93	608	785	-	-	831	-	-
Stage 1	309	364	-	343	394	-	-	-	-	-	-	-
Stage 2	581	389	-	547	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	95	88	579	96	89	608	785	-	-	831	-	-
Mov Cap-2 Maneuver	95	88	-	96	89	-	-	-	-	-	-	-
Stage 1	303	357	-	336	386	-	-	-	-	-	-	-
Stage 2	521	381	-	490	356	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.3	49.2	0.2	0.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	122	144	831	-	-
HCM Lane V/C Ratio	0.021	-	-	0.445	0.453	0.02	-	-
HCM Control Delay (s)	9.7	-	-	56.3	49.2	9.4	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	2.1	0.1	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	40	25	15	15	25	20	15	675	35	5	790	15
Future Vol, veh/h	40	25	15	15	25	20	15	675	35	5	790	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	27	16	16	27	22	16	734	38	5	859	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1291	1682	438	1239	1671	386	875	0	0	772	0	0
Stage 1	878	878	-	785	785	-	-	-	-	-	-	-
Stage 2	413	804	-	454	886	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	121	94	567	132	95	612	767	-	-	839	-	-
Stage 1	309	364	-	352	402	-	-	-	-	-	-	-
Stage 2	587	394	-	555	361	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	91	567	97	92	612	767	-	-	839	-	-
Mov Cap-2 Maneuver	88	91	-	97	92	-	-	-	-	-	-	-
Stage 1	303	362	-	345	394	-	-	-	-	-	-	-
Stage 2	516	386	-	496	359	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	117.6	57.1	0.2	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	767	-	-	106	131	839	-	-
HCM Lane V/C Ratio	0.021	-	-	0.82	0.498	0.006	-	-
HCM Control Delay (s)	9.8	-	-	117.6	57.1	9.3	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.6	2.3	0	-	-

Intersection	
Int Delay, s/veh	139.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	105	140	45	60	25	20	20	595	20	5	790	20
Future Vol, veh/h	105	140	45	60	25	20	20	595	20	5	790	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	152	49	65	27	22	22	647	22	5	859	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1260	1592	440	1217	1592	334	880	0	0	668	0	0
Stage 1	880	880	-	701	701	-	-	-	-	-	-	-
Stage 2	380	712	-	516	891	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	127	~ 106	565	137	106	662	764	-	-	918	-	-
Stage 1	308	363	-	395	439	-	-	-	-	-	-	-
Stage 2	614	434	-	510	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 95	~ 102	565	-	102	662	764	-	-	918	-	-
Mov Cap-2 Maneuver	~ 95	~ 102	-	-	102	-	-	-	-	-	-	-
Stage 1	299	361	-	384	426	-	-	-	-	-	-	-
Stage 2	540	422	-	268	357	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 889.1		0.3	0.1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	764	-	-	113	-	918	-	-
HCM Lane V/C Ratio	0.028	-	-	2.79	-	0.006	-	-
HCM Control Delay (s)	9.8	-	-	$ 889.1	-	8.9	-	-
HCM Lane LOS	A	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	29.3	-	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	5	0	35	0	600	15	15	870	15
Future Vol, veh/h	0	0	20	5	0	35	0	600	15	15	870	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	5	0	38	0	652	16	16	946	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1312	1654	481	1165	1655	334	962	0	0	668	0	0
Stage 1	986	986	-	660	660	-	-	-	-	-	-	-
Stage 2	326	668	-	505	995	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	116	97	531	149	97	662	711	-	-	918	-	-
Stage 1	266	324	-	418	458	-	-	-	-	-	-	-
Stage 2	661	455	-	518	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	95	531	141	95	662	711	-	-	918	-	-
Mov Cap-2 Maneuver	108	95	-	141	95	-	-	-	-	-	-	-
Stage 1	266	318	-	418	458	-	-	-	-	-	-	-
Stage 2	623	455	-	488	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	13.8	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	531	453	918	-	-
HCM Lane V/C Ratio	-	-	-	0.041	0.096	0.018	-	-
HCM Control Delay (s)	0	-	-	12.1	13.8	9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	15.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	95	0	35	0	0	80	45	440	15	5	855	35
Future Vol, veh/h	95	0	35	0	0	80	45	440	15	5	855	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	5	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	0	38	0	0	87	49	478	16	5	929	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1296	1551	484	1060	1562	247	967	0	0	495	0	0
Stage 1	959	959	-	584	584	-	-	-	-	-	-	-
Stage 2	337	592	-	476	978	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	120	113	529	178	111	753	708	-	-	1065	-	-
Stage 1	276	334	-	465	496	-	-	-	-	-	-	-
Stage 2	651	492	-	539	327	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 100	104	529	155	102	753	708	-	-	1065	-	-
Mov Cap-2 Maneuver	~ 100	104	-	155	102	-	-	-	-	-	-	-
Stage 1	257	331	-	433	462	-	-	-	-	-	-	-
Stage 2	536	458	-	495	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	177	10.4	0.9	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	708	-	-	128	753	1065	-	-
HCM Lane V/C Ratio	0.069	-	-	1.104	0.115	0.005	-	-
HCM Control Delay (s)	10.5	-	-	177	10.4	8.4	0	-
HCM Lane LOS	B	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	8.2	0.4	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	12.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	65	25	85	5	0	15	35	420	5	15	770	115
Future Vol, veh/h	65	25	85	5	0	15	35	420	5	15	770	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	27	92	5	0	16	38	457	5	16	837	125

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1236	1470	481	1000	1530	231	962	0	0	462	0	0
Stage 1	932	932	-	535	535	-	-	-	-	-	-	-
Stage 2	304	538	-	465	995	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	132	126	531	197	116	771	711	-	-	1095	-	-
Stage 1	287	343	-	497	522	-	-	-	-	-	-	-
Stage 2	681	521	-	547	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	118	531	127	108	771	711	-	-	1095	-	-
Mov Cap-2 Maneuver	123	118	-	127	108	-	-	-	-	-	-	-
Stage 1	272	338	-	470	494	-	-	-	-	-	-	-
Stage 2	631	493	-	409	316	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	109.8	16.3	0.8	0.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	194	340	1095	-	-
HCM Lane V/C Ratio	0.054	-	-	0.981	0.064	0.015	-	-
HCM Control Delay (s)	10.3	-	-	109.8	16.3	8.3	-	-
HCM Lane LOS	B	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	8.2	0.2	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	3735	5	35	3555	145	45	200	265	185	345	325
Future Volume (veh/h)	115	3735	5	35	3555	145	45	200	265	185	345	325
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	125	4060	5	38	3864	0	49	217	288	201	375	353
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	3981	5	40	3381	0	93	309	272	112	608	272
Arrive On Green	0.05	0.76	0.76	0.66	0.66	0.00	0.17	0.17	0.17	0.19	0.17	0.17
Sat Flow, veh/h	1774	5245	6	26	5253	0	724	1863	1583	890	3539	1583
Grp Volume(v), veh/h	125	2624	1441	38	3864	0	49	217	288	201	375	353
Grp Sat Flow(s),veh/h/ln	1774	1695	1862	26	1695	0	724	1863	1583	890	1770	1583
Q Serve(g_s), s	8.6	136.6	136.6	0.0	119.7	0.0	12.1	19.8	30.9	14.6	17.7	30.9
Cycle Q Clear(g_c), s	8.6	136.6	136.6	119.7	119.7	0.0	29.8	19.8	30.9	34.4	17.7	30.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	2573	1413	40	3381	0	93	309	272	112	608	272
V/C Ratio(X)	0.93	1.02	1.02	0.95	1.14	0.00	0.53	0.70	1.06	1.79	0.62	1.30
Avail Cap(c_a), veh/h	135	2573	1413	40	3381	0	93	309	272	112	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	21.7	21.7	90.0	30.2	0.0	82.9	70.8	74.6	85.3	69.1	74.6
Incr Delay (d2), s/veh	56.5	22.9	29.2	127.9	68.3	0.0	4.3	6.5	71.2	389.0	1.7	158.8
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(50%),veh/ln	8.3	71.1	80.5	3.3	77.1	0.0	2.5	10.7	18.9	17.7	8.8	25.5
LnGrp Delay(d),s/veh	124.0	44.6	50.9	217.9	98.5	0.0	87.1	77.3	145.7	474.3	70.8	233.3
LnGrp LOS	F	F	F	F	F		F	E	F	F	E	F
Approach Vol, veh/h		4190			3902			554			929	
Approach Delay, s/veh		49.1			99.7			113.8			219.8	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	16.9	126.1		37.0		143.0		37.0
Change Period (Y+Rc), s	6.4	6.4		6.1		6.4		6.1
Max Green Setting (Gmax), s	10.6	119.6		30.9		136.6		30.9
Max Q Clear Time (g_c+I1), s	10.6	121.7		32.9		138.6		36.4
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	90.0
HCM 2010 LOS	F

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1430	45	115	1535	65	115	580	80	115	470	160
Future Volume (veh/h)	225	1430	45	115	1535	65	115	580	80	115	470	160
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	245	1554	49	125	1668	71	125	630	87	125	511	174
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	1769	895	165	1705	867	192	719	99	187	598	202
Arrive On Green	0.07	0.50	0.50	0.05	0.48	0.48	0.07	0.23	0.23	0.07	0.23	0.23
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3125	431	1774	2597	880
Grp Volume(v), veh/h	245	1554	49	125	1668	71	125	356	361	125	347	338
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1787	1774	1770	1707
Q Serve(g_s), s	10.6	62.6	2.2	5.7	73.9	3.4	8.5	31.1	31.2	8.5	30.1	30.4
Cycle Q Clear(g_c), s	10.6	62.6	2.2	5.7	73.9	3.4	8.5	31.1	31.2	8.5	30.1	30.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.52
Lane Grp Cap(c), veh/h	168	1769	895	165	1705	867	192	407	411	187	407	393
V/C Ratio(X)	1.46	0.88	0.05	0.76	0.98	0.08	0.65	0.87	0.88	0.67	0.85	0.86
Avail Cap(c_a), veh/h	168	1769	895	197	1705	867	197	440	444	193	440	425
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	51.3	35.7	15.6	35.2	40.6	17.2	46.1	59.4	59.4	46.3	59.0	59.1
Incr Delay (d2), s/veh	236.1	6.6	0.1	10.4	17.2	0.2	5.5	16.3	16.5	6.5	13.7	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.4	32.3	1.0	3.2	40.2	1.5	4.5	17.1	17.3	4.5	16.3	16.0
LnGrp Delay(d),s/veh	287.4	42.3	15.7	45.6	57.9	17.3	51.6	75.7	75.9	52.9	72.7	74.0
LnGrp LOS	F	D	B	D	E	B	D	E	E	D	E	E
Approach Vol, veh/h		1848			1864			842			810	
Approach Delay, s/veh		74.1			55.5			72.2			70.2	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	83.5	16.5	43.0	14.1	86.4	16.5	43.0
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	10.6	73.6	11.0	* 40	10.6	73.6	11.0	* 40
Max Q Clear Time (g_c+I1), s	12.6	75.9	10.5	33.2	7.7	64.6	10.5	32.4
Green Ext Time (p_c), s	0.0	0.0	0.0	3.7	0.0	6.5	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.7
HCM 2010 LOS	E

Notes

2040
Timing Plan: PM

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	20	20	5	35	55	5	715	25	0	620	5
Future Vol, veh/h	5	20	20	5	35	55	5	715	25	0	620	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	22	22	5	38	60	5	777	27	0	674	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1095	1492	340	1150	1481	402	679	0	0	804	0	0
Stage 1	677	677	-	802	802	-	-	-	-	-	-	-
Stage 2	418	815	-	348	679	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	168	122	656	153	124	598	909	-	-	816	-	-
Stage 1	409	450	-	344	395	-	-	-	-	-	-	-
Stage 2	583	389	-	641	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	121	656	127	123	598	909	-	-	816	-	-
Mov Cap-2 Maneuver	115	121	-	127	123	-	-	-	-	-	-	-
Stage 1	407	450	-	342	393	-	-	-	-	-	-	-
Stage 2	471	387	-	590	449	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.8	33.2	0.1	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	909	-	-	188	228	816	-	-
HCM Lane V/C Ratio	0.006	-	-	0.26	0.453	-	-	-
HCM Control Delay (s)	9	-	-	30.8	33.2	0	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0	-	-

Intersection	
Int Delay, s/veh	64.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	55	60	25	35	75	35	15	660	35	40	580	25
Future Vol, veh/h	55	60	25	35	75	35	15	660	35	40	580	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	65	27	38	82	38	16	717	38	43	630	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1163	1519	329	1204	1514	378	658	0	0	755	0	0
Stage 1	731	731	-	769	769	-	-	-	-	-	-	-
Stage 2	432	788	-	435	745	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	150	118	667	140	119	620	926	-	-	851	-	-
Stage 1	379	425	-	360	409	-	-	-	-	-	-	-
Stage 2	572	400	-	570	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 54	110	667	68	111	620	926	-	-	851	-	-
Mov Cap-2 Maneuver	~ 54	110	-	68	111	-	-	-	-	-	-	-
Stage 1	372	404	-	354	402	-	-	-	-	-	-	-
Stage 2	421	393	-	435	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 461.9	276.4	0.2	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	87	116	851	-	-
HCM Lane V/C Ratio	0.018	-	-	1.749	1.359	0.051	-	-
HCM Control Delay (s)	9	-	-	$ 461.9	276.4	9.5	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	12.7	10.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	5	5	25	45	20	15	680	15	35	590	20
Future Vol, veh/h	5	5	5	25	45	20	15	680	15	35	590	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	27	49	22	16	739	16	38	641	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1155	1516	332	1179	1519	378	663	0	0	755	0	0
Stage 1	728	728	-	780	780	-	-	-	-	-	-	-
Stage 2	427	788	-	399	739	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	152	118	664	146	118	620	922	-	-	851	-	-
Stage 1	381	427	-	354	404	-	-	-	-	-	-	-
Stage 2	576	400	-	598	422	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	111	664	133	111	620	922	-	-	851	-	-
Mov Cap-2 Maneuver	92	111	-	133	111	-	-	-	-	-	-	-
Stage 1	374	408	-	348	397	-	-	-	-	-	-	-
Stage 2	479	393	-	559	403	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.1	71.2	0.2	0.5
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	922	-	-	140	144	851	-	-
HCM Lane V/C Ratio	0.018	-	-	0.116	0.679	0.045	-	-
HCM Control Delay (s)	9	-	-	34.1	71.2	9.4	-	-
HCM Lane LOS	A	-	-	D	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	3.8	0.1	-	-

Intersection	
Int Delay, s/veh	17.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	15	35	5	25	80	35	25	660	20	20	575	25
Future Vol, veh/h	15	35	5	25	80	35	25	660	20	20	575	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	38	5	27	87	38	27	717	22	22	625	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1139	1475	326	1158	1479	370	652	0	0	739	0	0
Stage 1	682	682	-	783	783	-	-	-	-	-	-	-
Stage 2	457	793	-	375	696	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	156	125	670	151	125	627	930	-	-	863	-	-
Stage 1	406	448	-	353	403	-	-	-	-	-	-	-
Stage 2	553	398	-	618	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	118	670	108	118	627	930	-	-	863	-	-
Mov Cap-2 Maneuver	56	118	-	108	118	-	-	-	-	-	-	-
Stage 1	394	437	-	343	391	-	-	-	-	-	-	-
Stage 2	392	386	-	545	430	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	90.7	149.8	0.3	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	96	145	863	-	-
HCM Lane V/C Ratio	0.029	-	-	0.623	1.049	0.025	-	-
HCM Control Delay (s)	9	-	-	90.7	149.8	9.3	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3	8	0.1	-	-

Intersection	
Int Delay, s/veh	303

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	45	85	60	140	140	60	45	600	20	20	550	40
Future Vol, veh/h	45	85	60	140	140	60	45	600	20	20	550	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	92	65	152	152	65	49	652	22	22	598	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1163	1435	321	1150	1446	337	641	0	0	674	0	0
Stage 1	663	663	-	761	761	-	-	-	-	-	-	-
Stage 2	500	772	-	389	685	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	150	133	675	153	~ 131	659	939	-	-	913	-	-
Stage 1	417	457	-	364	412	-	-	-	-	-	-	-
Stage 2	521	407	-	606	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	123	675	~ 51	~ 121	659	939	-	-	913	-	-
Mov Cap-2 Maneuver	-	123	-	~ 51	~ 121	-	-	-	-	-	-	-
Stage 1	395	446	-	345	391	-	-	-	-	-	-	-
Stage 2	272	386	-	424	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 1607	0.6	0.3
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	-	85	913	-	-
HCM Lane V/C Ratio	0.052	-	-	-	4.348	0.024	-	-
HCM Control Delay (s)	9	-	-	-	$ 1607	9	-	-
HCM Lane LOS	A	-	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	39.1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	5	0	25	0	640	20	35	670	45
Future Vol, veh/h	0	0	20	5	0	25	0	640	20	35	670	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	5	0	27	0	696	22	38	728	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1177	1546	389	1147	1560	359	777	0	0	717	0	0
Stage 1	829	829	-	707	707	-	-	-	-	-	-	-
Stage 2	348	717	-	440	853	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	146	113	610	154	111	638	835	-	-	880	-	-
Stage 1	331	383	-	392	436	-	-	-	-	-	-	-
Stage 2	641	432	-	566	374	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	108	610	144	106	638	835	-	-	880	-	-
Mov Cap-2 Maneuver	135	108	-	144	106	-	-	-	-	-	-	-
Stage 1	331	366	-	392	436	-	-	-	-	-	-	-
Stage 2	614	432	-	522	358	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	14.6	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	835	-	-	610	406	880	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.08	0.043	-	-
HCM Control Delay (s)	0	-	-	11.1	14.6	9.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	65	0	15	0	0	60	40	535	15	0	655	40
Future Vol, veh/h	65	0	15	0	0	60	40	535	15	0	655	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	5	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	0	16	0	0	65	43	582	16	0	712	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1112	1419	378	1033	1432	299	755	0	0	598	0	0
Stage 1	734	734	-	677	677	-	-	-	-	-	-	-
Stage 2	378	685	-	356	755	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	136	620	187	133	697	851	-	-	975	-	-
Stage 1	378	424	-	409	450	-	-	-	-	-	-	-
Stage 2	616	447	-	634	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	129	620	175	126	697	851	-	-	975	-	-
Mov Cap-2 Maneuver	142	129	-	175	126	-	-	-	-	-	-	-
Stage 1	359	424	-	388	427	-	-	-	-	-	-	-
Stage 2	530	424	-	617	415	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.4	10.7	0.6	0
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	166	697	975	-	-
HCM Lane V/C Ratio	0.051	-	-	0.524	0.094	-	-	-
HCM Control Delay (s)	9.5	-	-	48.4	10.7	0	-	-
HCM Lane LOS	A	-	-	E	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.6	0.3	0	-	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	80	25	45	5	5	5	35	500	15	15	560	95
Future Vol, veh/h	80	25	45	5	5	5	35	500	15	15	560	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	27	49	5	5	5	38	543	16	16	609	103

