Southwest Ranches Town Council

REGULAR MEETING

Agenda of May 28, 2020

Southwest Ranches Council Chambers
7:00 PM Thursday

13400 Griffin Road
Southwest Ranches, FL 33330

Mayor	Town Council	Town Administrator	Town Attorney
Doug McKay	Delsa Amundson	Andrew D. Berns	Keith M. Poliakoff, J.D.
Vice Mayor	Bob Hartmann	**Town Financial Administrator**	**Assistant Town Administrator/Town Clerk**
Denise Schroeder	Gary Jablonski	Martin Sherwood, CPA CGFO	Russell C. Muniz, MMC

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation, a sign language interpreter or hearing impaired to participate in this proceeding should contact the Town Clerk at (954) 434-0008 for assistance no later than four days prior to the meeting.

1. **Call to Order/Roll Call**
2. **Pledge of Allegiance**

Quasi-Judicial Hearings

Please be advised that the following item on the Council agenda is quasi-judicial in nature. All witnesses who will testify on any item in this portion of the Agenda will be sworn. Participants who are members of the general public need not be sworn and will not be subject to cross-examination if they are not sworn. However, the Council shall not assign un-sworn testimony the same weight or credibility as sworn testimony in its deliberations.

The applicant has the burden of proof. After the applicant's concluding remarks, the hearing will be closed and no additional testimony, material or argument will be allowed unless the Council chooses to request additional testimony. The members of the Town Council will then deliberate.

All evidence relied upon by reasonably prudent persons in the conduct of their affairs may be considered in these proceedings, regardless of whether such evidence would be admissible in a court. Hearsay evidence may supplement or explain other evidence, but shall not alone support a conclusion unless it would be admissible over objection in court. The material in the Town Council agenda will be considered as evidence without authentication.

Anyone representing an organization must present written evidence of his or her authority to speak on behalf of the organization in regard to the matter under consideration. Each person who appears during a public hearing shall identify himself or herself and give their address, and if appearing on behalf of an organization state the name and mailing address of the organization. The Council may, on its own motion or at the request of any person, continue the hearing to a fixed date, time and place.

No notice shall be required if a hearing is continued to a fixed date, time and place. Any Applicant shall have the right to request and be granted one continuance; however, all subsequent continuance shall be granted at the discretion of the Council and only upon good cause shown.

3. **WP-25-20 Garmizo - Waiver of Plat**

   A RESOLUTION AND FINAL ORDER OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, APPROVING WAIVER OF PLAT APPLICATION NO. WP-25-20 TO SUBDIVIDE APPROXIMATELY 4.2 NET ACRES OF PROPERTY INTO TWO LOTS; GENERALLY LOCATED AT THE EASTERN TERMINUS OF SW 52 COURT APPROXIMATELY 1,900 FEET EAST OF MATHER BOULEVARD, AND DESCRIBED AS THE EAST ONE-HALF OF TRACTS 4 AND 5, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF “FLORIDA FRUIT LANDS COMPANY’S SUBDIVISION NO. 1” AS RECORDED IN PLAT BOOK 2, PAGE 17 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, SAID LANDS SITUATED AND BEING IN SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA, LESS THE EAST 100 FEET THEREOF AND ALSO LESS THE NORTH 165 FEET OF TRACT 4 AND SOUTH 165 FEET OF TRACT 5; AUTHORIZING THE MAYOR, TOWN ADMINISTRATOR, AND TOWN ATTORNEY TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO PROPERLY TO EFFECTUATE THE INTENT OF THIS RESOLUTION; PROVIDING FOR RECORDATION; AND PROVIDING AN EFFECTIVE DATE.

4. **Archbishop McCarthy High School - Delegation Request**

   A RESOLUTION AND FINAL ORDER OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, APPROVING APPLICATION NO. DG-23-20 BY ARCHBISHOP EDWARD A. MCCARTHY HIGH SCHOOL TO AMEND THE RESTRICTIVE NOTE FOR PARCEL “A” OF THE BROWARD CENTRAL CATHOLIC HIGH SCHOOL PLAT FROM 184,900 SQUARE FEET OF HIGH SCHOOL USE TO 217,590 SQUARE FEET OF HIGH SCHOOL USE; AUTHORIZING THE MAYOR, TOWN ADMINISTRATOR, AND TOWN ATTORNEY TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE THE INTENT OF THIS RESOLUTION; AND PROVIDING AN EFFECTIVE DATE.