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1044	1329	356	979	1373	280	712	0	0	560	0	0
Stage 1	693	693	-	628	628	-	-	-	-	-	-	-
Stage 2	351	636	-	351	745	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	183	154	640	204	145	717	884	-	-	1007	-	-
Stage 1	400	443	-	437	474	-	-	-	-	-	-	-
Stage 2	639	470	-	639	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	145	640	154	137	717	884	-	-	1007	-	-
Mov Cap-2 Maneuver	168	145	-	154	137	-	-	-	-	-	-	-
Stage 1	383	436	-	418	454	-	-	-	-	-	-	-
Stage 2	600	450	-	545	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	64.9	24.8	0.6	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	209	198	1007	-	-
HCM Lane V/C Ratio	0.043	-	-	0.78	0.082	0.016	-	-
HCM Control Delay (s)	9.3	-	-	64.9	24.8	8.6	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.5	0.3	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	2680	20	65	3770	80	65	300	175	120	265	225
Future Volume (veh/h)	165	2680	20	65	3770	80	65	300	175	120	265	225
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	179	2913	22	71	4098	0	71	326	190	130	288	245
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	3637	27	114	3859	0	125	320	272	40	608	272
Arrive On Green	0.70	0.70	0.70	0.03	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	25	5207	39	1774	5253	0	868	1863	1583	881	3539	1583
Grp Volume(v), veh/h	179	1894	1041	71	4098	0	71	326	190	130	288	245
Grp Sat Flow(s),veh/h/ln	25	1695	1856	1774	1695	0	868	1863	1583	881	1770	1583
Q Serve(g_s), s	0.0	68.7	69.3	2.0	136.6	0.0	14.5	30.9	20.3	0.0	13.2	27.3
Cycle Q Clear(g_c), s	125.7	68.7	69.3	2.0	136.6	0.0	27.7	30.9	20.3	30.9	13.2	27.3
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	2368	1296	114	3859	0	125	320	272	40	608	272
V/C Ratio(X)	4.47	0.80	0.80	0.62	1.06	0.00	0.57	1.02	0.70	3.25	0.47	0.90
Avail Cap(c_a), veh/h	40	2368	1296	264	3859	0	125	320	272	40	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.0	18.5	18.6	41.3	21.7	0.0	79.7	74.6	70.2	90.0	67.2	73.1
Incr Delay (d2), s/veh	1619.7	2.9	5.3	2.0	34.3	0.0	5.0	55.4	7.2	1073.8	0.4	30.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	32.8	37.2	2.6	75.2	0.0	3.6	20.8	9.5	13.9	6.5	14.2
LnGrp Delay(d),s/veh	1709.7	21.5	24.0	43.4	56.0	0.0	84.7	130.0	77.4	1163.8	67.6	103.2
LnGrp LOS	F	C	C	D	F		F	F	E	F	E	F
Approach Vol, veh/h		3114			4169			587			663	
Approach Delay, s/veh		119.3			55.8			107.5			295.7	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		143.0		37.0	10.9	132.1		37.0
Change Period (Y+Rc), s		6.4		6.1	6.0	6.4		6.1
Max Green Setting (Gmax), s		136.6		30.9	20.0	110.6		30.9
Max Q Clear Time (g_c+I1), s		138.6		32.9	4.0	127.7		32.9
Green Ext Time (p_c), s		0.0		0.0	0.1	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	101.2
HCM 2010 LOS	F

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1350	50	60	1000	15	175	290	125	190	470	100
Future Volume (veh/h)	120	1350	50	60	1000	15	175	290	125	190	470	100
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	124	1392	52	62	1031	15	180	299	129	196	485	103
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
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	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	306	1935	975	190	1881	950	198	483	204	247	579	122
Arrive On Green	0.04	0.55	0.55	0.03	0.53	0.53	0.07	0.20	0.20	0.07	0.20	0.20
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2428	1024	1774	2909	614
Grp Volume(v), veh/h	124	1392	52	62	1031	15	180	216	212	196	294	294
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1682	1774	1770	1754
Q Serve(g_s), s	5.1	47.0	2.1	2.5	30.8	0.6	11.0	17.8	18.5	11.0	25.5	25.8
Cycle Q Clear(g_c), s	5.1	47.0	2.1	2.5	30.8	0.6	11.0	17.8	18.5	11.0	25.5	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.35
Lane Grp Cap(c), veh/h	306	1935	975	190	1881	950	198	352	335	247	352	349
V/C Ratio(X)	0.41	0.72	0.05	0.33	0.55	0.02	0.91	0.61	0.63	0.79	0.83	0.84
Avail Cap(c_a), veh/h	367	1935	975	278	1881	950	198	451	429	247	451	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	27.1	12.2	23.5	24.8	12.9	54.2	58.5	58.7	54.1	61.6	61.7
Incr Delay (d2), s/veh	0.3	2.3	0.1	0.4	1.2	0.0	38.8	1.3	1.5	15.0	9.5	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	23.6	0.9	1.2	15.3	0.3	4.7	8.8	8.7	4.2	13.4	13.5
LnGrp Delay(d),s/veh	19.6	29.4	12.3	23.8	25.9	12.9	93.0	59.8	60.2	69.1	71.0	71.9
LnGrp LOS	B	C	B	C	C	B	F	E	E	E	E	E
Approach Vol, veh/h		1568			1108			608			784	
Approach Delay, s/veh		28.1			25.6			69.8			70.9	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	91.4	17.0	38.0	11.1	93.9	17.0	38.0
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	12.6	70.6	11.0	* 41	12.6	70.6	11.0	* 41
Max Q Clear Time (g_c+I1), s	7.1	32.8	13.0	20.5	4.5	49.0	13.0	27.8
Green Ext Time (p_c), s	0.1	8.4	0.0	4.8	0.0	7.5	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Notes

2016 EXISTING
Timing Plan: AM

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	30	15	5	10	30	0	555	35	0	575	5
Future Vol, veh/h	5	30	15	5	10	30	0	555	35	0	575	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	33	16	5	11	33	0	610	38	0	632	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	945	1283	319	961	1266	324	637	0	0	648	0	0
Stage 1	635	635	-	629	629	-	-	-	-	-	-	-
Stage 2	310	648	-	332	637	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	217	164	677	211	168	672	943	-	-	934	-	-
Stage 1	433	471	-	437	474	-	-	-	-	-	-	-
Stage 2	675	464	-	655	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	196	164	677	174	168	672	943	-	-	934	-	-
Mov Cap-2 Maneuver	196	164	-	174	168	-	-	-	-	-	-	-
Stage 1	433	471	-	437	474	-	-	-	-	-	-	-
Stage 2	627	464	-	594	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.1	17.4	0	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	217	339	934	-	-
HCM Lane V/C Ratio	-	-	-	0.253	0.146	-	-	-
HCM Control Delay (s)	0	-	-	27.1	17.4	0	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0.5	0	-	-

Intersection	
Int Delay, s/veh	18.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	35	110	15	20	15	30	5	525	25	20	560	15
Future Vol, veh/h	35	110	15	20	15	30	5	525	25	20	560	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	122	17	22	17	33	6	583	28	22	622	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	986	1297	319	1025	1291	306	639	0	0	611	0	0
Stage 1	675	675	-	608	608	-	-	-	-	-	-	-
Stage 2	311	622	-	417	683	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	202	161	677	189	162	690	941	-	-	964	-	-
Stage 1	410	451	-	450	484	-	-	-	-	-	-	-
Stage 2	674	477	-	584	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	156	677	64	157	690	941	-	-	964	-	-
Mov Cap-2 Maneuver	173	156	-	64	157	-	-	-	-	-	-	-
Stage 1	407	441	-	447	481	-	-	-	-	-	-	-
Stage 2	615	474	-	402	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	132.4	52.8	0.1	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	941	-	-	172	144	964	-	-
HCM Lane V/C Ratio	0.006	-	-	1.034	0.502	0.023	-	-
HCM Control Delay (s)	8.8	-	-	132.4	52.8	8.8	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	8.5	2.4	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	15	10	15	10	20	10	525	15	10	580	5
Future Vol, veh/h	10	15	10	15	10	20	10	525	15	10	580	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	1	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	15	11	17	11	22	11	590	17	11	652	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1000	1306	329	977	1301	303	657	0	0	607	0	0
Stage 1	677	677	-	621	621	-	-	-	-	-	-	-
Stage 2	323	629	-	356	680	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.52	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.52	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.01	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	197	160	667	205	160	693	926	-	-	967	-	-
Stage 1	409	453	-	442	477	-	-	-	-	-	-	-
Stage 2	663	476	-	634	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	156	667	183	156	693	926	-	-	967	-	-
Mov Cap-2 Maneuver	177	156	-	183	156	-	-	-	-	-	-	-
Stage 1	404	448	-	437	471	-	-	-	-	-	-	-
Stage 2	619	470	-	596	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	22.4	0.2	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	212	257	967	-	-
HCM Lane V/C Ratio	0.012	-	-	0.177	0.197	0.012	-	-
HCM Control Delay (s)	8.9	-	-	25.6	22.4	8.8	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.7	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	30	20	10	10	20	15	10	505	25	5	590	10
Future Vol, veh/h	30	20	10	10	20	15	10	505	25	5	590	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	22	11	11	22	17	11	561	28	6	656	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	986	1283	333	947	1275	294	667	0	0	589	0	0
Stage 1	672	672	-	597	597	-	-	-	-	-	-	-
Stage 2	314	611	-	350	678	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	202	164	663	216	166	702	919	-	-	982	-	-
Stage 1	412	453	-	456	490	-	-	-	-	-	-	-
Stage 2	671	482	-	639	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	174	161	663	187	163	702	919	-	-	982	-	-
Mov Cap-2 Maneuver	174	161	-	187	163	-	-	-	-	-	-	-
Stage 1	407	450	-	451	484	-	-	-	-	-	-	-
Stage 2	618	476	-	594	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.4	25.2	0.2	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	192	228	982	-	-
HCM Lane V/C Ratio	0.012	-	-	0.347	0.219	0.006	-	-
HCM Control Delay (s)	9	-	-	33.4	25.2	8.7	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.8	0	-	-

Intersection	
Int Delay, s/veh	39.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	80	105	35	45	20	15	15	445	15	5	590	15
Future Vol, veh/h	80	105	35	45	20	15	15	445	15	5	590	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	91	119	40	51	23	17	17	506	17	6	670	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	988	1247	344	954	1247	261	688	0	0	523	0	0
Stage 1	690	690	-	548	548	-	-	-	-	-	-	-
Stage 2	298	557	-	406	699	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	201	172	652	213	172	738	902	-	-	1040	-	-
Stage 1	401	444	-	488	515	-	-	-	-	-	-	-
Stage 2	686	510	-	593	440	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	168	652	83	168	738	902	-	-	1040	-	-
Mov Cap-2 Maneuver	173	168	-	83	168	-	-	-	-	-	-	-
Stage 1	393	441	-	479	505	-	-	-	-	-	-	-
Stage 2	628	500	-	404	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	213.8	100.8	0.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	193	117	1040	-	-
HCM Lane V/C Ratio	0.019	-	-	1.295	0.777	0.005	-	-
HCM Control Delay (s)	9.1	-	-	213.8	100.8	8.5	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	13.9	4.4	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	5	0	25	0	450	10	10	650	10
Future Vol, veh/h	0	0	15	5	0	25	0	450	10	10	650	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	17	6	0	29	0	517	11	11	747	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1035	1305	379	920	1305	264	759	0	0	529	0	0
Stage 1	776	776	-	523	523	-	-	-	-	-	-	-
Stage 2	259	529	-	397	782	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	186	159	619	226	159	734	848	-	-	1034	-	-
Stage 1	356	406	-	505	529	-	-	-	-	-	-	-
Stage 2	723	525	-	600	403	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	157	619	218	157	734	848	-	-	1034	-	-
Mov Cap-2 Maneuver	177	157	-	218	157	-	-	-	-	-	-	-
Stage 1	356	402	-	505	529	-	-	-	-	-	-	-
Stage 2	695	525	-	577	399	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	12.3	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	619	526	1034	-	-
HCM Lane V/C Ratio	-	-	-	0.028	0.066	0.011	-	-
HCM Control Delay (s)	0	-	-	11	12.3	8.5	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	70	0	25	0	0	60	35	330	10	5	640	25
Future Vol, veh/h	70	0	25	0	0	60	35	330	10	5	640	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	5	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	0	29	0	0	69	40	379	11	6	736	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1031	1232	382	845	1242	195	764	0	0	391	0	0
Stage 1	761	761	-	466	466	-	-	-	-	-	-	-
Stage 2	270	471	-	379	776	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	187	176	616	256	173	814	845	-	-	1164	-	-
Stage 1	364	412	-	546	561	-	-	-	-	-	-	-
Stage 2	713	558	-	615	406	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	166	616	234	163	814	845	-	-	1164	-	-
Mov Cap-2 Maneuver	164	166	-	234	163	-	-	-	-	-	-	-
Stage 1	347	408	-	520	534	-	-	-	-	-	-	-
Stage 2	622	532	-	581	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.7	9.8	0.9	0.1
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	845	-	-	203	814	1164	-	-
HCM Lane V/C Ratio	0.048	-	-	0.538	0.085	0.005	-	-
HCM Control Delay (s)	9.5	-	-	41.7	9.8	8.1	0	-
HCM Lane LOS	A	-	-	E	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.3	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	50	20	65	5	0	10	25	315	5	10	575	85
Future Vol, veh/h	50	20	65	5	0	10	25	315	5	10	575	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	20	66	5	0	10	25	318	5	10	581	86

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	854	1018	333	692	1058	162	667	0	0	323	0	0
Stage 1	644	644	-	371	371	-	-	-	-	-	-	-
Stage 2	210	374	-	321	687	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	252	236	663	330	223	854	919	-	-	1234	-	-
Stage 1	428	466	-	622	618	-	-	-	-	-	-	-
Stage 2	773	616	-	665	446	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	242	228	663	270	215	854	919	-	-	1234	-	-
Mov Cap-2 Maneuver	242	228	-	270	215	-	-	-	-	-	-	-
Stage 1	416	462	-	605	601	-	-	-	-	-	-	-
Stage 2	743	599	-	568	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.2	12.5	0.7	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	344	496	1234	-	-
HCM Lane V/C Ratio	0.027	-	-	0.396	0.031	0.008	-	-
HCM Control Delay (s)	9	-	-	22.2	12.5	7.9	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.1	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	2795	5	25	2660	110	35	150	200	140	260	245
Future Volume (veh/h)	85	2795	5	25	2660	110	35	150	200	140	260	245
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	92	3038	5	27	2891	0	38	163	217	152	283	266
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	3979	7	72	3539	0	125	309	272	151	608	272
Arrive On Green	0.02	0.76	0.76	0.70	0.70	0.00	0.17	0.17	0.17	0.19	0.17	0.17
Sat Flow, veh/h	1774	5243	9	76	5253	0	855	1863	1583	999	3539	1583
Grp Volume(v), veh/h	92	1964	1079	27	2891	0	38	163	217	152	283	266
Grp Sat Flow(s),veh/h/ln	1774	1695	1861	76	1695	0	855	1863	1583	999	1770	1583
Q Serve(g_s), s	2.7	59.8	59.9	57.3	72.1	0.0	7.5	14.4	23.7	20.0	13.0	30.1
Cycle Q Clear(g_c), s	2.7	59.8	59.9	105.9	72.1	0.0	20.5	14.4	23.7	34.4	13.0	30.1
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	2573	1412	72	3539	0	125	309	272	151	608	272
V/C Ratio(X)	0.88	0.76	0.76	0.37	0.82	0.00	0.30	0.53	0.80	1.01	0.47	0.98
Avail Cap(c_a), veh/h	160	2573	1412	72	3539	0	125	309	272	151	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	12.4	12.5	46.1	19.3	0.0	76.3	68.6	71.6	82.6	67.1	74.2
Incr Delay (d2), s/veh	20.1	2.2	4.0	14.2	2.2	0.0	1.0	1.3	14.9	74.9	0.4	48.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	28.3	31.8	1.5	34.2	0.0	1.8	7.5	11.5	10.7	6.4	16.8
LnGrp Delay(d),s/veh	64.4	14.6	16.4	60.2	21.5	0.0	77.3	69.9	86.5	157.6	67.5	122.7
LnGrp LOS	E	B	B	E	C		E	E	F	F	E	F
Approach Vol, veh/h		3135			2918			418			701	
Approach Delay, s/veh		16.7			21.9			79.2			108.0	
Approach LOS		B			C			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	11.3	131.7		37.0		143.0		37.0
Change Period (Y+Rc), s	6.4	6.4		6.1		6.4		6.1
Max Green Setting (Gmax), s	10.6	119.6		30.9		136.6		30.9
Max Q Clear Time (g_c+I1), s	4.7	107.9		25.7		61.9		36.4
Green Ext Time (p_c), s	0.0	11.2		2.2		57.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.4
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1070	35	85	1150	50	85	435	60	85	350	120
Future Volume (veh/h)	170	1070	35	85	1150	50	85	435	60	85	350	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	183	1151	38	91	1237	54	91	468	65	91	376	129
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	2025	990	278	1942	953	178	575	79	173	478	162
Arrive On Green	0.06	0.57	0.57	0.03	0.55	0.55	0.05	0.18	0.18	0.05	0.18	0.18
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3124	432	1774	2598	880
Grp Volume(v), veh/h	183	1151	38	91	1237	54	91	264	269	91	255	250
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1787	1774	1770	1708
Q Serve(g_s), s	7.2	33.0	1.5	3.6	38.8	2.2	6.6	22.9	23.1	6.6	21.9	22.4
Cycle Q Clear(g_c), s	7.2	33.0	1.5	3.6	38.8	2.2	6.6	22.9	23.1	6.6	21.9	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.52
Lane Grp Cap(c), veh/h	278	2025	990	278	1942	953	178	326	329	173	326	314
V/C Ratio(X)	0.66	0.57	0.04	0.33	0.64	0.06	0.51	0.81	0.82	0.53	0.78	0.80
Avail Cap(c_a), veh/h	293	2025	990	334	1942	953	206	440	444	201	440	425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	21.7	11.5	18.0	25.0	13.1	50.8	62.6	62.7	51.0	62.2	62.4
Incr Delay (d2), s/veh	3.8	1.2	0.1	0.3	1.6	0.1	0.8	7.2	7.6	0.9	5.5	6.5
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(50%),veh/ln	3.8	16.5	0.7	1.8	19.3	1.0	3.3	11.9	12.1	3.3	11.2	11.1
LnGrp Delay(d),s/veh	25.8	22.9	11.6	18.2	26.6	13.2	51.7	69.8	70.3	51.9	67.7	68.9
LnGrp LOS	C	C	B	B	C	B	D	E	E	D	E	E
Approach Vol, veh/h		1372			1382			624			596	
Approach Delay, s/veh		22.9			25.6			67.4			65.8	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	94.2	14.5	35.6	11.9	97.9	14.5	35.6
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	10.6	73.6	11.0	* 40	10.6	73.6	11.0	* 40
Max Q Clear Time (g_c+I1), s	9.2	40.8	8.6	25.1	5.6	35.0	8.6	24.4
Green Ext Time (p_c), s	0.0	8.0	0.0	4.3	0.0	8.2	0.0	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

EXISTING 2016
Timing Plan: PM

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	15	15	5	25	40	5	535	20	0	465	5
Future Vol, veh/h	5	15	15	5	25	40	5	535	20	0	465	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	16	16	5	26	42	5	563	21	0	489	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	797	1087	247	837	1079	292	495	0	0	584	0	0
Stage 1	492	492	-	584	584	-	-	-	-	-	-	-
Stage 2	305	595	-	253	495	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	277	215	753	259	217	704	1065	-	-	987	-	-
Stage 1	527	546	-	465	496	-	-	-	-	-	-	-
Stage 2	680	491	-	729	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	235	214	753	238	216	704	1065	-	-	987	-	-
Mov Cap-2 Maneuver	235	214	-	238	216	-	-	-	-	-	-	-
Stage 1	525	546	-	463	494	-	-	-	-	-	-	-
Stage 2	602	489	-	693	544	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	17.5	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1065	-	-	314	362	987	-	-
HCM Lane V/C Ratio	0.005	-	-	0.117	0.204	-	-	-
HCM Control Delay (s)	8.4	-	-	18	17.5	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.8	0	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	40	45	20	25	55	25	10	495	25	30	435	20
Future Vol, veh/h	40	45	20	25	55	25	10	495	25	30	435	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	47	21	26	57	26	10	516	26	31	453	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	833	1089	237	862	1085	271	474	0	0	542	0	0
Stage 1	526	526	-	549	549	-	-	-	-	-	-	-
Stage 2	307	563	-	313	536	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	261	214	764	249	215	727	1084	-	-	1023	-	-
Stage 1	503	527	-	488	515	-	-	-	-	-	-	-
Stage 2	678	507	-	672	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	206	764	194	207	727	1084	-	-	1023	-	-
Mov Cap-2 Maneuver	192	206	-	194	207	-	-	-	-	-	-	-
Stage 1	498	511	-	483	510	-	-	-	-	-	-	-
Stage 2	575	502	-	576	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.6	31	0.2	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1084	-	-	232	245	1023	-	-
HCM Lane V/C Ratio	0.01	-	-	0.471	0.446	0.031	-	-
HCM Control Delay (s)	8.4	-	-	33.6	31	8.6	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.3	2.1	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	5	5	20	35	15	10	510	10	25	440	15
Future Vol, veh/h	5	5	5	20	35	15	10	510	10	25	440	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	90	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	21	36	15	10	526	10	26	454	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	815	1070	235	833	1073	268	469	0	0	536	0	0
Stage 1	513	513	-	552	552	-	-	-	-	-	-	-
Stage 2	302	557	-	281	521	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	269	220	767	261	219	730	1089	-	-	1028	-	-
Stage 1	512	534	-	486	513	-	-	-	-	-	-	-
Stage 2	682	510	-	702	530	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	223	212	767	248	212	730	1089	-	-	1028	-	-
Mov Cap-2 Maneuver	223	212	-	248	212	-	-	-	-	-	-	-
Stage 1	507	520	-	482	508	-	-	-	-	-	-	-
Stage 2	614	505	-	673	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	23.8	0.2	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1089	-	-	286	263	1028	-	-
HCM Lane V/C Ratio	0.009	-	-	0.054	0.274	0.025	-	-
HCM Control Delay (s)	8.3	-	-	18.3	23.8	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	10	25	5	20	60	25	20	495	15	15	430	20
Future Vol, veh/h	10	25	5	20	60	25	20	495	15	15	430	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	26	5	21	63	26	21	516	16	16	448	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	821	1063	234	833	1065	266	469	0	0	531	0	0
Stage 1	490	490	-	565	565	-	-	-	-	-	-	-
Stage 2	331	573	-	268	500	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	266	222	768	261	221	732	1089	-	-	1033	-	-
Stage 1	529	547	-	477	506	-	-	-	-	-	-	-
Stage 2	656	502	-	714	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	214	768	229	213	732	1089	-	-	1033	-	-
Mov Cap-2 Maneuver	193	214	-	229	213	-	-	-	-	-	-	-
Stage 1	519	539	-	468	496	-	-	-	-	-	-	-
Stage 2	542	492	-	664	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.3	28.5	0.3	0.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1089	-	-	228	260	1033	-	-
HCM Lane V/C Ratio	0.019	-	-	0.183	0.421	0.015	-	-
HCM Control Delay (s)	8.4	-	-	24.3	28.5	8.5	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	2	0	-	-

Intersection	
Int Delay, s/veh	34.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	35	65	45	105	105	45	35	450	15	15	410	30
Future Vol, veh/h	35	65	45	105	105	45	35	450	15	15	410	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	85	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	68	47	109	109	47	36	469	16	16	427	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	836	1031	229	828	1039	242	458	0	0	484	0	0
Stage 1	474	474	-	549	549	-	-	-	-	-	-	-
Stage 2	362	557	-	279	490	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	260	232	774	263	229	759	1099	-	-	1075	-	-
Stage 1	540	556	-	488	515	-	-	-	-	-	-	-
Stage 2	629	510	-	704	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	143	221	774	182	218	759	1099	-	-	1075	-	-
Mov Cap-2 Maneuver	143	221	-	182	218	-	-	-	-	-	-	-
Stage 1	522	548	-	472	498	-	-	-	-	-	-	-
Stage 2	445	493	-	571	539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.4	156.2	0.6	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1099	-	-	243	228	1075	-	-
HCM Lane V/C Ratio	0.033	-	-	0.622	1.165	0.015	-	-
HCM Control Delay (s)	8.4	-	-	41.4	156.2	8.4	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.7	12.6	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	5	0	20	0	480	15	25	500	35
Future Vol, veh/h	0	0	15	5	0	20	0	480	15	25	500	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	5	0	21	0	505	16	26	526	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	850	1118	282	829	1129	261	563	0	0	521	0	0
Stage 1	597	597	-	513	513	-	-	-	-	-	-	-
Stage 2	253	521	-	316	616	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	254	206	715	263	203	738	1005	-	-	1041	-	-
Stage 1	456	490	-	512	534	-	-	-	-	-	-	-
Stage 2	729	530	-	670	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	242	201	715	252	198	738	1005	-	-	1041	-	-
Mov Cap-2 Maneuver	242	201	-	252	198	-	-	-	-	-	-	-
Stage 1	456	478	-	512	534	-	-	-	-	-	-	-
Stage 2	708	530	-	639	468	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	12.1	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	715	533	1041	-	-
HCM Lane V/C Ratio	-	-	-	0.022	0.049	0.025	-	-
HCM Control Delay (s)	0	-	-	10.1	12.1	8.5	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	50	0	10	0	0	45	30	400	10	0	490	30
Future Vol, veh/h	50	0	10	0	0	45	30	400	10	0	490	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	5	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	0	11	0	0	47	32	421	11	0	516	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	806	1027	274	747	1036	216	547	0	0	432	0	0
Stage 1	532	532	-	489	489	-	-	-	-	-	-	-
Stage 2	274	495	-	258	547	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	273	233	724	301	230	789	1018	-	-	1124	-	-
Stage 1	499	524	-	529	548	-	-	-	-	-	-	-
Stage 2	709	544	-	724	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	250	226	724	290	223	789	1018	-	-	1124	-	-
Mov Cap-2 Maneuver	250	226	-	290	223	-	-	-	-	-	-	-
Stage 1	483	524	-	512	531	-	-	-	-	-	-	-
Stage 2	645	527	-	713	516	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	9.9	0.6	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1018	-	-	281	789	1124	-	-
HCM Lane V/C Ratio	0.031	-	-	0.225	0.06	-	-	-
HCM Control Delay (s)	8.7	-	-	21.5	9.9	0	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	60	20	35	5	5	5	25	375	10	10	420	70
Future Vol, veh/h	60	20	35	5	5	5	25	375	10	10	420	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	21	36	5	5	5	26	387	10	10	433	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	737	938	253	690	969	198	505	0	0	397	0	0
Stage 1	490	490	-	443	443	-	-	-	-	-	-	-
Stage 2	247	448	-	247	526	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	307	263	746	331	252	810	1056	-	-	1158	-	-
Stage 1	529	547	-	564	574	-	-	-	-	-	-	-
Stage 2	735	571	-	735	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	293	254	746	288	244	810	1056	-	-	1158	-	-
Mov Cap-2 Maneuver	293	254	-	288	244	-	-	-	-	-	-	-
Stage 1	516	542	-	550	560	-	-	-	-	-	-	-
Stage 2	706	557	-	667	522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.6	16.1	0.5	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1056	-	-	348	341	1158	-	-
HCM Lane V/C Ratio	0.024	-	-	0.341	0.045	0.009	-	-
HCM Control Delay (s)	8.5	-	-	20.6	16.1	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.1	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	2005	15	50	2820	60	50	225	130	90	200	170
Future Volume (veh/h)	125	2005	15	50	2820	60	50	225	130	90	200	170
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	129	2067	15	52	2907	0	52	232	134	93	206	175
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
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	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	3645	26	185	3859	0	160	320	272	94	608	272
Arrive On Green	0.70	0.70	0.70	0.03	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	87	5208	38	1774	5253	0	998	1863	1583	1012	3539	1583
Grp Volume(v), veh/h	129	1345	737	52	2907	0	52	232	134	93	206	175
Grp Sat Flow(s),veh/h/ln	87	1695	1856	1774	1695	0	998	1863	1583	1012	1770	1583
Q Serve(g_s), s	78.7	35.5	35.6	1.4	57.9	0.0	8.7	21.2	13.8	9.7	9.2	18.5
Cycle Q Clear(g_c), s	126.0	35.5	35.6	1.4	57.9	0.0	17.9	21.2	13.8	30.9	9.2	18.5
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	2373	1299	185	3859	0	160	320	272	94	608	272
V/C Ratio(X)	1.65	0.57	0.57	0.28	0.75	0.00	0.32	0.73	0.49	0.98	0.34	0.64
Avail Cap(c_a), veh/h	78	2373	1299	336	3859	0	160	320	272	94	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.8	13.4	13.4	11.7	12.2	0.0	73.4	70.5	67.5	87.2	65.6	69.4
Incr Delay (d2), s/veh	344.6	1.0	1.8	0.3	1.4	0.0	0.9	7.6	1.0	87.3	0.2	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	17.0	18.9	0.7	27.1	0.0	2.5	11.6	6.1	6.9	4.5	8.5
LnGrp Delay(d),s/veh	415.5	14.4	15.2	12.1	13.6	0.0	74.3	78.1	68.5	174.4	65.8	74.1
LnGrp LOS	F	B	B	B	B		E	E	E	F	E	E
Approach Vol, veh/h		2211			2959			418			474	
Approach Delay, s/veh		38.1			13.6			74.5			90.2	
Approach LOS		D			B			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		143.0		37.0	10.6	132.4		37.0
Change Period (Y+Rc), s		6.4		6.1	6.0	6.4		6.1
Max Green Setting (Gmax), s		136.6		30.9	20.0	110.6		30.9
Max Q Clear Time (g_c+I1), s		59.9		23.2	3.4	128.0		32.9
Green Ext Time (p_c), s		60.7		2.3	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1350	50	60	1000	15	170	285	120	190	470	100
Future Volume (veh/h)	120	1350	50	60	1000	15	170	285	120	190	470	100
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	130	1467	54	65	1087	16	185	310	130	207	511	109
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	1904	961	169	1843	933	197	508	209	252	603	128
Arrive On Green	0.05	0.54	0.54	0.03	0.52	0.52	0.07	0.21	0.21	0.07	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2449	1006	1774	2906	617
Grp Volume(v), veh/h	130	1467	54	65	1087	16	185	222	218	207	310	310
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1685	1774	1770	1754
Q Serve(g_s), s	5.5	52.3	2.2	2.7	34.0	0.7	11.0	18.2	18.8	11.0	27.0	27.2
Cycle Q Clear(g_c), s	5.5	52.3	2.2	2.7	34.0	0.7	11.0	18.2	18.8	11.0	27.0	27.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		0.35
Lane Grp Cap(c), veh/h	285	1904	961	169	1843	933	197	367	350	252	367	364
V/C Ratio(X)	0.46	0.77	0.06	0.38	0.59	0.02	0.94	0.61	0.62	0.82	0.84	0.85
Avail Cap(c_a), veh/h	342	1904	961	257	1843	933	197	451	430	252	451	447
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	21.0	29.2	12.8	26.3	26.5	13.6	54.0	57.5	57.7	54.3	60.9	61.0
Incr Delay (d2), s/veh	0.4	3.1	0.1	0.5	1.4	0.0	46.6	1.2	1.4	18.1	11.0	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	26.3	1.0	1.3	17.0	0.3	5.3	9.0	8.9	5.0	14.3	14.3
LnGrp Delay(d),s/veh	21.4	32.2	12.9	26.8	27.9	13.7	100.6	58.7	59.2	72.3	71.9	72.7
LnGrp LOS	C	C	B	C	C	B	F	E	E	E	E	E
Approach Vol, veh/h		1651			1168			625			827	
Approach Delay, s/veh		30.8			27.7			71.2			72.3	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	89.7	17.0	39.4	11.1	92.5	17.0	39.4
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	12.6	70.6	11.0	* 41	12.6	70.6	11.0	* 41
Max Q Clear Time (g_c+I1), s	7.5	36.0	13.0	20.8	4.7	54.3	13.0	29.2
Green Ext Time (p_c), s	0.1	9.1	0.0	5.0	0.0	7.3	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Notes

EXISTING 2016 WITH MODIFICATIONS
Timing Plan: AM

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	0	0	30	0	545	35	0	575	5
Future Vol, veh/h	0	0	15	0	0	30	0	545	35	0	575	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	33	0	592	38	0	625	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	924	1258	315	924	1241	315	630	0	0	630	0	0
Stage 1	628	628	-	611	611	-	-	-	-	-	-	-
Stage 2	296	630	-	313	630	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	224	170	681	224	174	681	948	-	-	948	-	-
Stage 1	437	474	-	448	482	-	-	-	-	-	-	-
Stage 2	688	473	-	672	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	213	170	681	219	174	681	948	-	-	948	-	-
Mov Cap-2 Maneuver	213	170	-	219	174	-	-	-	-	-	-	-
Stage 1	437	474	-	448	482	-	-	-	-	-	-	-
Stage 2	655	473	-	656	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10.6	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	681	681	948	-	-
HCM Lane V/C Ratio	-	-	-	0.024	0.048	-	-	-
HCM Control Delay (s)	0	-	-	10.4	10.6	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	0	0	30	0	550	25	0	575	15
Future Vol, veh/h	0	0	15	0	0	30	0	550	25	0	575	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	33	0	598	27	0	625	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1244	1258	633	1244	1252	611	641	0	0	625	0	0
Stage 1	633	633	-	611	611	-	-	-	-	-	-	-
Stage 2	611	625	-	633	641	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	151	171	480	151	172	494	943	-	-	956	-	-
Stage 1	468	473	-	481	484	-	-	-	-	-	-	-
Stage 2	481	477	-	468	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	171	480	146	172	494	943	-	-	956	-	-
Mov Cap-2 Maneuver	141	171	-	146	172	-	-	-	-	-	-	-
Stage 1	468	473	-	481	484	-	-	-	-	-	-	-
Stage 2	449	477	-	452	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	12.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	480	494	956	-	-
HCM Lane V/C Ratio	-	-	-	0.034	0.066	-	-	-
HCM Control Delay (s)	0	-	-	12.8	12.8	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	288	125	570	640
Demand Flow Rate, veh/h	294	127	581	653
Vehicles Circulating, veh/h	687	654	327	144
Vehicles Exiting, veh/h	110	254	654	637
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.8	9.0	18.4	14.3
Approach LOS	C	A	C	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	294	127	581	653
Cap Entry Lane, veh/h	568	588	815	978
Entry HV Adj Factor	0.980	0.982	0.981	0.980
Flow Entry, veh/h	288	125	570	640
Cap Entry, veh/h	557	577	799	959
V/C Ratio	0.517	0.216	0.713	0.667
Control Delay, s/veh	15.8	9.0	18.4	14.3
LOS	C	A	C	B
95th %tile Queue, veh	3	1	6	5

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	10	0	0	25	0	500	25	0	580	10
Future Vol, veh/h	0	0	10	0	0	25	0	500	25	0	580	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	27	0	543	27	0	630	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1193	1207	636	1193	1198	557	641	0	0	571	0	0
Stage 1	636	636	-	557	557	-	-	-	-	-	-	-
Stage 2	557	571	-	636	641	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	164	183	478	164	186	530	943	-	-	1002	-	-
Stage 1	466	472	-	515	512	-	-	-	-	-	-	-
Stage 2	515	505	-	466	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	183	478	160	186	530	943	-	-	1002	-	-
Mov Cap-2 Maneuver	156	183	-	160	186	-	-	-	-	-	-	-
Stage 1	466	472	-	515	512	-	-	-	-	-	-	-
Stage 2	489	505	-	455	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	12.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	478	530	1002	-	-
HCM Lane V/C Ratio	-	-	-	0.023	0.051	-	-	-
HCM Control Delay (s)	0	-	-	12.7	12.2	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	35	0	0	15	0	510	15	0	575	15
Future Vol, veh/h	0	0	35	0	0	15	0	510	15	0	575	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	38	0	0	16	0	554	16	0	625	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1196	1204	633	1196	1204	563	641	0	0	571	0	0
Stage 1	633	633	-	563	563	-	-	-	-	-	-	-
Stage 2	563	571	-	633	641	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	163	184	480	163	184	526	943	-	-	1002	-	-
Stage 1	468	473	-	511	509	-	-	-	-	-	-	-
Stage 2	511	505	-	468	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	158	184	480	150	184	526	943	-	-	1002	-	-
Mov Cap-2 Maneuver	158	184	-	150	184	-	-	-	-	-	-	-
Stage 1	468	473	-	511	509	-	-	-	-	-	-	-
Stage 2	495	505	-	431	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	12.1	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	480	526	1002	-	-
HCM Lane V/C Ratio	-	-	-	0.079	0.031	-	-	-
HCM Control Delay (s)	0	-	-	13.1	12.1	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	217	103	484	663
Demand Flow Rate, veh/h	221	105	493	676
Vehicles Circulating, veh/h	720	571	221	93
Vehicles Exiting, veh/h	49	143	720	583
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.1	7.7	11.5	13.4
Approach LOS	B	A	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	221	105	493	676
Cap Entry Lane, veh/h	550	638	906	1030
Entry HV Adj Factor	0.981	0.977	0.981	0.981
Flow Entry, veh/h	217	103	484	663
Cap Entry, veh/h	539	624	889	1010
V/C Ratio	0.402	0.164	0.544	0.657
Control Delay, s/veh	13.1	7.7	11.5	13.4
LOS	B	A	B	B
95th %tile Queue, veh	2	1	3	5