5. **Archbishop McCarthy High School -Site Plan Modification**

   A RESOLUTION AND FINAL ORDER OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, APPROVING APPLICATION NO. SP-72-18 BY ARCHBISHOP EDWARD A. MCCARTHY HIGH SCHOOL TO AMEND ITS SITE PLAN BY REPLACING ITS EXISTING 5,820 SQUARE FEET OF MODULAR CLASSROOMS WITH 18,552 SQUARE FEET OF NEW MODULAR CLASSROOMS AND EXPANDING THE ATHLETIC TRAINING FACILITY BY 1,380 SQUARE FEET; AUTHORIZING THE MAYOR, TOWN ADMINISTRATOR, AND TOWN ATTORNEY TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE THE INTENT OF THIS RESOLUTION; AND PROVIDING AN EFFECTIVE DATE.

6. Public Comment

- All Speakers are limited to 3 minutes.
- Public Comment will last for 30 minutes.
- All comments must be on non-agenda items.
- All Speakers must fill out a request card prior to speaking.
- All Speakers must state first name, last name, and mailing address.
- Speakers will be called in the order the request cards were received.
- Request cards will only be received until the first five minutes of public comment have concluded.

7. Board Reports

8. Council Member Comments

9. Legal Comments

10. Administration Comments

11. Approval of Minutes

a. April 23, 2020 Regular Minutes

12. Adjournment

PURSUANT TO FLORIDA STATUTES 286.0105, THE TOWN HEREBY ADVISES THE PUBLIC THAT IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THIS COUNCIL WITH RESPECT TO ANY MATTER CONSIDERED AT ITS MEETING OR HEARING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT FOR SUCH PURPOSE, THE AFFECTED PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDING IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. THIS NOTICE DOES NOT CONSTITUTE CONSENT BY THE TOWN FOR THE INTRODUCTION OR ADMISSION OF OTHERWISE INADMISSIBLE OR IRRELEVANT EVIDENCE, NOR DOES IT AUTHORIZE CHALLENGES OR APPEALS NOT OTHERWISE ALLOWED BY LAW.

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Town of Southwest Ranches
13400 Griffin Road
Southwest Ranches, FL 33330-2628

(954) 434-0008 Town Hall
(954) 434-1490 Fax

COUNCIL MEMORANDUM

TO: Honorable Mayor McKay and Town Council
VIA: Andrew D. Berns
FROM: Jeff Katims
DATE: 5/28/2020
SUBJECT: WP-25-20 Garmizo - Waiver of Plat

Recommendation
Staff recommends approval subject to standard procedural conditions.

Unanimous Vote of the Town Council Required?
Yes

Strategic Priorities

A. Sound Governance

Background
The Petitioner seeks approval to subdivide 4.116 acres of undeveloped land at the eastern terminus of SW 52^{nd} Court into two parcels of 2.028 net acres in area. The lots would be accessed via an ingress/egress easement connecting to SW 52nd Court. The application satisfies lot size, lot dimension and legal access requirements.

Fiscal Impact/Analysis
N/A

Staff Contact:
Jeff Katims

ATTACHMENTS:

Description	Upload Date	Type
Resolution - TA Approved	5/22/2020	Resolution
Staff Report	4/28/2020	Backup Material
Survey showing proposed subdivision	4/28/2020	Backup Material