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	60	360	10	0	650
Future Vol, veh/h	0	60	360	10	0	650
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	-	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	65	391	11	0	707

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	744	391	0	0	391	0
Stage 1	391	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	366	657	-	-	1168	-
Stage 1	683	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	366	657	-	-	1168	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1168	-
HCM Lane V/C Ratio	-	-	0.099	-	-
HCM Control Delay (s)	-	-	11.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	50	20	65	5	0	10	25	300	5	10	555	85
Future Vol, veh/h	50	20	65	5	0	10	25	300	5	10	555	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	22	71	5	0	11	27	326	5	11	603	92

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	888	1057	348	717	1100	166	696	0	0	332	0	0
Stage 1	671	671	-	383	383	-	-	-	-	-	-	-
Stage 2	217	386	-	334	717	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	238	224	648	317	211	849	896	-	-	1224	-	-
Stage 1	412	453	-	611	610	-	-	-	-	-	-	-
Stage 2	765	609	-	653	432	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	228	215	648	253	203	849	896	-	-	1224	-	-
Mov Cap-2 Maneuver	228	215	-	253	203	-	-	-	-	-	-	-
Stage 1	400	449	-	593	592	-	-	-	-	-	-	-
Stage 2	732	591	-	549	428	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.7	12.8	0.7	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	896	-	-	327	476	1224	-	-
HCM Lane V/C Ratio	0.03	-	-	0.449	0.034	0.009	-	-
HCM Control Delay (s)	9.1	-	-	24.7	12.8	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	0.1	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2795	5	25	2660	105	35	145	200	130	260	235
Future Volume (veh/h)	80	2795	5	25	2660	105	35	145	200	130	260	235
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	87	3038	5	27	2891	0	38	158	217	141	283	255
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	3979	7	72	3539	0	126	320	272	135	608	272
Arrive On Green	0.03	0.76	0.76	0.70	0.70	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	5243	9	76	5253	0	864	1863	1583	1003	3539	1583
Grp Volume(v), veh/h	87	1964	1079	27	2891	0	38	158	217	141	283	255
Grp Sat Flow(s),veh/h/ln	1774	1695	1861	76	1695	0	864	1863	1583	1003	1770	1583
Q Serve(g_s), s	2.5	59.8	59.9	57.3	72.1	0.0	7.5	13.8	23.7	17.1	13.0	28.6
Cycle Q Clear(g_c), s	2.5	59.8	59.9	105.9	72.1	0.0	20.4	13.8	23.7	30.9	13.0	28.6
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	2573	1412	72	3539	0	126	320	272	135	608	272
V/C Ratio(X)	0.76	0.76	0.76	0.37	0.82	0.00	0.30	0.49	0.80	1.04	0.47	0.94
Avail Cap(c_a), veh/h	171	2573	1412	72	3539	0	126	320	272	135	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	12.4	12.5	46.1	19.3	0.0	76.3	67.5	71.6	84.0	67.1	73.6
Incr Delay (d2), s/veh	4.7	2.2	4.0	14.2	2.2	0.0	1.0	0.9	14.9	89.2	0.4	38.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	28.3	31.8	1.5	34.2	0.0	1.8	7.2	11.5	10.1	6.4	15.4
LnGrp Delay(d),s/veh	48.4	14.6	16.4	60.2	21.5	0.0	77.3	68.4	86.5	173.6	67.5	111.6
LnGrp LOS	D	B	B	E	C		E	E	F	F	E	F
Approach Vol, veh/h		3130			2918			413			679	
Approach Delay, s/veh		16.2			21.9			78.7			106.1	
Approach LOS		B			C			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	11.3	131.7		37.0		143.0		37.0
Change Period (Y+Rc), s	6.4	6.4		6.1		6.4		6.1
Max Green Setting (Gmax), s	10.6	119.6		30.9		136.6		30.9
Max Q Clear Time (g_c+I1), s	4.5	107.9		25.7		61.9		32.9
Green Ext Time (p_c), s	0.0	11.2		2.1		57.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	25	35	385	625	25
Future Vol, veh/h	0	25	35	385	625	25
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	-	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	27	38	418	679	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1188	693	707	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	208	443	891	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	199	443	891	-	-	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	891	-	443	-	-
HCM Lane V/C Ratio	0.043	-	0.061	-	-
HCM Control Delay (s)	9.2	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1070	55	105	1150	50	90	440	65	55	340	90
Future Volume (veh/h)	170	1070	55	105	1150	50	90	440	65	55	340	90
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	185	1163	60	114	1250	54	98	478	71	60	370	98
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	2042	1004	284	1980	945	183	586	87	146	472	123
Arrive On Green	0.06	0.58	0.58	0.04	0.56	0.56	0.06	0.19	0.19	0.04	0.17	0.17
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3094	457	1774	2777	727
Grp Volume(v), veh/h	185	1163	60	114	1250	54	98	272	277	60	234	234
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1782	1774	1770	1734
Q Serve(g_s), s	7.1	33.1	2.3	4.4	38.5	2.3	7.2	23.6	23.8	4.4	20.3	20.7
Cycle Q Clear(g_c), s	7.1	33.1	2.3	4.4	38.5	2.3	7.2	23.6	23.8	4.4	20.3	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.42
Lane Grp Cap(c), veh/h	281	2042	1004	284	1980	945	183	335	337	146	300	294
V/C Ratio(X)	0.66	0.57	0.06	0.40	0.63	0.06	0.53	0.81	0.82	0.41	0.78	0.79
Avail Cap(c_a), veh/h	297	2042	1004	330	1980	945	204	440	443	201	440	431
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	21.4	21.3	11.1	17.6	24.0	13.4	52.1	62.1	62.2	53.5	63.5	63.7
Incr Delay (d2), s/veh	3.7	1.2	0.1	0.3	1.5	0.1	0.9	7.7	8.1	0.7	4.3	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	16.5	1.0	2.1	19.2	1.0	3.6	12.3	12.5	2.2	10.3	10.4
LnGrp Delay(d),s/veh	25.1	22.5	11.3	17.9	25.5	13.6	53.0	69.9	70.4	54.2	67.9	68.9
LnGrp LOS	C	C	B	B	C	B	D	E	E	D	E	E
Approach Vol, veh/h		1408			1418			647			528	
Approach Delay, s/veh		22.4			24.5			67.5			66.8	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	95.9	12.0	36.5	12.8	98.7	15.1	33.4
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	10.6	73.6	11.0	* 40	10.6	73.6	11.0	* 40
Max Q Clear Time (g_c+I1), s	9.1	40.5	6.4	25.8	6.4	35.1	9.2	22.7
Green Ext Time (p_c), s	0.0	8.2	0.0	4.1	0.0	8.3	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	36.3
HCM 2010 LOS	D

Notes

2016 WITH MODIFICATIONS
Timing Plan: PM

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑↳			↑↑↳	
Traffic Vol, veh/h	0	0	15	0	0	40	0	555	20	0	480	5
Future Vol, veh/h	0	0	15	0	0	40	0	555	20	0	480	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	43	0	603	22	0	522	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	264	-	-	313	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	734	0	0	683	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	734	-	-	683	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.6	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	734	683	-	-
HCM Lane V/C Ratio	-	-	0.022	0.064	-	-
HCM Control Delay (s)	-	-	10	10.6	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑			↑	
Traffic Vol, veh/h	0	0	20	0	0	25	0	550	25	0	475	20
Future Vol, veh/h	0	0	20	0	0	25	0	550	25	0	475	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	27	0	598	27	0	516	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	527	-	-	611	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	551	0	0	494	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	551	-	-	494	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	12.7	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	551	494	-	-
HCM Lane V/C Ratio	-	-	0.039	0.055	-	-
HCM Control Delay (s)	-	-	11.8	12.7	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-	-

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	163	271	598	538
Demand Flow Rate, veh/h	166	276	610	548
Vehicles Circulating, veh/h	587	660	233	299
Vehicles Exiting, veh/h	260	183	520	637
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.2	14.1	15.8	15.5
Approach LOS	A	B	C	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	166	276	610	548
Cap Entry Lane, veh/h	628	584	895	838
Entry HV Adj Factor	0.982	0.982	0.980	0.982
Flow Entry, veh/h	163	271	598	538
Cap Entry, veh/h	617	573	878	823
V/C Ratio	0.264	0.473	0.681	0.654
Control Delay, s/veh	9.2	14.1	15.8	15.5
LOS	A	B	C	C
95th %tile Queue, veh	1	3	6	5

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	0	0	40	0	510	15	0	450	20
Future Vol, veh/h	0	0	5	0	0	40	0	510	15	0	450	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	43	0	554	16	0	489	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	500	-	-	563	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	571	0	0	526	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	571	-	-	526	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	12.5	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	571	526	-	-
HCM Lane V/C Ratio	-	-	0.01	0.083	-	-
HCM Control Delay (s)	-	-	11.4	12.5	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0.3	-	-

HCM 2010 TWSC
6: SW 22nd Avenue & SW 24th Terrace

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑			↑	
Traffic Vol, veh/h	0	0	45	0	0	45	0	480	15	0	425	30
Future Vol, veh/h	0	0	45	0	0	45	0	480	15	0	425	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	49	0	0	49	0	522	16	0	462	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	478	-	-	530	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	587	0	0	549	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	587	-	-	549	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	12.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	587	549	-	-
HCM Lane V/C Ratio	-	-	0.083	0.089	-	-
HCM Control Delay (s)	-	-	11.7	12.2	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-	-

Intersection	
Intersection Delay, s/veh	12.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	125	256	532	510
Demand Flow Rate, veh/h	127	260	543	521
Vehicles Circulating, veh/h	604	566	155	277
Vehicles Exiting, veh/h	194	132	576	549
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.5	11.6	11.3	13.8
Approach LOS	A	B	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	127	260	543	521
Cap Entry Lane, veh/h	618	642	968	857
Entry HV Adj Factor	0.981	0.984	0.981	0.980
Flow Entry, veh/h	125	256	532	510
Cap Entry, veh/h	606	631	949	839
V/C Ratio	0.206	0.405	0.561	0.608
Control Delay, s/veh	8.5	11.6	11.3	13.8
LOS	A	B	B	B
95th %tile Queue, veh	1	2	4	4

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑	↱		↑↑
Traffic Vol, veh/h	0	45	405	10	0	500
Future Vol, veh/h	0	45	405	10	0	500
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	-	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	49	440	11	0	543

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	440	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	616	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	616	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	616	-
HCM Lane V/C Ratio	-	-	0.079	-
HCM Control Delay (s)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	60	20	35	5	5	5	25	370	10	10	420	70
Future Vol, veh/h	60	20	35	5	5	5	25	370	10	10	420	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	22	38	5	5	5	27	402	11	11	457	76

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	774	983	266	723	1016	207	533	0	0	413	0	0
Stage 1	516	516	-	462	462	-	-	-	-	-	-	-
Stage 2	258	467	-	261	554	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	288	247	732	314	236	799	1031	-	-	1142	-	-
Stage 1	510	533	-	549	563	-	-	-	-	-	-	-
Stage 2	724	560	-	721	512	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	238	732	269	228	799	1031	-	-	1142	-	-
Mov Cap-2 Maneuver	273	238	-	269	228	-	-	-	-	-	-	-
Stage 1	497	528	-	535	548	-	-	-	-	-	-	-
Stage 2	693	545	-	649	507	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	16.8	0.5	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	327	321	1142	-	-
HCM Lane V/C Ratio	0.026	-	-	0.382	0.051	0.01	-	-
HCM Control Delay (s)	8.6	-	-	22.7	16.8	8.2	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0.2	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	2005	15	50	2820	60	50	220	130	85	210	165
Future Volume (veh/h)	125	2005	15	50	2820	60	50	220	130	85	210	165
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	136	2179	16	54	3065	0	54	239	141	92	228	179
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	3632	27	171	3859	0	152	320	272	90	608	272
Arrive On Green	0.70	0.70	0.70	0.03	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	74	5208	38	1774	5253	0	974	1863	1583	999	3539	1583
Grp Volume(v), veh/h	136	1418	777	54	3065	0	54	239	141	92	228	179
Grp Sat Flow(s),veh/h/ln	74	1695	1856	1774	1695	0	974	1863	1583	999	1770	1583
Q Serve(g_s), s	70.8	39.2	39.2	1.5	65.8	0.0	9.3	21.9	14.6	9.0	10.3	19.0
Cycle Q Clear(g_c), s	125.5	39.2	39.2	1.5	65.8	0.0	19.6	21.9	14.6	30.9	10.3	19.0
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	2364	1294	171	3859	0	152	320	272	90	608	272
V/C Ratio(X)	1.97	0.60	0.60	0.32	0.79	0.00	0.36	0.75	0.52	1.03	0.38	0.66
Avail Cap(c_a), veh/h	69	2364	1294	318	3859	0	152	320	272	90	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.1	14.2	14.2	13.3	13.2	0.0	74.7	70.8	67.8	87.5	66.0	69.6
Incr Delay (d2), s/veh	483.8	1.1	2.1	0.4	1.8	0.0	1.0	8.9	1.4	102.2	0.3	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	18.5	20.8	0.9	31.0	0.0	2.6	12.1	6.5	7.0	5.1	8.7
LnGrp Delay(d),s/veh	558.9	15.3	16.2	13.7	14.9	0.0	75.7	79.7	69.1	190.1	66.3	74.9
LnGrp LOS	F	B	B	B	B		E	E	E	F	E	E
Approach Vol, veh/h		2331			3119			434			499	
Approach Delay, s/veh		47.3			14.9			75.8			92.2	
Approach LOS		D			B			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		143.0		37.0	11.1	131.9		37.0
Change Period (Y+Rc), s		6.4		6.1	6.4	6.4		6.1
Max Green Setting (Gmax), s		136.6		30.9	19.6	110.6		30.9
Max Q Clear Time (g_c+I1), s		67.8		23.9	3.5	127.5		32.9
Green Ext Time (p_c), s		58.8		2.3	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	10	30	420	490	30
Future Vol, veh/h	50	10	30	420	490	30
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	-	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	54	11	33	457	533	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1071	549	565	0	-	0
Stage 1	549	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	244	535	1007	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	236	535	1007	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1007	-	260	-	-
HCM Lane V/C Ratio	0.032	-	0.251	-	-
HCM Control Delay (s)	8.7	-	23.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	1520	55	70	1125	15	190	320	135	215	530	115
Future Volume (veh/h)	135	1520	55	70	1125	15	190	320	135	215	530	115
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	147	1652	60	76	1223	16	207	348	147	234	576	125
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	1821	924	129	1747	890	193	555	231	254	659	143
Arrive On Green	0.05	0.51	0.51	0.03	0.49	0.49	0.07	0.23	0.23	0.07	0.23	0.23
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2440	1013	1774	2895	627
Grp Volume(v), veh/h	147	1652	60	76	1223	16	207	251	244	234	351	350
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1684	1774	1770	1752
Q Serve(g_s), s	6.5	68.0	2.6	3.4	42.8	0.7	11.0	20.4	21.0	11.0	30.6	30.8
Cycle Q Clear(g_c), s	6.5	68.0	2.6	3.4	42.8	0.7	11.0	20.4	21.0	11.0	30.6	30.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		0.36
Lane Grp Cap(c), veh/h	242	1821	924	129	1747	890	193	403	383	254	403	399
V/C Ratio(X)	0.61	0.91	0.06	0.59	0.70	0.02	1.07	0.62	0.64	0.92	0.87	0.88
Avail Cap(c_a), veh/h	286	1821	924	210	1747	890	193	451	429	254	451	447
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	26.4	35.3	14.4	35.8	31.3	15.5	53.1	55.6	55.8	55.3	59.6	59.6
Incr Delay (d2), s/veh	1.2	8.1	0.1	1.6	2.4	0.0	85.3	1.9	2.2	35.7	15.2	15.8
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(50%),veh/ln	3.2	35.1	1.2	1.7	21.5	0.3	7.7	10.2	10.0	7.5	16.6	16.7
LnGrp Delay(d),s/veh	27.6	43.4	14.6	37.4	33.7	15.5	138.4	57.5	58.1	91.0	74.7	75.4
LnGrp LOS	C	D	B	D	C	B	F	E	E	F	E	E
Approach Vol, veh/h		1859			1315			702			935	
Approach Delay, s/veh		41.2			33.7			81.5			79.1	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	85.4	17.0	42.6	11.6	88.7	17.0	42.6
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	12.6	70.6	11.0	* 41	12.6	70.6	11.0	* 41
Max Q Clear Time (g_c+I1), s	8.5	44.8	13.0	23.0	5.4	70.0	13.0	32.8
Green Ext Time (p_c), s	0.1	10.5	0.0	5.5	0.0	0.5	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	52.4
HCM 2010 LOS	D

Notes

2025 WITH MODIFICATIONS
Timing Plan: AM

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	0	0	35	0	615	40	0	645	5
Future Vol, veh/h	0	0	15	0	0	35	0	615	40	0	645	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	38	0	668	43	0	701	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1038	1416	353	1041	1397	356	707	0	0	712	0	0
Stage 1	704	704	-	690	690	-	-	-	-	-	-	-
Stage 2	334	712	-	351	707	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	185	136	643	184	140	640	887	-	-	884	-	-
Stage 1	394	438	-	401	444	-	-	-	-	-	-	-
Stage 2	653	434	-	639	436	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	174	136	643	179	140	640	887	-	-	884	-	-
Mov Cap-2 Maneuver	174	136	-	179	140	-	-	-	-	-	-	-
Stage 1	394	438	-	401	444	-	-	-	-	-	-	-
Stage 2	614	434	-	623	436	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	11	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	887	-	-	643	640	884	-	-
HCM Lane V/C Ratio	-	-	-	0.025	0.059	-	-	-
HCM Control Delay (s)	0	-	-	10.7	11	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	0	0	35	0	620	30	0	645	15
Future Vol, veh/h	0	0	15	0	0	35	0	620	30	0	645	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	38	0	674	33	0	701	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1399	1416	709	1399	1407	690	717	0	0	707	0	0
Stage 1	709	709	-	690	690	-	-	-	-	-	-	-
Stage 2	690	707	-	709	717	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	118	137	434	118	139	445	884	-	-	891	-	-
Stage 1	425	437	-	435	446	-	-	-	-	-	-	-
Stage 2	435	438	-	425	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	137	434	114	139	445	884	-	-	891	-	-
Mov Cap-2 Maneuver	108	137	-	114	139	-	-	-	-	-	-	-
Stage 1	425	437	-	435	446	-	-	-	-	-	-	-
Stage 2	398	438	-	409	434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	13.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	434	445	891	-	-
HCM Lane V/C Ratio	-	-	-	0.038	0.085	-	-	-
HCM Control Delay (s)	0	-	-	13.6	13.8	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	321	146	641	722
Demand Flow Rate, veh/h	327	150	654	736
Vehicles Circulating, veh/h	775	738	366	166
Vehicles Exiting, veh/h	127	282	736	722
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	21.4	10.8	27.7	19.2
Approach LOS	C	B	D	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	327	150	654	736
Cap Entry Lane, veh/h	521	540	784	957
Entry HV Adj Factor	0.981	0.976	0.981	0.980
Flow Entry, veh/h	321	146	641	722
Cap Entry, veh/h	511	527	768	938
V/C Ratio	0.628	0.278	0.835	0.769
Control Delay, s/veh	21.4	10.8	27.7	19.2
LOS	C	B	D	C
95th %tile Queue, veh	4	1	9	8

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	10	0	0	30	0	565	30	0	655	10
Future Vol, veh/h	0	0	10	0	0	30	0	565	30	0	655	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	33	0	614	33	0	712	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1364	717	1347	1353	630	723	0	0	647	0	0
Stage 1	717	717	-	630	630	-	-	-	-	-	-	-
Stage 2	630	647	-	717	723	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	128	148	430	128	150	482	879	-	-	939	-	-
Stage 1	421	434	-	470	475	-	-	-	-	-	-	-
Stage 2	470	467	-	421	431	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	148	430	125	150	482	879	-	-	939	-	-
Mov Cap-2 Maneuver	119	148	-	125	150	-	-	-	-	-	-	-
Stage 1	421	434	-	470	475	-	-	-	-	-	-	-
Stage 2	438	467	-	410	431	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	13	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	430	482	939	-	-
HCM Lane V/C Ratio	-	-	-	0.025	0.068	-	-	-
HCM Control Delay (s)	0	-	-	13.6	13	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	40	0	0	15	0	575	15	0	645	15
Future Vol, veh/h	0	0	40	0	0	15	0	575	15	0	645	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	43	0	0	16	0	625	16	0	701	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1342	1350	709	1342	1350	633	717	0	0	641	0	0
Stage 1	709	709	-	633	633	-	-	-	-	-	-	-
Stage 2	633	641	-	709	717	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	129	150	434	129	150	480	884	-	-	943	-	-
Stage 1	425	437	-	468	473	-	-	-	-	-	-	-
Stage 2	468	469	-	425	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	150	434	116	150	480	884	-	-	943	-	-
Mov Cap-2 Maneuver	125	150	-	116	150	-	-	-	-	-	-	-
Stage 1	425	437	-	468	473	-	-	-	-	-	-	-
Stage 2	452	469	-	382	434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	12.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	434	480	943	-	-
HCM Lane V/C Ratio	-	-	-	0.1	0.034	-	-	-
HCM Control Delay (s)	0	-	-	14.2	12.8	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	244	120	543	744
Demand Flow Rate, veh/h	249	123	553	758
Vehicles Circulating, veh/h	808	642	249	105
Vehicles Exiting, veh/h	55	160	808	660
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.7	8.8	14.1	17.1
Approach LOS	C	A	B	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	249	123	553	758
Cap Entry Lane, veh/h	504	595	881	1017
Entry HV Adj Factor	0.981	0.979	0.981	0.981
Flow Entry, veh/h	244	120	543	744
Cap Entry, veh/h	494	582	864	998
V/C Ratio	0.494	0.207	0.628	0.745
Control Delay, s/veh	16.7	8.8	14.1	17.1
LOS	C	A	B	C
95th %tile Queue, veh	3	1	5	7

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	405	10	0	735
Future Vol, veh/h	0	70	405	10	0	735
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	-	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	76	440	11	0	799

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	839	440	0	0	440	0
Stage 1	440	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	320	616	-	-	1120	-
Stage 1	648	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	616	-	-	1120	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	616	1120	-
HCM Lane V/C Ratio	-	-	0.124	-	-
HCM Control Delay (s)	-	-	11.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	55	25	75	5	0	10	30	340	5	10	625	95
Future Vol, veh/h	55	25	75	5	0	10	30	340	5	10	625	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	27	82	5	0	11	33	370	5	11	679	103

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1003	1193	391	813	1242	188	783	0	0	375	0	0
Stage 1	753	753	-	438	438	-	-	-	-	-	-	-
Stage 2	250	440	-	375	804	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	196	186	608	270	173	822	831	-	-	1180	-	-
Stage 1	368	416	-	567	577	-	-	-	-	-	-	-
Stage 2	732	576	-	618	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	186	177	608	199	165	822	831	-	-	1180	-	-
Mov Cap-2 Maneuver	186	177	-	199	165	-	-	-	-	-	-	-
Stage 1	353	412	-	544	554	-	-	-	-	-	-	-
Stage 2	694	553	-	495	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.3	14.3	0.8	0.1
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	277	402	1180	-	-
HCM Lane V/C Ratio	0.039	-	-	0.608	0.041	0.009	-	-
HCM Control Delay (s)	9.5	-	-	36.3	14.3	8.1	-	-
HCM Lane LOS	A	-	-	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.7	0.1	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	3145	5	30	2995	120	40	165	225	145	295	265
Future Volume (veh/h)	90	3145	5	30	2995	120	40	165	225	145	295	265
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	98	3418	5	33	3255	0	43	179	245	158	321	288
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	116	3980	6	56	3481	0	112	320	272	120	608	272
Arrive On Green	0.04	0.76	0.76	0.68	0.68	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	5244	8	51	5253	0	809	1863	1583	959	3539	1583
Grp Volume(v), veh/h	98	2209	1214	33	3255	0	43	179	245	158	321	288
Grp Sat Flow(s),veh/h/ln	1774	1695	1861	51	1695	0	809	1863	1583	959	1770	1583
Q Serve(g_s), s	5.0	81.2	81.4	55.2	101.0	0.0	9.2	15.9	27.3	15.0	14.9	30.9
Cycle Q Clear(g_c), s	5.0	81.2	81.4	123.2	101.0	0.0	24.1	15.9	27.3	30.9	14.9	30.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	2573	1413	56	3481	0	112	320	272	120	608	272
V/C Ratio(X)	0.84	0.86	0.86	0.59	0.94	0.00	0.38	0.56	0.90	1.31	0.53	1.06
Avail Cap(c_a), veh/h	152	2573	1413	56	3481	0	112	320	272	120	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	15.0	15.0	76.8	24.9	0.0	78.9	68.3	73.1	85.0	67.9	74.6
Incr Delay (d2), s/veh	21.8	4.0	7.0	38.7	6.2	0.0	1.6	1.8	30.1	188.5	0.7	71.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	38.9	43.9	2.2	49.0	0.0	2.1	8.3	14.2	12.3	7.3	18.9
LnGrp Delay(d),s/veh	82.1	19.0	22.0	115.5	31.0	0.0	80.5	70.2	103.2	273.5	68.6	145.7
LnGrp LOS	F	B	C	F	C		F	E	F	F	E	F
Approach Vol, veh/h		3521			3288			467			767	
Approach Delay, s/veh		21.8			31.9			88.4			139.8	
Approach LOS		C			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	13.4	129.6		37.0		143.0		37.0
Change Period (Y+Rc), s	6.4	6.4		6.1		6.4		6.1
Max Green Setting (Gmax), s	10.6	119.6		30.9		136.6		30.9
Max Q Clear Time (g_c+I1), s	7.0	125.2		29.3		83.4		32.9
Green Ext Time (p_c), s	0.0	0.0		0.9		49.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	80	30	40	435	705	30
Future Vol, veh/h	80	30	40	435	705	30
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	-	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	87	33	43	473	766	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1343	783	799	0	-	0
Stage 1	783	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	168	394	824	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	159	394	824	-	-	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	51.5	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	824	-	190	-	-
HCM Lane V/C Ratio	0.053	-	0.629	-	-
HCM Control Delay (s)	9.6	-	51.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	3.6	-	-

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1205	60	120	1295	55	100	495	75	60	385	100
Future Volume (veh/h)	190	1205	60	120	1295	55	100	495	75	60	385	100
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	207	1310	65	130	1408	60	109	538	82	65	418	109
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	1942	966	238	1872	900	191	645	98	148	522	135
Arrive On Green	0.07	0.55	0.55	0.05	0.53	0.53	0.06	0.21	0.21	0.04	0.19	0.19
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3082	468	1774	2786	720
Grp Volume(v), veh/h	207	1310	65	130	1408	60	109	308	312	65	264	263
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1780	1774	1770	1736
Q Serve(g_s), s	8.6	42.4	2.7	5.4	49.8	2.7	7.9	26.7	26.9	4.7	22.8	23.2
Cycle Q Clear(g_c), s	8.6	42.4	2.7	5.4	49.8	2.7	7.9	26.7	26.9	4.7	22.8	23.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.41
Lane Grp Cap(c), veh/h	240	1942	966	238	1872	900	191	370	372	148	332	326
V/C Ratio(X)	0.86	0.67	0.07	0.55	0.75	0.07	0.57	0.83	0.84	0.44	0.80	0.81
Avail Cap(c_a), veh/h	241	1942	966	274	1872	900	204	440	443	200	440	432
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	30.7	25.9	12.7	22.8	29.5	15.5	50.0	60.6	60.7	51.5	62.1	62.2
Incr Delay (d2), s/veh	24.7	1.9	0.1	0.7	2.8	0.1	1.8	10.5	10.9	0.8	6.5	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	21.3	1.2	2.6	25.0	1.2	3.9	14.2	14.4	2.3	11.8	11.8
LnGrp Delay(d),s/veh	55.4	27.8	12.8	23.5	32.3	15.6	51.8	71.1	71.6	52.2	68.6	69.6
LnGrp LOS	E	C	B	C	C	B	D	E	E	D	E	E
Approach Vol, veh/h		1582			1598			729			592	
Approach Delay, s/veh		30.8			31.0			68.4			67.2	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	91.0	12.3	39.7	13.8	94.2	15.8	36.2
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	10.6	73.6	11.0	* 40	10.6	73.6	11.0	* 40
Max Q Clear Time (g_c+I1), s	10.6	51.8	6.7	28.9	7.4	44.4	9.9	25.2
Green Ext Time (p_c), s	0.0	9.0	0.0	4.2	0.0	9.8	0.0	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.7
HCM 2010 LOS	D

Notes

2025 WITH MODIFICATIONS
Timing Plan: PM

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	0	0	45	0	625	25	0	540	5
Future Vol, veh/h	0	0	15	0	0	45	0	625	25	0	540	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	49	0	679	27	0	587	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	930	1297	296	986	1285	353	592	0	0	707	0	0
Stage 1	590	590	-	693	693	-	-	-	-	-	-	-
Stage 2	340	707	-	293	592	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	222	161	700	202	163	643	980	-	-	887	-	-
Stage 1	461	493	-	400	443	-	-	-	-	-	-	-
Stage 2	648	436	-	691	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	161	700	197	163	643	980	-	-	887	-	-
Mov Cap-2 Maneuver	205	161	-	197	163	-	-	-	-	-	-	-
Stage 1	461	493	-	400	443	-	-	-	-	-	-	-
Stage 2	599	436	-	675	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	11.1	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	980	-	-	700	643	887	-	-
HCM Lane V/C Ratio	-	-	-	0.023	0.076	-	-	-
HCM Control Delay (s)	0	-	-	10.3	11.1	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	30	0	620	30	0	535	25
Future Vol, veh/h	0	0	25	0	0	30	0	620	30	0	535	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	33	0	674	33	0	582	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1285	1302	595	1285	1299	690	609	0	0	707	0	0
Stage 1	595	595	-	690	690	-	-	-	-	-	-	-
Stage 2	690	707	-	595	609	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	142	161	504	142	161	445	970	-	-	891	-	-
Stage 1	491	492	-	435	446	-	-	-	-	-	-	-
Stage 2	435	438	-	491	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	161	504	134	161	445	970	-	-	891	-	-
Mov Cap-2 Maneuver	132	161	-	134	161	-	-	-	-	-	-	-
Stage 1	491	492	-	435	446	-	-	-	-	-	-	-
Stage 2	403	438	-	465	485	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	13.7	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	504	445	891	-	-
HCM Lane V/C Ratio	-	-	-	0.054	0.073	-	-	-
HCM Control Delay (s)	0	-	-	12.6	13.7	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	20.0
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	179	304	674	603
Demand Flow Rate, veh/h	182	310	687	615
Vehicles Circulating, veh/h	660	742	261	338
Vehicles Exiting, veh/h	293	206	581	714
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.6	18.5	22.0	21.5
Approach LOS	B	C	C	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	182	310	687	615
Cap Entry Lane, veh/h	584	538	870	806
Entry HV Adj Factor	0.983	0.982	0.981	0.980
Flow Entry, veh/h	179	304	674	603
Cap Entry, veh/h	574	528	853	790
V/C Ratio	0.312	0.576	0.789	0.763
Control Delay, s/veh	10.6	18.5	22.0	21.5
LOS	B	C	C	C
95th %tile Queue, veh	1	4	8	7

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	45	0	575	15	0	505	25
Future Vol, veh/h	0	0	5	0	0	45	0	575	15	0	505	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	49	0	625	16	0	549	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1196	1204	563	1196	1209	633	576	0	0	641	0	0
Stage 1	563	563	-	633	633	-	-	-	-	-	-	-
Stage 2	633	641	-	563	576	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	163	184	526	163	183	480	997	-	-	943	-	-
Stage 1	511	509	-	468	473	-	-	-	-	-	-	-
Stage 2	468	469	-	511	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	184	526	161	183	480	997	-	-	943	-	-
Mov Cap-2 Maneuver	146	184	-	161	183	-	-	-	-	-	-	-
Stage 1	511	509	-	468	473	-	-	-	-	-	-	-
Stage 2	420	469	-	506	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	13.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	997	-	-	526	480	943	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.102	-	-	-
HCM Control Delay (s)	0	-	-	11.9	13.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	50	0	0	50	0	540	15	0	480	35
Future Vol, veh/h	0	0	50	0	0	50	0	540	15	0	480	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	54	0	0	54	0	587	16	0	522	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1136	1144	541	1136	1155	595	560	0	0	603	0	0
Stage 1	541	541	-	595	595	-	-	-	-	-	-	-
Stage 2	595	603	-	541	560	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	179	200	541	179	197	504	1011	-	-	975	-	-
Stage 1	525	521	-	491	492	-	-	-	-	-	-	-
Stage 2	491	488	-	525	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	160	200	541	161	197	504	1011	-	-	975	-	-
Mov Cap-2 Maneuver	160	200	-	161	197	-	-	-	-	-	-	-
Stage 1	525	521	-	491	492	-	-	-	-	-	-	-
Stage 2	438	488	-	472	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	13	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1011	-	-	541	504	975	-	-
HCM Lane V/C Ratio	-	-	-	0.1	0.108	-	-	-
HCM Control Delay (s)	0	-	-	12.4	13	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	141	293	597	576
Demand Flow Rate, veh/h	144	300	609	588
Vehicles Circulating, veh/h	683	637	178	316
Vehicles Exiting, veh/h	221	150	649	621
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.8	14.7	13.8	18.3
Approach LOS	A	B	B	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	144	300	609	588
Cap Entry Lane, veh/h	571	598	946	824
Entry HV Adj Factor	0.982	0.978	0.981	0.980
Flow Entry, veh/h	141	293	597	576
Cap Entry, veh/h	560	584	927	807
V/C Ratio	0.252	0.502	0.644	0.714
Control Delay, s/veh	9.8	14.7	13.8	18.3
LOS	A	B	B	C
95th %tile Queue, veh	1	3	5	6

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	50	455	10	0	560
Future Vol, veh/h	0	50	455	10	0	560
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	-	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	54	495	11	0	609