RESOLUTION NO. 2020-XXX

A RESOLUTION AND FINAL ORDER OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, APPROVING WAIVER OF PLAT APPLICATION NO. WP-25-20 TO SUBDIVIDE APPROXIMATELY 4.2 NET ACRES OF PROPERTY INTO TWO LOTS; GENERALLY LOCATED AT THE EASTERN TERMINUS OF SW 52 COURT APPROXIMATELY 1,900 FEET EAST OF MATHER BOULEVARD, AND DESCRIBED AS THE EAST ONE-HALF OF TRACTS 4 AND 5, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1" AS RECORDED IN PLAT BOOK 2, PAGE 17 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, SAID LANDS SITUATED AND BEING IN SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA, LESS THE EAST 100 FEET THEREOF AND ALSO LESS THE NORTH 165 FEET OF TRACT 4 AND SOUTH 165 FEET OF TRACT 5; AUTHORIZING THE MAYOR, TOWN ADMINISTRATOR, AND TOWN ATTORNEY TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO PROPERLY TO EFFECTUATE THE INTENT OF THIS RESOLUTION; PROVIDING FOR RECORDATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 115-070 of the Town of Southwest Ranches Unified Land Development Code ("ULDC") requires Town Council approval of a Plat or Waiver of Plat Application prior to the subdivision of a parcel; and

WHEREAS, at a duly noticed public hearing held on May 28, 2020, the Town Council reviewed Waiver of Plat Application No. WP-25-20 by David and Virginia Garmizo ("Petitioner") to subdivide approximately 4.2 net acres located at 17301 SW 52 Court (Carolton Lane), Southwest Ranches, ("Parent Tract") as described in Exhibit "A" hereto, and made part hereof, into two (2) lots of 2.028 net acres in area; and

WHEREAS, the proposed subdivision complies with the minimum lot size and dimensional requirements of the effective land use plan and zoning designations, has legal and sufficient access, and will not create or exacerbate any nonconformities with the development standards of the ULDC.

NOW, THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA:

Section 1. That the foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Resolution.

Section 2. That, at a duly noticed public hearing held on May 28, 2020, following the review of the staff report and all written and oral evidence received during the public hearing, the Town Council hereby approves Waiver of Plat Application No. WP-25-20 to subdivide the

Parent Tract into two parcels as described and depicted in Exhibit "B" attached hereto and made a part hereof, subject to:

a. Petitioner paying to the Town an amount equal to the total expenses incurred by the Town in the processing and finalizing of this application. This includes, but may not be limited to, expenses for engineering, planning, legal, advertising, and any related expenses that the Town has or will incur as a direct cost of this application.

b. Petitioner recording a shared roadway easement approved as to form by the Town Attorney.

Section 3. The Mayor, Town Administrator and Town Attorney are each authorized to execute any and all documents necessary to effectuate the intent of this Resolution.

Section 4. This Resolution shall be recorded in the Public Records of Broward County, Florida upon satisfaction of all conditions as set forth in Section 2 hereof.

Section 5. This Resolution shall become effective upon its recordation.

PASSED AND ADOPTED by the Town Council of the Town of Southwest Ranches,

Florida, this ___ day of _______2020, on a motion by ___________________ and seconded by

_____________________________.

McKay	_____	Ayes	______
Schroeder	_____	Nays	______
Amundson	_____	Absent	______
Hartmann	_____	Abstaining	______
Jablonski	_____		

[Signatures are on the following page]

____
Doug McKay, Mayor

ATTEST:

____
Russell Muñiz, Assistant Town Administrator/Town Clerk

Approved as to Form and Correctness:

____
Keith Poliakoff, J.D., Town Attorney
37000823.1

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Exhibit “A”

Parent Tract Legal Description

THE EAST 1/2 OF TRACT 4, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2, PAGE 17 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, SAID LANDS SITUATED AND BEING IN BROWARD COUNTY, FLORIDA; LESS THE EAST 100 FEET THEREOF AND ALSO LESS THE NORTH 165 FEET THEREOF.

TOGETHER WITH THE EAST 1/2 OF TRACT 5, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2 PAGE 17 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA; LESS THE EAST 100 FEET THEREOF AND ALSO LESS THE SOUTH 165 FEET THEREOF.

TOGETHER WITH AN EASEMENT OVER THE WEST 25 FEET OF THE SOUTH 165 FEET OF THE EAST 1/2 SAID TRACT 5.