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	799	495	0	0	495	0
Stage 1	495	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	338	574	-	-	1069	-
Stage 1	612	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	338	574	-	-	1069	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	574	1069	-
HCM Lane V/C Ratio	-	-	0.095	-	-
HCM Control Delay (s)	-	-	11.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	70	25	40	5	5	5	30	415	10	10	475	80
Future Vol, veh/h	70	25	40	5	5	5	30	415	10	10	475	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	27	43	5	5	5	33	451	11	11	516	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	875	1109	302	815	1147	231	603	0	0	462	0	0
Stage 1	582	582	-	522	522	-	-	-	-	-	-	-
Stage 2	293	527	-	293	625	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	243	208	694	269	198	771	971	-	-	1095	-	-
Stage 1	466	497	-	506	529	-	-	-	-	-	-	-
Stage 2	691	527	-	691	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	228	199	694	218	189	771	971	-	-	1095	-	-
Mov Cap-2 Maneuver	228	199	-	218	189	-	-	-	-	-	-	-
Stage 1	450	492	-	489	511	-	-	-	-	-	-	-
Stage 2	656	509	-	606	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.1	19.3	0.6	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	275	268	1095	-	-
HCM Lane V/C Ratio	0.034	-	-	0.534	0.061	0.01	-	-
HCM Control Delay (s)	8.8	-	-	32.1	19.3	8.3	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	0.2	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	2260	15	55	3175	70	55	250	145	95	235	185
Future Volume (veh/h)	140	2260	15	55	3175	70	55	250	145	95	235	185
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	152	2457	16	60	3451	0	60	272	158	103	255	201
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	3633	24	144	3859	0	140	320	272	69	608	272
Arrive On Green	0.70	0.70	0.70	0.03	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	50	5213	34	1774	5253	0	931	1863	1583	954	3539	1583
Grp Volume(v), veh/h	152	1597	876	60	3451	0	60	272	158	103	255	201
Grp Sat Flow(s),veh/h/ln	50	1695	1857	1774	1695	0	931	1863	1583	954	1770	1583
Q Serve(g_s), s	45.0	48.6	48.7	1.7	91.6	0.0	11.1	25.5	16.5	5.4	11.6	21.7
Cycle Q Clear(g_c), s	125.4	48.6	48.7	1.7	91.6	0.0	22.6	25.5	16.5	30.9	11.6	21.7
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	2363	1294	144	3859	0	140	320	272	69	608	272
V/C Ratio(X)	2.90	0.68	0.68	0.42	0.89	0.00	0.43	0.85	0.58	1.50	0.42	0.74
Avail Cap(c_a), veh/h	52	2363	1294	290	3859	0	140	320	272	69	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.7	15.6	15.6	19.5	16.3	0.0	76.7	72.3	68.6	88.9	66.5	70.7
Incr Delay (d2), s/veh	903.8	1.6	2.9	0.7	3.7	0.0	1.5	18.8	2.7	286.9	0.3	9.8
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(50%),veh/ln	15.8	23.1	25.8	1.5	43.5	0.0	2.9	14.8	7.4	8.9	5.7	10.2
LnGrp Delay(d),s/veh	988.5	17.2	18.5	20.2	19.9	0.0	78.2	91.1	71.3	375.7	66.9	80.5
LnGrp LOS	F	B	B	C	B		E	F	E	F	E	F
Approach Vol, veh/h		2625			3511			490			559	
Approach Delay, s/veh		73.9			19.9			83.1			128.7	
Approach LOS		E			B			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		143.0		37.0	11.2	131.8		37.0
Change Period (Y+Rc), s		6.4		6.1	6.4	6.4		6.1
Max Green Setting (Gmax), s		136.6		30.9	19.6	110.6		30.9
Max Q Clear Time (g_c+I1), s		93.6		27.5	3.7	127.4		32.9
Green Ext Time (p_c), s		41.1		1.5	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.4
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	55	10	35	470	550	35
Future Vol, veh/h	55	10	35	470	550	35
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	-	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	60	11	38	511	598	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1204	617	636	0	-	0
Stage 1	617	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	203	490	947	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	490	947	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.7	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	947	-	215	-	-
HCM Lane V/C Ratio	0.04	-	0.329	-	-
HCM Control Delay (s)	9	-	29.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1615	60	70	1195	20	205	340	145	225	560	120
Future Volume (veh/h)	145	1615	60	70	1195	20	205	340	145	225	560	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	158	1755	65	76	1299	22	223	370	158	245	609	130
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1790	910	109	1703	871	190	573	241	251	685	146
Arrive On Green	0.06	0.51	0.51	0.03	0.48	0.48	0.07	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2430	1022	1774	2904	619
Grp Volume(v), veh/h	158	1755	65	76	1299	22	223	268	260	245	371	368
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1682	1774	1770	1754
Q Serve(g_s), s	7.2	77.8	2.9	3.5	48.1	1.0	11.0	21.8	22.4	11.0	32.4	32.5
Cycle Q Clear(g_c), s	7.2	77.8	2.9	3.5	48.1	1.0	11.0	21.8	22.4	11.0	32.4	32.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.35
Lane Grp Cap(c), veh/h	222	1790	910	109	1703	871	190	417	397	251	417	414
V/C Ratio(X)	0.71	0.98	0.07	0.70	0.76	0.03	1.17	0.64	0.66	0.98	0.89	0.89
Avail Cap(c_a), veh/h	259	1790	910	190	1703	871	190	451	429	251	451	447
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	30.4	38.8	15.1	38.1	34.0	16.4	52.0	55.0	55.2	55.8	59.1	59.1
Incr Delay (d2), s/veh	5.4	17.1	0.2	3.0	3.3	0.1	119.1	2.4	2.9	50.0	17.7	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	42.0	1.3	1.8	24.2	0.5	9.3	10.9	10.7	8.9	17.9	17.9
LnGrp Delay(d),s/veh	35.7	55.8	15.3	41.1	37.3	16.5	171.0	57.5	58.1	105.8	76.8	77.4
LnGrp LOS	D	E	B	D	D	B	F	E	E	F	E	E
Approach Vol, veh/h		1978			1397			751			984	
Approach Delay, s/veh		52.9			37.2			91.4			84.2	
Approach LOS		D			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	83.4	17.0	43.9	11.7	87.3	17.0	43.9
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	12.6	70.6	11.0	* 41	12.6	70.6	11.0	* 41
Max Q Clear Time (g_c+I1), s	9.2	50.1	13.0	24.4	5.5	79.8	13.0	34.5
Green Ext Time (p_c), s	0.1	10.4	0.0	5.7	0.0	0.0	0.0	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	60.3
HCM 2010 LOS	E

Notes

2030 WITH MODIFICATIONS
Timing Plan: AM

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	0	0	35	0	650	40	0	690	5
Future Vol, veh/h	0	0	20	0	0	35	0	650	40	0	690	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	38	0	707	43	0	750	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1503	378	1103	1483	375	755	0	0	750	0	0
Stage 1	753	753	-	728	728	-	-	-	-	-	-	-
Stage 2	353	750	-	375	755	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	165	120	620	166	124	623	851	-	-	855	-	-
Stage 1	368	416	-	381	427	-	-	-	-	-	-	-
Stage 2	637	417	-	618	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	155	120	620	160	124	623	851	-	-	855	-	-
Mov Cap-2 Maneuver	155	120	-	160	124	-	-	-	-	-	-	-
Stage 1	368	416	-	381	427	-	-	-	-	-	-	-
Stage 2	598	417	-	596	415	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	11.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	620	623	855	-	-
HCM Lane V/C Ratio	-	-	-	0.035	0.061	-	-	-
HCM Control Delay (s)	0	-	-	11	11.2	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	0	0	35	0	660	30	0	690	20
Future Vol, veh/h	0	0	20	0	0	35	0	660	30	0	690	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	38	0	717	33	0	750	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1495	1511	761	1495	1506	734	772	0	0	750	0	0
Stage 1	761	761	-	734	734	-	-	-	-	-	-	-
Stage 2	734	750	-	761	772	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	101	120	405	101	121	420	843	-	-	859	-	-
Stage 1	398	414	-	412	426	-	-	-	-	-	-	-
Stage 2	412	419	-	398	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	120	405	96	121	420	843	-	-	859	-	-
Mov Cap-2 Maneuver	92	120	-	96	121	-	-	-	-	-	-	-
Stage 1	398	414	-	412	426	-	-	-	-	-	-	-
Stage 2	375	419	-	377	409	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.4	14.4	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	843	-	-	405	420	859	-	-
HCM Lane V/C Ratio	-	-	-	0.054	0.091	-	-	-
HCM Control Delay (s)	0	-	-	14.4	14.4	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	28.0
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	342	146	685	766
Demand Flow Rate, veh/h	349	150	698	781
Vehicles Circulating, veh/h	820	781	393	166
Vehicles Exiting, veh/h	127	310	776	765
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	26.4	11.5	38.7	22.4
Approach LOS	D	B	E	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	349	150	698	781
Cap Entry Lane, veh/h	498	517	763	957
Entry HV Adj Factor	0.981	0.976	0.981	0.981
Flow Entry, veh/h	342	146	685	766
Cap Entry, veh/h	488	505	748	939
V/C Ratio	0.701	0.290	0.915	0.816
Control Delay, s/veh	26.4	11.5	38.7	22.4
LOS	D	B	E	C
95th %tile Queue, veh	5	1	13	9

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	10	0	0	30	0	600	30	0	695	10
Future Vol, veh/h	0	0	10	0	0	30	0	600	30	0	695	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	0	33	0	652	33	0	755	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1429	1446	761	1429	1434	668	766	0	0	685	0	0
Stage 1	761	761	-	668	668	-	-	-	-	-	-	-
Stage 2	668	685	-	761	766	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	112	132	405	112	134	458	847	-	-	908	-	-
Stage 1	398	414	-	448	456	-	-	-	-	-	-	-
Stage 2	448	448	-	398	412	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	132	405	109	134	458	847	-	-	908	-	-
Mov Cap-2 Maneuver	104	132	-	109	134	-	-	-	-	-	-	-
Stage 1	398	414	-	448	456	-	-	-	-	-	-	-
Stage 2	416	448	-	387	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	13.5	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	405	458	908	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.071	-	-	-
HCM Control Delay (s)	0	-	-	14.1	13.5	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	40	0	0	20	0	610	20	0	690	20
Future Vol, veh/h	0	0	40	0	0	20	0	610	20	0	690	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	43	0	0	22	0	663	22	0	750	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1435	1446	761	1435	1446	674	772	0	0	685	0	0
Stage 1	761	761	-	674	674	-	-	-	-	-	-	-
Stage 2	674	685	-	761	772	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	111	132	405	111	132	455	843	-	-	908	-	-
Stage 1	398	414	-	444	454	-	-	-	-	-	-	-
Stage 2	444	448	-	398	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	132	405	99	132	455	843	-	-	908	-	-
Mov Cap-2 Maneuver	106	132	-	99	132	-	-	-	-	-	-	-
Stage 1	398	414	-	444	454	-	-	-	-	-	-	-
Stage 2	423	448	-	355	409	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	13.3	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	843	-	-	405	455	908	-	-
HCM Lane V/C Ratio	-	-	-	0.107	0.048	-	-	-
HCM Control Delay (s)	0	-	-	15	13.3	0	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	18.2
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	261	125	576	794
Demand Flow Rate, veh/h	266	128	587	809
Vehicles Circulating, veh/h	864	681	266	116
Vehicles Exiting, veh/h	61	172	864	693
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	19.8	9.4	16.0	20.7
Approach LOS	C	A	C	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	266	128	587	809
Cap Entry Lane, veh/h	476	572	866	1006
Entry HV Adj Factor	0.982	0.980	0.981	0.981
Flow Entry, veh/h	261	125	576	794
Cap Entry, veh/h	468	560	850	987
V/C Ratio	0.559	0.224	0.678	0.804
Control Delay, s/veh	19.8	9.4	16.0	20.7
LOS	C	A	C	C
95th %tile Queue, veh	3	1	5	9

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	70	430	10	0	820
Future Vol, veh/h	0	70	430	10	0	820
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	-	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	76	467	11	0	891

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	913	467	0	0	467	0
Stage 1	467	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	288	595	-	-	1094	-
Stage 1	630	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	288	595	-	-	1094	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	595	1094	-
HCM Lane V/C Ratio	-	-	0.128	-	-
HCM Control Delay (s)	-	-	11.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	60	25	80	5	0	10	30	360	5	10	665	100
Future Vol, veh/h	60	25	80	5	0	10	30	360	5	10	665	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	27	87	5	0	11	33	391	5	11	723	109

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	1261	416	856	1312	198	832	0	0	397	0	0
Stage 1	799	799	-	459	459	-	-	-	-	-	-	-
Stage 2	261	462	-	397	853	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	178	169	585	251	157	810	796	-	-	1158	-	-
Stage 1	345	396	-	551	565	-	-	-	-	-	-	-
Stage 2	721	563	-	600	374	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	160	585	179	149	810	796	-	-	1158	-	-
Mov Cap-2 Maneuver	169	160	-	179	149	-	-	-	-	-	-	-
Stage 1	331	392	-	528	542	-	-	-	-	-	-	-
Stage 2	682	540	-	471	370	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.8	15.1	0.7	0.1
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	796	-	-	255	372	1158	-	-
HCM Lane V/C Ratio	0.041	-	-	0.703	0.044	0.009	-	-
HCM Control Delay (s)	9.7	-	-	46.8	15.1	8.1	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.7	0.1	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	3345	5	30	3180	125	40	175	240	155	310	280
Future Volume (veh/h)	95	3345	5	30	3180	125	40	175	240	155	310	280
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	103	3636	5	33	3457	0	43	190	261	168	337	304
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	3980	5	49	3445	0	106	320	272	113	608	272
Arrive On Green	0.05	0.76	0.76	0.68	0.68	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	5244	7	41	5253	0	785	1863	1583	936	3539	1583
Grp Volume(v), veh/h	103	2350	1291	33	3457	0	43	190	261	168	337	304
Grp Sat Flow(s),veh/h/ln	1774	1695	1861	41	1695	0	785	1863	1583	936	1770	1583
Q Serve(g_s), s	6.3	98.0	98.2	38.4	121.9	0.0	9.6	16.9	29.4	14.0	15.7	30.9
Cycle Q Clear(g_c), s	6.3	98.0	98.2	121.9	121.9	0.0	25.2	16.9	29.4	30.9	15.7	30.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	2573	1413	49	3445	0	106	320	272	113	608	272
V/C Ratio(X)	0.85	0.91	0.91	0.68	1.00	0.00	0.40	0.59	0.96	1.49	0.55	1.12
Avail Cap(c_a), veh/h	144	2573	1413	49	3445	0	106	320	272	113	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	17.1	17.1	84.9	29.0	0.0	79.8	68.8	73.9	85.5	68.3	74.6
Incr Delay (d2), s/veh	27.9	6.3	10.6	56.0	16.1	0.0	1.8	2.6	43.5	262.3	0.9	90.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	47.6	54.0	2.4	61.9	0.0	2.1	8.9	16.2	13.8	7.8	20.3
LnGrp Delay(d),s/veh	93.1	23.4	27.7	140.9	45.2	0.0	81.6	71.4	117.4	347.8	69.2	164.8
LnGrp LOS	F	C	C	F	F		F	E	F	F	E	F
Approach Vol, veh/h		3744			3490			494			809	
Approach Delay, s/veh		26.8			46.1			96.6			163.0	
Approach LOS		C			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.7	128.3		37.0		143.0		37.0
Change Period (Y+Rc), s	6.4	6.4		6.1		6.4		6.1
Max Green Setting (Gmax), s	10.6	119.6		30.9		136.6		30.9
Max Q Clear Time (g_c+I1), s	8.3	123.9		31.4		100.2		32.9
Green Ext Time (p_c), s	0.0	0.0		0.0		35.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	90	30	45	455	790	30
Future Vol, veh/h	90	30	45	455	790	30
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	-	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	98	33	49	495	859	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1467	875	891	0	-	0
Stage 1	875	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	141	349	761	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	132	349	761	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	91.4	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	761	-	156	-	-
HCM Lane V/C Ratio	0.064	-	0.836	-	-
HCM Control Delay (s)	10.1	-	91.4	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	5.6	-	-

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1280	65	125	1375	60	110	525	80	65	405	110
Future Volume (veh/h)	205	1280	65	125	1375	60	110	525	80	65	405	110
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	223	1391	71	136	1495	65	120	571	87	71	440	120
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	1883	946	214	1821	882	198	679	103	153	543	147
Arrive On Green	0.07	0.53	0.53	0.05	0.51	0.51	0.07	0.22	0.22	0.04	0.20	0.20
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3081	468	1774	2755	745
Grp Volume(v), veh/h	223	1391	71	136	1495	65	120	327	331	71	281	279
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1780	1774	1770	1731
Q Serve(g_s), s	10.6	48.5	3.0	5.8	56.8	3.0	8.6	28.3	28.5	5.1	24.3	24.6
Cycle Q Clear(g_c), s	10.6	48.5	3.0	5.8	56.8	3.0	8.6	28.3	28.5	5.1	24.3	24.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.43
Lane Grp Cap(c), veh/h	215	1883	946	214	1821	882	198	390	392	153	349	341
V/C Ratio(X)	1.04	0.74	0.08	0.63	0.82	0.07	0.61	0.84	0.84	0.46	0.81	0.82
Avail Cap(c_a), veh/h	215	1883	946	245	1821	882	203	440	443	200	440	431
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	38.8	28.9	13.6	27.0	32.6	16.4	48.8	59.7	59.7	50.3	61.3	61.5
Incr Delay (d2), s/veh	71.3	2.6	0.2	2.6	4.3	0.2	3.4	11.8	12.1	0.8	7.8	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.8	24.3	1.3	2.9	28.7	1.4	4.4	15.1	15.4	2.5	12.6	12.6
LnGrp Delay(d),s/veh	110.2	31.5	13.7	29.6	36.9	16.5	52.2	71.4	71.8	51.1	69.1	70.1
LnGrp LOS	F	C	B	C	D	B	D	E	E	D	E	E
Approach Vol, veh/h		1685			1696			778			631	
Approach Delay, s/veh		41.2			35.6			68.6			67.5	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	88.7	12.8	41.5	14.2	91.5	16.5	37.7
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	10.6	73.6	11.0	* 40	10.6	73.6	11.0	* 40
Max Q Clear Time (g_c+I1), s	12.6	58.8	7.1	30.5	7.8	50.5	10.6	26.6
Green Ext Time (p_c), s	0.0	8.1	0.0	4.0	0.0	10.1	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	47.1
HCM 2010 LOS	D

Notes

2030 WITH MODIFICATIONS
Timing Plan: PM

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	0	0	50	0	665	25	0	575	5
Future Vol, veh/h	0	0	20	0	0	50	0	665	25	0	575	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	54	0	723	27	0	625	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	989	1378	315	1049	1366	375	630	0	0	750	0	0
Stage 1	628	628	-	736	736	-	-	-	-	-	-	-
Stage 2	361	750	-	313	630	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	201	144	681	182	146	623	948	-	-	855	-	-
Stage 1	437	474	-	377	423	-	-	-	-	-	-	-
Stage 2	630	417	-	672	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	144	681	176	146	623	948	-	-	855	-	-
Mov Cap-2 Maneuver	183	144	-	176	146	-	-	-	-	-	-	-
Stage 1	437	474	-	377	423	-	-	-	-	-	-	-
Stage 2	575	417	-	651	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	948	-	-	681	623	855	-	-
HCM Lane V/C Ratio	-	-	-	0.032	0.087	-	-	-
HCM Control Delay (s)	0	-	-	10.5	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	30	0	660	30	0	570	25
Future Vol, veh/h	0	0	25	0	0	30	0	660	30	0	570	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	33	0	717	33	0	620	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1367	1383	633	1367	1381	734	647	0	0	750	0	0
Stage 1	633	633	-	734	734	-	-	-	-	-	-	-
Stage 2	734	750	-	633	647	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	124	144	480	124	144	420	939	-	-	859	-	-
Stage 1	468	473	-	412	426	-	-	-	-	-	-	-
Stage 2	412	419	-	468	467	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	114	144	480	117	144	420	939	-	-	859	-	-
Mov Cap-2 Maneuver	114	144	-	117	144	-	-	-	-	-	-	-
Stage 1	468	473	-	412	426	-	-	-	-	-	-	-
Stage 2	380	419	-	442	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	14.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	480	420	859	-	-
HCM Lane V/C Ratio	-	-	-	0.057	0.078	-	-	-
HCM Control Delay (s)	0	-	-	13	14.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	25.1
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	196	326	712	647
Demand Flow Rate, veh/h	199	332	726	660
Vehicles Circulating, veh/h	704	787	283	354
Vehicles Exiting, veh/h	310	222	620	765
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.9	22.4	27.9	27.2
Approach LOS	B	C	D	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	199	332	726	660
Cap Entry Lane, veh/h	559	514	851	793
Entry HV Adj Factor	0.983	0.983	0.981	0.981
Flow Entry, veh/h	196	326	712	647
Cap Entry, veh/h	549	505	835	778
V/C Ratio	0.356	0.645	0.853	0.832
Control Delay, s/veh	11.9	22.4	27.9	27.2
LOS	B	C	D	D
95th %tile Queue, veh	2	5	10	9

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	50	0	610	20	0	540	25
Future Vol, veh/h	0	0	5	0	0	50	0	610	20	0	540	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	54	0	663	22	0	587	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1275	1286	601	1275	1288	674	614	0	0	685	0	0
Stage 1	601	601	-	674	674	-	-	-	-	-	-	-
Stage 2	674	685	-	601	614	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	144	164	500	144	164	455	965	-	-	908	-	-
Stage 1	487	489	-	444	454	-	-	-	-	-	-	-
Stage 2	444	448	-	487	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	127	164	500	142	164	455	965	-	-	908	-	-
Mov Cap-2 Maneuver	127	164	-	142	164	-	-	-	-	-	-	-
Stage 1	487	489	-	444	454	-	-	-	-	-	-	-
Stage 2	391	448	-	482	483	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	14	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	500	455	908	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.119	-	-	-
HCM Control Delay (s)	0	-	-	12.3	14	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	55	0	0	55	0	575	20	0	510	35
Future Vol, veh/h	0	0	55	0	0	55	0	575	20	0	510	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	60	0	0	60	0	625	22	0	554	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1209	1220	573	1209	1228	636	592	0	0	647	0	0
Stage 1	573	573	-	636	636	-	-	-	-	-	-	-
Stage 2	636	647	-	573	592	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	160	180	519	160	178	478	984	-	-	939	-	-
Stage 1	505	504	-	466	472	-	-	-	-	-	-	-
Stage 2	466	467	-	505	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	140	180	519	142	178	478	984	-	-	939	-	-
Mov Cap-2 Maneuver	140	180	-	142	178	-	-	-	-	-	-	-
Stage 1	505	504	-	466	472	-	-	-	-	-	-	-
Stage 2	408	467	-	447	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	13.6	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	984	-	-	519	478	939	-	-
HCM Lane V/C Ratio	-	-	-	0.115	0.125	-	-	-
HCM Control Delay (s)	0	-	-	12.8	13.6	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	152	304	636	608
Demand Flow Rate, veh/h	155	311	648	620
Vehicles Circulating, veh/h	720	670	188	327
Vehicles Exiting, veh/h	227	166	687	654
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.7	16.2	15.7	21.1
Approach LOS	B	C	C	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	155	311	648	620
Cap Entry Lane, veh/h	550	578	936	815
Entry HV Adj Factor	0.982	0.978	0.981	0.980
Flow Entry, veh/h	152	304	636	608
Cap Entry, veh/h	540	566	918	799
V/C Ratio	0.282	0.538	0.692	0.761
Control Delay, s/veh	10.7	16.2	15.7	21.1
LOS	B	C	C	C
95th %tile Queue, veh	1	3	6	7

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	55	515	10	0	635
Future Vol, veh/h	0	55	515	10	0	635
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	-	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	60	560	11	0	690

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	905	560	0	0	560	0
Stage 1	560	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	291	527	-	-	1011	-
Stage 1	571	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	291	527	-	-	1011	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	527	1011	-
HCM Lane V/C Ratio	-	-	0.113	-	-
HCM Control Delay (s)	-	-	12.7	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	70	25	40	5	5	5	30	445	10	10	500	85
Future Vol, veh/h	70	25	40	5	5	5	30	445	10	10	500	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	27	43	5	5	5	33	484	11	11	543	92

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	921	1171	318	861	1212	247	636	0	0	495	0	0
Stage 1	611	611	-	554	554	-	-	-	-	-	-	-
Stage 2	310	560	-	307	658	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	225	191	678	249	181	753	943	-	-	1065	-	-
Stage 1	448	482	-	484	512	-	-	-	-	-	-	-
Stage 2	675	509	-	678	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	211	182	678	199	173	753	943	-	-	1065	-	-
Mov Cap-2 Maneuver	211	182	-	199	173	-	-	-	-	-	-	-
Stage 1	432	477	-	467	494	-	-	-	-	-	-	-
Stage 2	640	491	-	592	454	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.4	20.6	0.6	0.1
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	256	247	1065	-	-
HCM Lane V/C Ratio	0.035	-	-	0.573	0.066	0.01	-	-
HCM Control Delay (s)	9	-	-	36.4	20.6	8.4	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.3	0.2	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	2400	20	60	3375	70	60	265	155	100	250	195
Future Volume (veh/h)	150	2400	20	60	3375	70	60	265	155	100	250	195
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	163	2609	22	65	3668	0	65	288	168	109	272	212
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	3623	31	132	3859	0	133	320	272	59	608	272
Arrive On Green	0.70	0.70	0.70	0.03	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	40	5201	44	1774	5253	0	908	1863	1583	931	3539	1583
Grp Volume(v), veh/h	163	1699	932	65	3668	0	65	288	168	109	272	212
Grp Sat Flow(s),veh/h/ln	40	1695	1855	1774	1695	0	908	1863	1583	931	1770	1583
Q Serve(g_s), s	24.3	54.9	55.1	1.8	112.3	0.0	12.5	27.3	17.7	3.6	12.4	23.0
Cycle Q Clear(g_c), s	125.4	54.9	55.1	1.8	112.3	0.0	24.9	27.3	17.7	30.9	12.4	23.0
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	2362	1292	132	3859	0	133	320	272	59	608	272
V/C Ratio(X)	3.59	0.72	0.72	0.49	0.95	0.00	0.49	0.90	0.62	1.85	0.45	0.78
Avail Cap(c_a), veh/h	45	2362	1292	278	3859	0	133	320	272	59	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	88.6	16.6	16.6	27.5	18.8	0.0	78.1	73.0	69.1	89.4	66.9	71.3
Incr Delay (d2), s/veh	1219.3	1.9	3.5	1.1	6.8	0.0	2.0	26.6	3.8	442.1	0.4	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	26.1	29.2	2.3	54.4	0.0	3.2	16.4	8.0	10.1	6.1	11.1
LnGrp Delay(d),s/veh	1307.9	18.5	20.2	28.5	25.6	0.0	80.1	99.7	72.8	531.5	67.3	84.4
LnGrp LOS	F	B	C	C	C		F	F	E	F	E	F
Approach Vol, veh/h		2794			3733			521			593	
Approach Delay, s/veh		94.3			25.7			88.6			158.7	
Approach LOS		F			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		143.0		37.0	11.2	131.8		37.0
Change Period (Y+Rc), s		6.4		6.1	6.4	6.4		6.1
Max Green Setting (Gmax), s		136.6		30.9	19.6	110.6		30.9
Max Q Clear Time (g_c+I1), s		114.3		29.3	3.8	127.4		32.9
Green Ext Time (p_c), s		22.0		0.9	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.4
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	65	15	40	530	620	40
Future Vol, veh/h	65	15	40	530	620	40
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	-	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	71	16	43	576	674	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1359	696	717	0	-	0
Stage 1	696	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	164	442	884	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	156	442	884	-	-	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.1	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	884	-	178	-	-
HCM Lane V/C Ratio	0.049	-	0.489	-	-
HCM Control Delay (s)	9.3	-	43.1	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.2	-	2.4	-	-

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1805	65	80	1335	20	225	380	160	255	630	135
Future Volume (veh/h)	160	1805	65	80	1335	20	225	380	160	255	630	135
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	174	1962	71	87	1451	22	245	413	174	277	685	147
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	1718	877	113	1609	829	180	613	255	247	730	156
Arrive On Green	0.07	0.49	0.49	0.04	0.45	0.45	0.07	0.25	0.25	0.07	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	2437	1016	1774	2901	622
Grp Volume(v), veh/h	174	1962	71	87	1451	22	245	299	288	277	418	414
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1684	1774	1770	1753
Q Serve(g_s), s	9.0	77.7	3.3	4.2	60.6	1.1	11.0	24.3	24.8	11.0	37.0	37.1
Cycle Q Clear(g_c), s	9.0	77.7	3.3	4.2	60.6	1.1	11.0	24.3	24.8	11.0	37.0	37.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		0.35
Lane Grp Cap(c), veh/h	194	1718	877	113	1609	829	180	445	423	247	445	441
V/C Ratio(X)	0.90	1.14	0.08	0.77	0.90	0.03	1.36	0.67	0.68	1.12	0.94	0.94
Avail Cap(c_a), veh/h	212	1718	877	185	1609	829	180	451	429	247	451	447
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	39.4	41.2	16.6	38.2	40.3	18.4	48.9	53.9	54.1	54.9	58.7	58.7
Incr Delay (d2), s/veh	31.8	71.5	0.2	4.2	8.6	0.1	194.0	3.5	4.0	94.1	27.2	27.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	55.0	1.5	2.2	31.5	0.5	12.3	12.3	12.0	12.0	21.5	21.3
LnGrp Delay(d),s/veh	71.2	112.6	16.8	42.4	48.9	18.5	242.9	57.4	58.1	149.0	85.9	86.3
LnGrp LOS	E	F	B	D	D	B	F	E	E	F	F	F
Approach Vol, veh/h		2207			1560			832			1109	
Approach Delay, s/veh		106.3			48.2			112.3			101.8	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	79.1	17.0	46.4	12.5	84.1	17.0	46.4
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	12.6	70.6	11.0	* 41	12.6	70.6	11.0	* 41
Max Q Clear Time (g_c+I1), s	11.0	62.6	13.0	26.8	6.2	79.7	13.0	39.1
Green Ext Time (p_c), s	0.0	6.2	0.0	6.0	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	90.4
HCM 2010 LOS	F

Notes

2040 WITH MODIFICATIONS
Timing Plan: AM

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	0	0	40	0	730	45	0	770	5
Future Vol, veh/h	0	0	20	0	0	40	0	730	45	0	770	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	43	0	793	49	0	837	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1237	1682	421	1236	1660	421	842	0	0	842	0	0
Stage 1	840	840	-	818	818	-	-	-	-	-	-	-
Stage 2	397	842	-	418	842	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	132	94	581	132	96	581	789	-	-	789	-	-
Stage 1	326	379	-	336	388	-	-	-	-	-	-	-
Stage 2	600	378	-	583	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	122	94	581	127	96	581	789	-	-	789	-	-
Mov Cap-2 Maneuver	122	94	-	127	96	-	-	-	-	-	-	-
Stage 1	326	379	-	336	388	-	-	-	-	-	-	-
Stage 2	555	378	-	561	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	11.7	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	789	-	-	581	581	789	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.075	-	-	-
HCM Control Delay (s)	0	-	-	11.4	11.7	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	0	0	40	0	735	35	0	770	20
Future Vol, veh/h	0	0	20	0	0	40	0	735	35	0	770	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	43	0	799	38	0	837	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1666	1685	848	1666	1677	818	859	0	0	837	0	0
Stage 1	848	848	-	818	818	-	-	-	-	-	-	-
Stage 2	818	837	-	848	859	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	77	94	361	77	95	376	782	-	-	797	-	-
Stage 1	356	378	-	370	390	-	-	-	-	-	-	-
Stage 2	370	382	-	356	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	94	361	72	95	376	782	-	-	797	-	-
Mov Cap-2 Maneuver	68	94	-	72	95	-	-	-	-	-	-	-
Stage 1	356	378	-	370	390	-	-	-	-	-	-	-
Stage 2	327	382	-	335	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	15.8	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	782	-	-	361	376	797	-	-
HCM Lane V/C Ratio	-	-	-	0.06	0.116	-	-	-
HCM Control Delay (s)	0	-	-	15.6	15.8	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

Intersection	
Intersection Delay, s/veh	50.6
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	385	163	761	858
Demand Flow Rate, veh/h	392	167	776	875
Vehicles Circulating, veh/h	920	870	437	189
Vehicles Exiting, veh/h	144	343	875	848
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	46.9	13.7	75.3	37.2
Approach LOS	E	B	F	E

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	392	167	776	875
Cap Entry Lane, veh/h	450	473	730	935
Entry HV Adj Factor	0.982	0.978	0.981	0.981
Flow Entry, veh/h	385	163	761	858
Cap Entry, veh/h	442	463	716	917
V/C Ratio	0.871	0.353	1.063	0.935
Control Delay, s/veh	46.9	13.7	75.3	37.2
LOS	E	B	F	E
95th %tile Queue, veh	9	2	20	15

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	15	0	0	35	0	670	35	0	775	15
Future Vol, veh/h	0	0	15	0	0	35	0	670	35	0	775	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	0	38	0	728	38	0	842	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1598	1617	851	1598	1606	747	859	0	0	766	0	0
Stage 1	851	851	-	747	747	-	-	-	-	-	-	-
Stage 2	747	766	-	851	859	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	103	360	86	105	413	782	-	-	847	-	-
Stage 1	355	376	-	405	420	-	-	-	-	-	-	-
Stage 2	405	412	-	355	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	103	360	82	105	413	782	-	-	847	-	-
Mov Cap-2 Maneuver	78	103	-	82	105	-	-	-	-	-	-	-
Stage 1	355	376	-	405	420	-	-	-	-	-	-	-
Stage 2	368	412	-	339	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	14.6	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	782	-	-	360	413	847	-	-
HCM Lane V/C Ratio	-	-	-	0.045	0.092	-	-	-
HCM Control Delay (s)	0	-	-	15.5	14.6	0	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	45	0	0	20	0	680	20	0	770	20
Future Vol, veh/h	0	0	45	0	0	20	0	680	20	0	770	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	49	0	0	22	0	739	22	0	837	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1598	1609	848	1598	1609	750	859	0	0	761	0	0
Stage 1	848	848	-	750	750	-	-	-	-	-	-	-
Stage 2	750	761	-	848	859	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	105	361	86	105	411	782	-	-	851	-	-
Stage 1	356	378	-	403	419	-	-	-	-	-	-	-
Stage 2	403	414	-	356	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	105	361	74	105	411	782	-	-	851	-	-
Mov Cap-2 Maneuver	81	105	-	74	105	-	-	-	-	-	-	-
Stage 1	356	378	-	403	419	-	-	-	-	-	-	-
Stage 2	382	414	-	308	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	14.2	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	782	-	-	361	411	851	-	-
HCM Lane V/C Ratio	-	-	-	0.135	0.053	-	-	-
HCM Control Delay (s)	0	-	-	16.5	14.2	0	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	26.0
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	288	136	647	886
Demand Flow Rate, veh/h	293	139	659	903
Vehicles Circulating, veh/h	959	759	293	122
Vehicles Exiting, veh/h	66	193	959	776
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	27.8	10.7	21.9	30.7
Approach LOS	D	B	C	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	293	139	659	903
Cap Entry Lane, veh/h	433	529	843	1000
Entry HV Adj Factor	0.983	0.982	0.982	0.981
Flow Entry, veh/h	288	136	647	886
Cap Entry, veh/h	426	519	827	981
V/C Ratio	0.677	0.263	0.782	0.903
Control Delay, s/veh	27.8	10.7	21.9	30.7
LOS	D	B	C	D
95th %tile Queue, veh	5	1	8	13

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	80	510	15	0	915
Future Vol, veh/h	0	80	510	15	0	915
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	-	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	87	554	16	0	995

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1051	554	0	0	554	0
Stage 1	554	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	236	531	-	-	1016	-
Stage 1	574	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	236	531	-	-	1016	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	531	1016	-
HCM Lane V/C Ratio	-	-	0.164	-	-
HCM Control Delay (s)	-	-	13.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	65	25	85	5	0	15	35	400	5	15	740	115
Future Vol, veh/h	65	25	85	5	0	15	35	400	5	15	740	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	27	92	5	0	16	38	435	5	16	804	125