Exhibit "B"

New Parcel Legal Descriptions

LEGAL DESCRIPTION: (PROPOSED LOT 1)

A PORTION OF THE EAST 1/2 OF TRACTS 4 AND 5, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2, PAGE 17, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

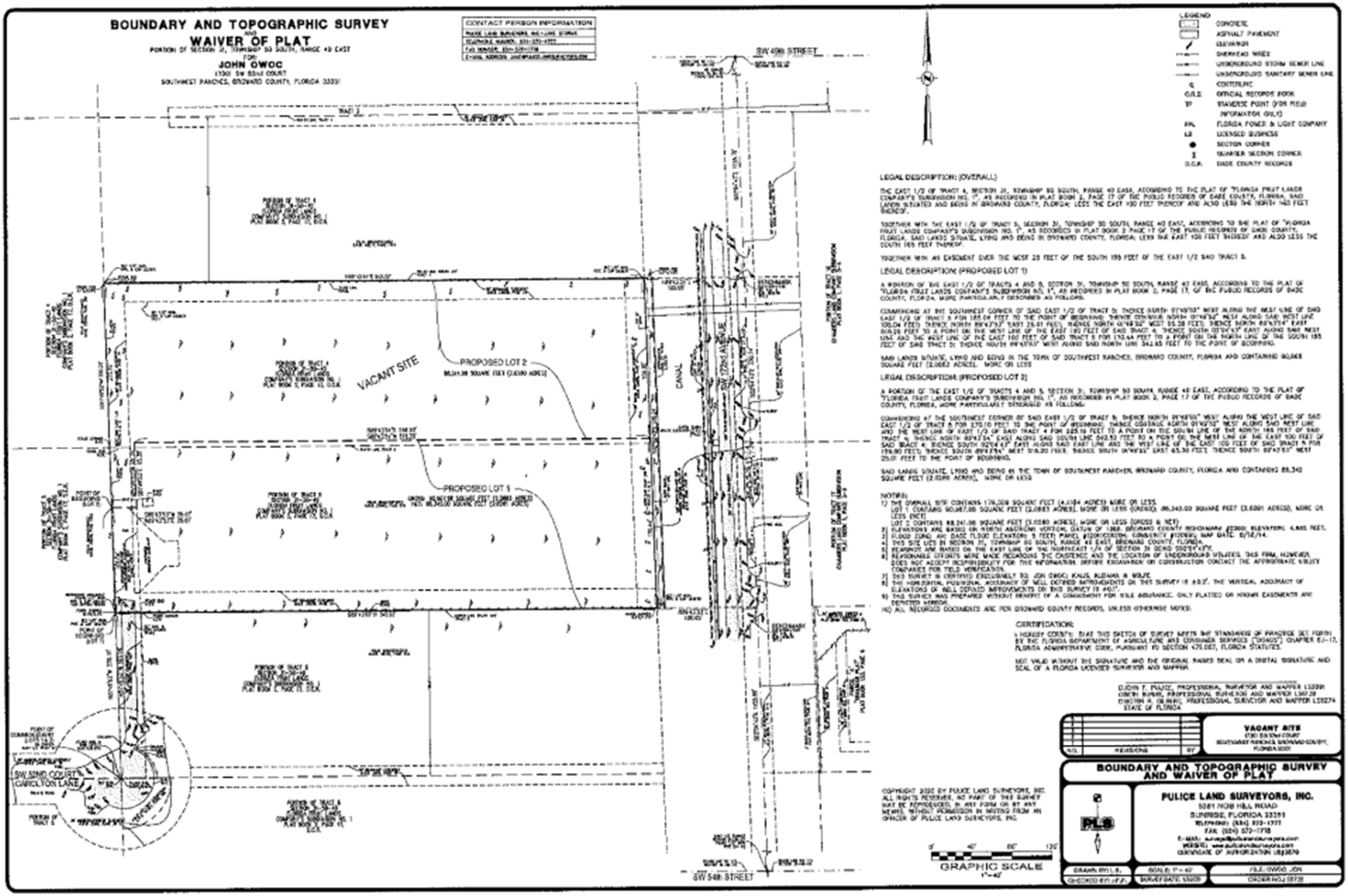
COMMENCING AT THE SOUTHWEST CORNER OF SAID EAST 1/2 OF TRACT 5; THENCE NORTH 01°49'52" WEST ALONG THE WEST LINE OF SAID EAST 1/2 OF TRACT 5 FOR 165.06 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 01°49'52" WEST ALONG SAID WEST LINE 105.04 FEET; THENCE NORTH 89°43'53" EAST 25.01 FEET; THENCE NORTH 01°49'52" WEST 65.38 FEET; THENCE NORTH 89°43'54" EAST 518.20 FEET TO A POINT ON THE WEST LINE OF THE EAST 100 FEET OF SAID TRACT 4; THENCE SOUTH 02°04'43" EAST ALONG SAID WEST LINE AND THE WEST LINE OF THE EAST 100 FEET OF SAID TRACT 5 FOR 170.44 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 165 FEET OF SAID TRACT 5; THENCE SOUTH 89°43'53" WEST ALONG SAID NORTH LINE 543.95 FEET TO THE POINT OF BEGINNING.
SAID LANDS SITUATE, LYING AND BEING IN THE TOWN OF SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA AND CONTAINING 90,968 SQUARE FEET (2.0883 ACRES), MORE OR LESS.

LEGAL DESCRIPTION: (PROPOSED LOT 2)

A PORTION OF THE EAST 1/2 OF TRACTS 4 AND 5, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2, PAGE 17 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID EAST 1/2 OF TRACT 5; THENCE NORTH 01°49'52" WEST ALONG THE WEST LINE OF SAID EAST 1/2 OF TRACT 5 FOR 270.10 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 01°49'52" WEST ALONG SAID WEST LINE AND THE WEST LINE OF EAST 1/2 OF SAID TRACT 4 FOR 225.16 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH 165 FEET OF SAID TRACT 4; THENCE NORTH 89°43'54" EAST ALONG SAID SOUTH LINE 542.52 FEET TO A POINT ON THE WEST LINE OF THE EAST 100 FEET OF SAID TRACT 4; THENCE SOUTH 02°04'43" EAST ALONG SAID EAST LINE AND THE WEST LINE OF THE EAST 100 FEET OF SAID TRACT 5 FOR 159.80 FEET; THENCE SOUTH 89°43'54" WEST 518.20 FEET; THENCE SOUTH 01°49'52" EAST 65.38 FEET; THENCE SOUTH 89°43'53" WEST 25.01 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE, LYING AND BEING IN THE TOWN OF SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA AND CONTAINING 88,342 SQUARE FEET (2.0280 ACRES), MORE OR LESS.



Resolution No. 2020-

TOWN OF SOUTHWEST RANCHES
TOWN COUNCIL AGENDA REPORT

May 28, 2020

SUBJECT: Waiver of Plat Application WP-25-20

LOCATION: 17301 SW 52 Court (Carolton Lane); generally located 1,900 feet east of Mather Boulevard on the north side of SW 52 Court, behind 17251 SW 52 Court.

OWNER/ PETITIONER: David and Virginia Garmizo

AGENT: M. Scott Kleiman, Esq.
7320 Griffin Road, Suite 109
Davie, Fl 33314

LAND USE PLAN DESIGNATION: Rural Ranch

ZONING: Rural Ranches

PUBLIC NOTICE: Legal notice in newspaper and mail notice within 1,500-foot radius

EXHIBITS: Staff Report, survey, notification map, and mailing list.

BACKGROUND AND ANALYSIS

The Petitioner requests approval of a Waiver of Plat to subdivide 4.116 acres of undeveloped land at the terminus of SW 52nd Court ("Property") into two parcels. Each parcel would comprise 2.028 net acres in area and between 160 and 170 feet in width. The proposed subdivision complies with the minimum 2.0 net acre lot area and minimum 125 minimum lot width requirements of the applicable land use and zoning designations.