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1192	1415	465	962	1476	220	929	0	0	440	0	0
Stage 1	899	899	-	514	514	-	-	-	-	-	-	-
Stage 2	293	516	-	448	962	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	143	136	544	210	125	784	732	-	-	1116	-	-
Stage 1	300	356	-	511	534	-	-	-	-	-	-	-
Stage 2	691	533	-	560	332	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	127	544	139	117	784	732	-	-	1116	-	-
Mov Cap-2 Maneuver	133	127	-	139	117	-	-	-	-	-	-	-
Stage 1	284	351	-	484	506	-	-	-	-	-	-	-
Stage 2	642	505	-	423	327	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	89.6	15.5	0.8	0.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	732	-	-	208	363	1116	-	-
HCM Lane V/C Ratio	0.052	-	-	0.915	0.06	0.015	-	-
HCM Control Delay (s)	10.2	-	-	89.6	15.5	8.3	-	-
HCM Lane LOS	B	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	7.4	0.2	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	3735	5	35	3555	140	45	195	265	175	345	315
Future Volume (veh/h)	105	3735	5	35	3555	140	45	195	265	175	345	315
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	114	4060	5	38	3864	0	49	212	288	190	375	342
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	3981	5	40	3414	0	94	320	272	98	608	272
Arrive On Green	0.05	0.76	0.76	0.67	0.67	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	5245	6	26	5253	0	731	1863	1583	894	3539	1583
Grp Volume(v), veh/h	114	2624	1441	38	3864	0	49	212	288	190	375	342
Grp Sat Flow(s),veh/h/ln	1774	1695	1862	26	1695	0	731	1863	1583	894	1770	1583
Q Serve(g_s), s	7.4	136.6	136.6	0.0	120.8	0.0	12.0	19.1	30.9	11.8	17.7	30.9
Cycle Q Clear(g_c), s	7.4	136.6	136.6	120.8	120.8	0.0	29.6	19.1	30.9	30.9	17.7	30.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	2573	1413	40	3414	0	94	320	272	98	608	272
V/C Ratio(X)	0.86	1.02	1.02	0.95	1.13	0.00	0.52	0.66	1.06	1.93	0.62	1.26
Avail Cap(c_a), veh/h	144	2573	1413	40	3414	0	94	320	272	98	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.3	21.7	21.7	90.0	29.6	0.0	82.8	69.7	74.6	86.5	69.1	74.6
Incr Delay (d2), s/veh	33.7	22.9	29.2	127.9	63.6	0.0	4.1	4.7	71.2	454.0	1.7	142.5
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(50%),veh/ln	6.9	71.1	80.5	3.3	76.4	0.0	2.5	10.3	18.9	17.3	8.8	24.3
LnGrp Delay(d),s/veh	100.0	44.6	50.9	217.9	93.1	0.0	86.9	74.3	145.7	540.5	70.8	217.1
LnGrp LOS	F	F	F	F	F		F	E	F	F	E	F
Approach Vol, veh/h		4179			3902			549			907	
Approach Delay, s/veh		48.3			94.4			112.9			224.3	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	15.8	127.2		37.0		143.0		37.0
Change Period (Y+Rc), s	6.4	6.4		6.1		6.4		6.1
Max Green Setting (Gmax), s	10.6	119.6		30.9		136.6		30.9
Max Q Clear Time (g_c+I1), s	9.4	122.8		32.9		138.6		32.9
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.6
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	19.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	100	35	50	540	880	35
Future Vol, veh/h	100	35	50	540	880	35
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	-	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	109	38	54	587	957	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1672	976	995	0	-	0
Stage 1	976	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 105	305	695	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 97	305	695	-	-	-
Mov Cap-2 Maneuver	~ 97	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	457	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	232	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	695	-	118	-	-
HCM Lane V/C Ratio	0.078	-	1.244	-	-
HCM Control Delay (s)	10.6	-	232	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	9.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 Signalized Intersection Summary
1: SW 22nd Avenue/SW 22nd Ave & Coral Way (SR 972)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1430	75	140	1535	65	120	590	85	75	455	120
Future Volume (veh/h)	225	1430	75	140	1535	65	120	590	85	75	455	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	245	1554	82	152	1668	71	130	641	92	82	495	130
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	1791	910	179	1751	858	201	732	105	155	595	155
Arrive On Green	0.07	0.51	0.51	0.05	0.49	0.49	0.07	0.24	0.24	0.05	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3108	445	1774	2779	726
Grp Volume(v), veh/h	245	1554	82	152	1668	71	130	365	368	82	314	311
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1784	1774	1770	1735
Q Serve(g_s), s	10.6	61.9	3.7	6.8	72.1	3.4	9.1	31.7	31.8	5.7	27.2	27.4
Cycle Q Clear(g_c), s	10.6	61.9	3.7	6.8	72.1	3.4	9.1	31.7	31.8	5.7	27.2	27.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.42
Lane Grp Cap(c), veh/h	175	1791	910	179	1751	858	201	417	420	155	379	371
V/C Ratio(X)	1.40	0.87	0.09	0.85	0.95	0.08	0.65	0.87	0.88	0.53	0.83	0.84
Avail Cap(c_a), veh/h	175	1791	910	199	1751	858	201	440	444	193	440	432
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	49.7	34.8	15.2	35.0	38.6	17.6	47.2	58.9	58.9	48.6	60.1	60.2
Incr Delay (d2), s/veh	211.4	6.0	0.2	23.8	12.9	0.2	5.6	16.5	16.7	1.0	10.6	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	31.7	1.7	4.5	38.3	1.5	4.7	17.4	17.6	2.8	14.4	14.4
LnGrp Delay(d),s/veh	261.1	40.8	15.4	58.8	51.5	17.8	52.8	75.4	75.6	49.7	70.7	71.6
LnGrp LOS	F	D	B	E	D	B	D	E	E	D	E	E
Approach Vol, veh/h		1881			1891			863			707	
Approach Delay, s/veh		68.4			50.8			72.1			68.7	
Approach LOS		E			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	85.6	13.5	43.9	15.2	87.4	17.0	40.4
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.2	6.4	6.4	6.0	* 6.2
Max Green Setting (Gmax), s	10.6	73.6	11.0	* 40	10.6	73.6	11.0	* 40
Max Q Clear Time (g_c+I1), s	12.6	74.1	7.7	33.8	8.8	63.9	11.1	29.4
Green Ext Time (p_c), s	0.0	0.0	0.0	3.3	0.0	6.9	0.0	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	62.8
HCM 2010 LOS	E

Notes

2040 WITH MODIFICATIONS
Timing Plan: PM

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	20	0	0	55	0	740	25	0	640	5
Future Vol, veh/h	0	0	20	0	0	55	0	740	25	0	640	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	60	0	804	27	0	696	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1100	1530	351	1166	1519	416	701	0	0	832	0	0
Stage 1	698	698	-	818	818	-	-	-	-	-	-	-
Stage 2	402	832	-	348	701	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	116	645	149	118	585	892	-	-	796	-	-
Stage 1	397	440	-	336	388	-	-	-	-	-	-	-
Stage 2	596	382	-	641	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	150	116	645	144	118	585	892	-	-	796	-	-
Mov Cap-2 Maneuver	150	116	-	144	118	-	-	-	-	-	-	-
Stage 1	397	440	-	336	388	-	-	-	-	-	-	-
Stage 2	535	382	-	619	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	11.9	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	645	585	796	-	-
HCM Lane V/C Ratio	-	-	-	0.034	0.102	-	-	-
HCM Control Delay (s)	0	-	-	10.8	11.9	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	35	0	735	35	0	635	25
Future Vol, veh/h	0	0	25	0	0	35	0	735	35	0	635	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	38	0	799	38	0	690	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1522	1541	704	1522	1535	818	717	0	0	837	0	0
Stage 1	704	704	-	818	818	-	-	-	-	-	-	-
Stage 2	818	837	-	704	717	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	97	115	437	97	116	376	884	-	-	797	-	-
Stage 1	428	440	-	370	390	-	-	-	-	-	-	-
Stage 2	370	382	-	428	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	115	437	91	116	376	884	-	-	797	-	-
Mov Cap-2 Maneuver	87	115	-	91	116	-	-	-	-	-	-	-
Stage 1	428	440	-	370	390	-	-	-	-	-	-	-
Stage 2	333	382	-	401	434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	15.6	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	437	376	797	-	-
HCM Lane V/C Ratio	-	-	-	0.062	0.101	-	-	-
HCM Control Delay (s)	0	-	-	13.8	15.6	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	42.6
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	217	359	799	717
Demand Flow Rate, veh/h	222	365	815	731
Vehicles Circulating, veh/h	781	883	311	393
Vehicles Exiting, veh/h	343	243	692	855
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.5	34.5	50.3	46.7
Approach LOS	B	D	F	E

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	222	365	815	731
Cap Entry Lane, veh/h	517	467	828	763
Entry HV Adj Factor	0.979	0.983	0.981	0.981
Flow Entry, veh/h	217	359	799	717
Cap Entry, veh/h	507	459	812	748
V/C Ratio	0.429	0.781	0.984	0.958
Control Delay, s/veh	14.5	34.5	50.3	46.7
LOS	B	D	F	E
95th %tile Queue, veh	2	7	17	15

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	55	0	680	20	0	600	25
Future Vol, veh/h	0	0	5	0	0	55	0	680	20	0	600	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	60	0	739	22	0	652	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1416	1427	666	1416	1429	750	679	0	0	761	0	0
Stage 1	666	666	-	750	750	-	-	-	-	-	-	-
Stage 2	750	761	-	666	679	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	115	135	459	115	135	411	913	-	-	851	-	-
Stage 1	449	457	-	403	419	-	-	-	-	-	-	-
Stage 2	403	414	-	449	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	135	459	114	135	411	913	-	-	851	-	-
Mov Cap-2 Maneuver	98	135	-	114	135	-	-	-	-	-	-	-
Stage 1	449	457	-	403	419	-	-	-	-	-	-	-
Stage 2	344	414	-	444	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	15.2	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	913	-	-	459	411	851	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.145	-	-	-
HCM Control Delay (s)	0	-	-	12.9	15.2	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	60	0	0	60	0	640	20	0	570	40
Future Vol, veh/h	0	0	60	0	0	60	0	640	20	0	570	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	65	0	0	65	0	696	22	0	620	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1348	1358	641	1348	1370	707	663	0	0	717	0	0
Stage 1	641	641	-	707	707	-	-	-	-	-	-	-
Stage 2	707	717	-	641	663	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	128	149	475	128	146	435	926	-	-	884	-	-
Stage 1	463	469	-	426	438	-	-	-	-	-	-	-
Stage 2	426	434	-	463	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	109	149	475	110	146	435	926	-	-	884	-	-
Mov Cap-2 Maneuver	109	149	-	110	146	-	-	-	-	-	-	-
Stage 1	463	469	-	426	438	-	-	-	-	-	-	-
Stage 2	362	434	-	399	459	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	14.7	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	475	435	884	-	-
HCM Lane V/C Ratio	-	-	-	0.137	0.15	-	-	-
HCM Control Delay (s)	0	-	-	13.8	14.7	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0	-	-

Intersection	
Intersection Delay, s/veh	25.3
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	163	337	712	685
Demand Flow Rate, veh/h	166	344	726	699
Vehicles Circulating, veh/h	810	754	205	366
Vehicles Exiting, veh/h	255	177	771	732
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	21.9	21.0	34.6
Approach LOS	B	C	C	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	166	344	726	699
Cap Entry Lane, veh/h	503	532	921	784
Entry HV Adj Factor	0.983	0.980	0.981	0.981
Flow Entry, veh/h	163	337	712	685
Cap Entry, veh/h	494	521	903	768
V/C Ratio	0.330	0.647	0.789	0.892
Control Delay, s/veh	12.5	21.9	21.0	34.6
LOS	B	C	C	D
95th %tile Queue, veh	1	5	8	12

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	60	570	15	0	705
Future Vol, veh/h	0	60	570	15	0	705
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	-	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	65	620	16	0	766

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1003	620	0	0	620	0
Stage 1	620	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	253	487	-	-	960	-
Stage 1	535	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	253	487	-	-	960	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	487	960	-
HCM Lane V/C Ratio	-	-	0.134	-	-
HCM Control Delay (s)	-	-	13.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	80	25	45	5	5	5	35	495	15	15	560	95
Future Vol, veh/h	80	25	45	5	5	5	35	495	15	15	560	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	27	49	5	5	5	38	538	16	16	609	103

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1041	1323	356	973	1367	277	712	0	0	554	0	0
Stage 1	693	693	-	622	622	-	-	-	-	-	-	-
Stage 2	348	630	-	351	745	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	184	155	640	207	146	720	884	-	-	1012	-	-
Stage 1	400	443	-	441	477	-	-	-	-	-	-	-
Stage 2	641	473	-	639	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	146	640	157	138	720	884	-	-	1012	-	-
Mov Cap-2 Maneuver	169	146	-	157	138	-	-	-	-	-	-	-
Stage 1	383	436	-	422	456	-	-	-	-	-	-	-
Stage 2	602	453	-	545	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	64.1	24.6	0.6	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	884	-	-	210	200	1012	-	-
HCM Lane V/C Ratio	0.043	-	-	0.776	0.082	0.016	-	-
HCM Control Delay (s)	9.3	-	-	64.1	24.6	8.6	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.4	0.3	0	-	-

HCM 2010 Signalized Intersection Summary
10: S Dixie Hwy / US 1 & SW 22nd Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	2680	20	65	3770	80	65	295	175	115	280	220
Future Volume (veh/h)	165	2680	20	65	3770	80	65	295	175	115	280	220
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	179	2913	22	71	4098	0	71	321	190	125	304	239
Adj No. of Lanes	1	3	0	1	3	0	1	1	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	3626	27	114	3859	0	121	320	272	40	608	272
Arrive On Green	0.70	0.70	0.70	0.03	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	25	5207	39	1774	5253	0	860	1863	1583	885	3539	1583
Grp Volume(v), veh/h	179	1894	1041	71	4098	0	71	321	190	125	304	239
Grp Sat Flow(s),veh/h/ln	25	1695	1856	1774	1695	0	860	1863	1583	885	1770	1583
Q Serve(g_s), s	0.0	69.2	69.8	2.0	136.6	0.0	14.7	30.9	20.3	0.0	14.0	26.5
Cycle Q Clear(g_c), s	125.3	69.2	69.8	2.0	136.6	0.0	28.7	30.9	20.3	30.9	14.0	26.5
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	2361	1292	114	3859	0	121	320	272	40	608	272
V/C Ratio(X)	4.47	0.80	0.81	0.62	1.06	0.00	0.59	1.00	0.70	3.12	0.50	0.88
Avail Cap(c_a), veh/h	40	2361	1292	259	3859	0	121	320	272	40	608	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.0	18.8	18.9	41.5	21.7	0.0	80.6	74.6	70.2	90.0	67.6	72.7
Incr Delay (d2), s/veh	1619.7	3.0	5.4	2.1	34.3	0.0	6.4	51.3	7.2	1018.4	0.5	26.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	33.1	37.5	2.6	75.2	0.0	3.7	20.5	9.5	13.3	6.9	13.6
LnGrp Delay(d),s/veh	1709.7	21.8	24.3	43.5	56.0	0.0	86.9	125.9	77.4	1108.4	68.0	98.7
LnGrp LOS	F	C	C	D	F		F	F	E	F	E	F
Approach Vol, veh/h		3114			4169			582			668	
Approach Delay, s/veh		119.7			55.8			105.3			273.7	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		143.0		37.0	11.3	131.7		37.0
Change Period (Y+Rc), s		6.4		6.1	6.4	6.4		6.1
Max Green Setting (Gmax), s		136.6		30.9	19.6	110.6		30.9
Max Q Clear Time (g_c+I1), s		138.6		32.9	4.0	127.3		32.9
Green Ext Time (p_c), s		0.0		0.0	0.1	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.6
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	70	15	40	590	690	40
Future Vol, veh/h	70	15	40	590	690	40
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	-	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	76	16	43	641	750	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	772	793	0	-	0
Stage 1	772	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	134	400	828	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	400	828	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	66.5	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	144	-	-
HCM Lane V/C Ratio	0.053	-	0.642	-	-
HCM Control Delay (s)	9.6	-	66.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	3.5	-	-

Appendix C

Preliminary Cost Estimate

PRELIMINARY PROJECT COST ESTIMATE

Roadway Improvements
SW 22th Avenue from Coral Way (SW 22nd Street) to SW 26th Street

Project Length:	3000 LF
R/W Width:	75 LF
Existing Sidewalk:	6 LF
	6 LF
Prop. Sidewalk:	6 LF
	6 LF
Existing Pvmt. Width:	52 LF
Prop. Pavmt. Width:	42 LF
Prop. Swale:	0 LF
	0 LF
Existing Pipe	3000 LF

General Scope of Project (based on conceptual sketch 02/2016):

Left Side •Road Reconstruction
Right Side •New median
Left Side •Landscaping
Right Side •Drainage Improvements
•New traffic calmings devices
•Striping and pavements markings

Left Side
Right Side

Spread Rate: 165 LB/SY

Unit Prices Source: March 2015 - February, 2016 Annual Statewide Averages
March 2015 to February 2016 FDOT District Averages, Miami-Dade County

Pay Item Number	Description	Units	Quantity	Usage Factor	Unit Price	Cost
110-1	Clearing and Grubbing	AC	5.17	100%	$ 25,000.00	$129,132.23
110-4	Removal of Exist. Conc. Pavmt.	SY	2666.67	50%	$ 32.00	$85,333.33
General Items						$214,465.56
120-1	Regular Excavation	CY	11555.56	100%	$ 9.00	$104,000.00
160-4	Stabilization Type B	SY	15333.33	100%	$ 4.00	$61,333.33
162-1-11	Prepared Soil Layer (6")	SY	0.00	100%	$ 2.50	$0.00
210-1-1	Reworking Lime Rock Base (6")	SY	0	0%	$ 5.00	$0.00
285-709	Optional Base Group 09	SY	14000.00	100%	$ 19.00	$266,000.00
327-70-6	Milling Exist Asph Pavt, 1.5" Avg Depth	SY	0.00	0%	$ 3.00	$0.00
334-1-13	Asphaltic Concrete (Traffic C)	TN	1155.00	100%	$ 110.00	$127,050.00
520-1-10	Concrete Curb & Gutter, Type F	LF	8976.00	220%	$ 20.00	$179,520.00
520-3	Valley Gutter	LF	384.00	20%	$ 17.00	$6,528.00
522-1	Concrete Sidewalk (4" Thick)	SY	1200.00	50%	$ 37.00	$44,400.00
522-2	Concrete Sidewalk (6" Thick)	SY	240.00	15%	$ 43.00	$10,320.00
PW 35-85-110	Swale Block	SY	0.00	0%	$ 98.00	$0.00
Roadway						$799,151.33
425-1-351	Inlet Curb Type P-5 (<10')	EA	20.00	100%	$ 5,200.00	$104,000.00
425-2-41	Manhole P-7 (<10')	EA	10.00	100%	$ 4,200.00	$42,000.00
443-70-4	French Drain (24")	LF	600.00	100%	$ 165.00	$99,000.00
O 110-6	Abandon Auger Hole	EA	0	0%	$ 2,700.00	$0.00
430-174-118	Pipe Culv, Opt Matl, Round,18"SD	LF	360	20%	$ 52.00	$18,720.00
430-94-1	Desilting Pipe, 0 - 24"	LF	3000	100%	$ 6.00	$18,000.00
PW 35-88-45	Swale Trench	SY	0	0%	$ 4.00	$0.00
Drainage						$281,720.00
FPL-001	Decorative Street Lighting (Octogonal)	EA	0	0%	$ 10,000.00	$0.00
FPL-002	Decorative Pedestrian Lighting (Washigton)	EA	0	0%	$ 7,000.00	$0.00
FPL-003	Pedestrian Lighting (Solar)	EA	0	0%	$ 15,000.00	$0.00
FPL-004	Conduit (Underground & Boxes)	LF	0.00	0%	$ 18.00	$0.00
Lighting						$0.00
550-10-228	Fencing (Type B, 5'-6', reset existing)	LF	0.00	0%	$ 24.00	$0.00
ELH-001	Way-Finding Signs	EA	0.00	0%	$ 8,000.00	$0.00
721-74-1	Trash Receptacles (Prefabricated)	EA	0.00	0%	$ 2,100.00	$0.00
721-75-1	Benches (Prefabricated)	EA	0.00	0%	$ 3,500.00	$0.00
570-1-2	Performance Sod	SY	0.00	0%	$ 3.00	$0.00
LAND	Landscaping	EA	25.00	100%	$ 5,000.00	$125,000.00
SMP	Signing & Pavement Markings (25%)	LS	1.00	100%	$ 199,787.83	$199,787.83
Landscape/Hardscape						$324,787.83
					Subtotal	$1,620,124.73
Permits (3%)				3%		$48,700.00
Maintenance of Traffic (10%)				10%		$162,100.00
Mobilization (10%)				10%		$162,100.00
Contingency (15%)				15%		$243,100.00
Other Construction Components						$616,000.00
					Total Construction Cost	$2,236,124.73
					Consultant Design (12%)	$268,334.97
					CITP Design Management (4%)	$89,444.99
					Total Design	$357,779.96
					CITP Construction Management (4%)	$89,444.99
					CEI Adm (7%)	$156,528.73
					JOC Admin (0%)	$0.00
					Total Construction Administration	$245,973.72
					CITP Adm (3%)	$67,083.74
					Program Management (0%)	$0.00
					Total CITP Administration	$67,083.74
					Project Total Estimated Cost	**$2,906,962.15**

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