The Property does not front a public street, as an intervening parcel separates it from SW 52nd Court. An existing 25-foot ingress/egress easement provides access from SW 52nd Court through the intervening parcel. The easement stops at the southern boundary of the Property. The Petitioner will extend this easement through the proposed south parcel (Lot 1) to provide access to the proposed north parcel (Lot 2). This additional easement area (0.06 acre) is not included in the net area calculation for proposed Lot 1. The Petitioner provided an executed easement and shared roadway agreement that has been approved by the Town Attorney.

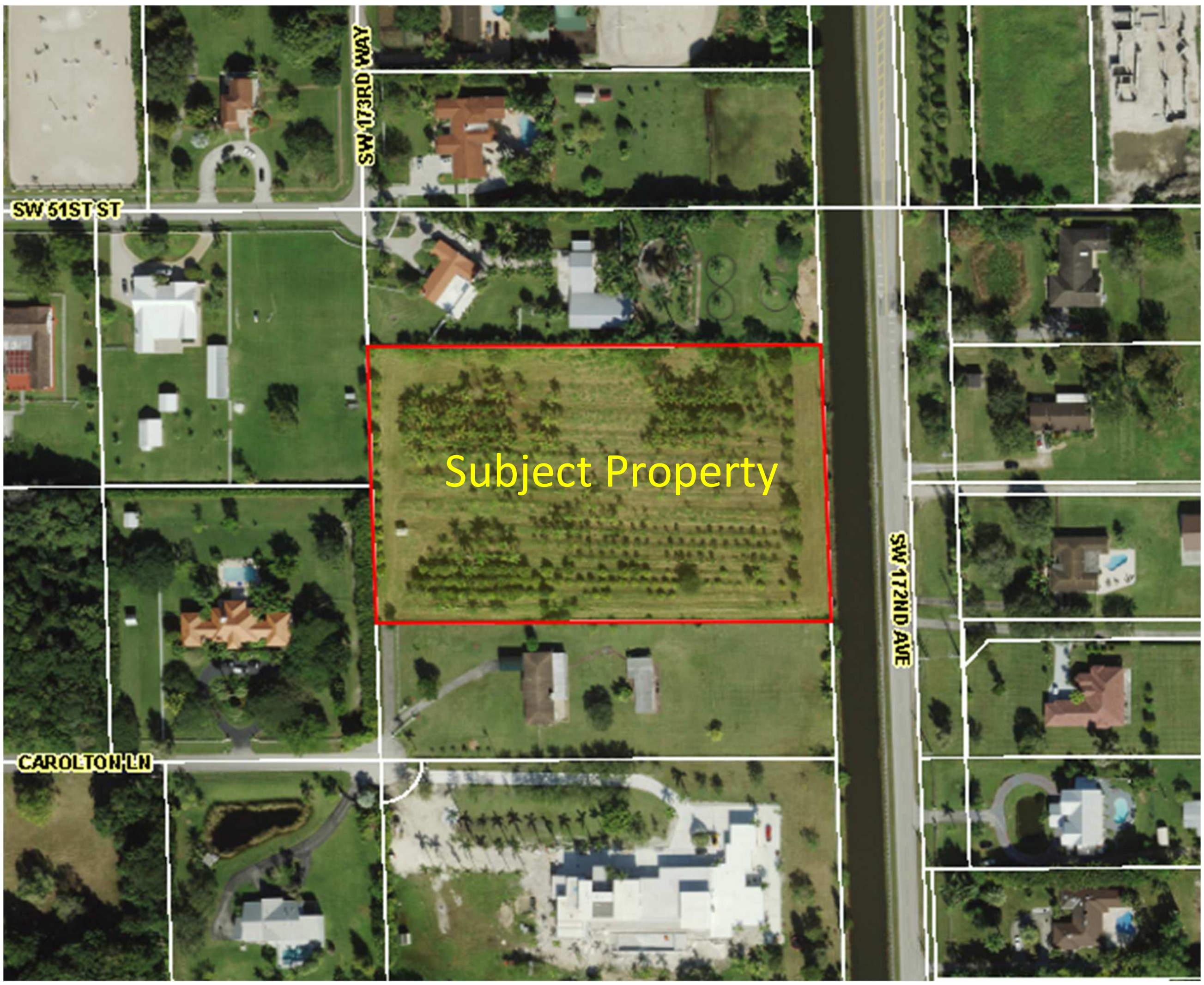
Letters of no objection are on file from all applicable utilities, including South Broward Drainage District.

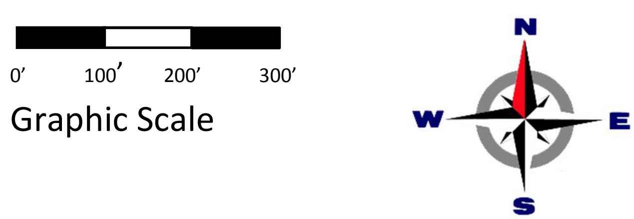
RECOMMENDATION

Staff recommends approval of Application No. WP-25-20 with the following conditions:

1. The approval of Application No. WP-24-20 shall not become effective until the resolution approving the Application has been recorded in the Public Records of Broward County, Florida. Approval will expire within six (6) months from date of approval unless the resolution and required attachments have been recorded.
2. Prior to recordation of the resolution, Petitioner shall record a shared roadway easement agreement, approved as to form by the Town Attorney.
3. Prior to recordation of the resolution, Owner shall pay to the Town of Southwest Ranches an amount equal to the total expenses incurred by the Town in the processing and finalizing of this application. This includes, but may not be limited to, expenses for engineering, planning, legal, advertising, and any related expenses that the Town has or will incur as a direct cost of this application.

WAIVER OF PLAT APPLICATION NO. WP-25-20
LOCATION MAP AND AERIAL





BOUNDARY AND TOPOGRAPHIC SURVEY
AND
WAIVER OF PLAT

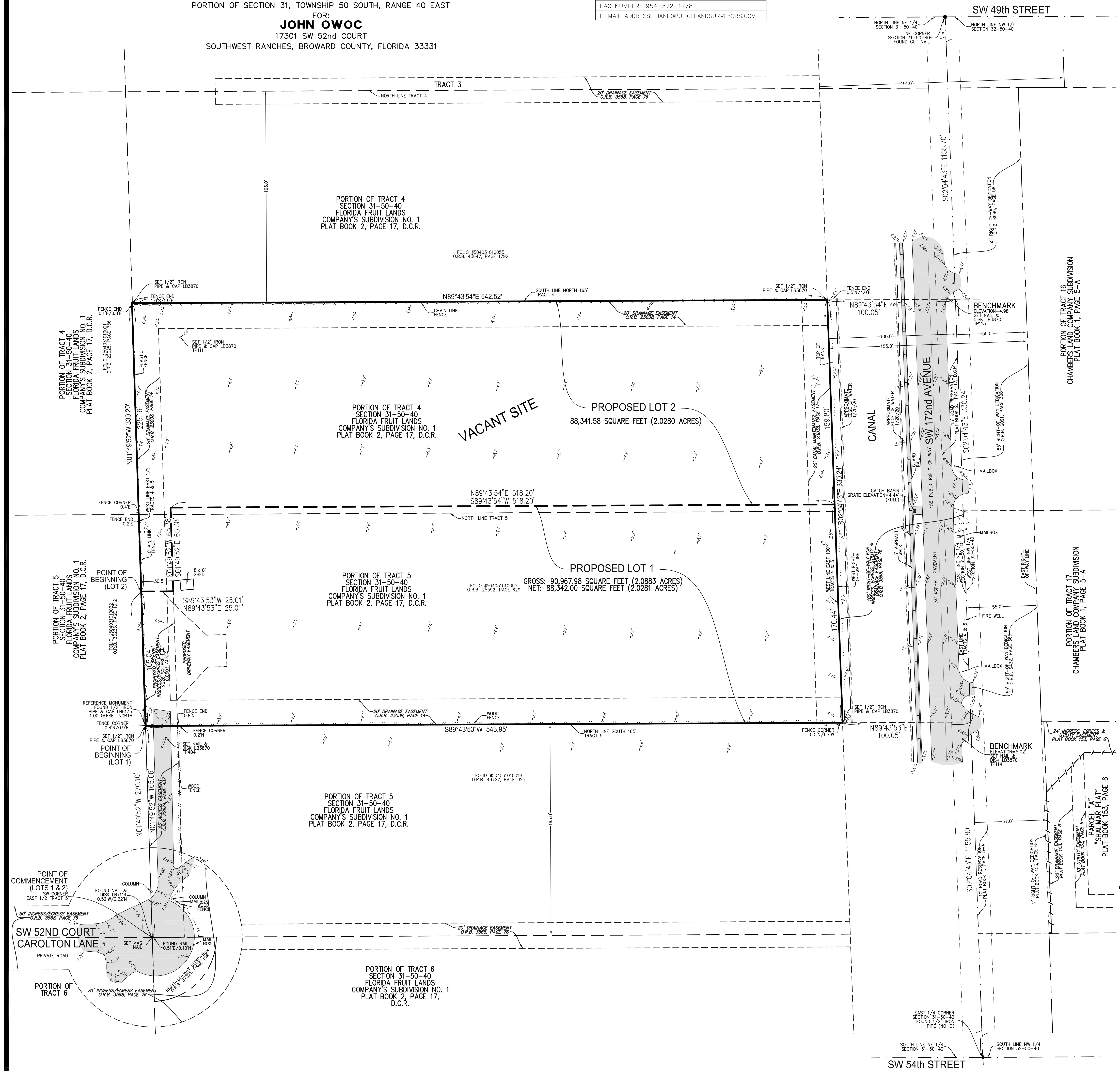
PORTION OF SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST

FOR:

JOHN OWOC

17301 SW 52nd COURT
SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA 33331

CONTACT PERSON INFORMATION
PULICE LAND SURVEYORS, INC.–JANE STORMS
TELEPHONE NUMBER: 954–572–1777
FAX NUMBER: 954–572–1778
E–MAIL ADDRESS: JANE@PULICELANDSURVEYORS.COM



LEGEND

- CONCRETE
- ASPHALT PAVEMENT
- ELEVATION
- OVERHEAD WIRES
- UNDERGROUND STORM SEWER LINE
- UNDERGROUND SANITARY SEWER LINE
- ℄ CENTERLINE
- O.R.B. OFFICIAL RECORDS BOOK
- TP TRAVERSE POINT (FOR FIELD INFORMATION ONLY)
- FPL FLORIDA POWER & LIGHT COMPANY
- LB LICENSED BUSINESS
- SECTION CORNER
- QUARTER SECTION CORNER
- D.C.R. DADE COUNTY RECORDS

LEGAL DESCRIPTION: (OVERALL)

THE EAST 1/2 OF TRACT 4, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2, PAGE 17 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, SAID LANDS SITUATED AND BEING IN BROWARD COUNTY, FLORIDA; LESS THE EAST 100 FEET THEREOF AND ALSO LESS THE NORTH 165 FEET THEREOF.

TOGETHER WITH THE EAST 1/2 OF TRACT 5, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2 PAGE 17 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA; LESS THE EAST 100 FEET THEREOF AND ALSO LESS THE SOUTH 165 FEET THEREOF.

TOGETHER WITH AN EASEMENT OVER THE WEST 25 FEET OF THE SOUTH 165 FEET OF THE EAST 1/2 SAID TRACT 5.

LEGAL DESCRIPTION: (PROPOSED LOT 1)

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SAID LANDS SITUATE, LYING AND BEING IN THE TOWN OF SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA AND CONTAINING 90,968 SQUARE FEET (2.0883 ACRES), MORE OR LESS

LEGAL DESCRIPTION: (PROPOSED LOT 2)

A PORTION OF THE EAST 1/2 OF TRACTS 4 AND 5, SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT OF "FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION NO. 1", AS RECORDED IN PLAT BOOK 2, PAGE 17 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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SAID LANDS SITUATE, LYING AND BEING IN THE TOWN OF SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA AND CONTAINING 88,342 SQUARE FEET (2.0280 ACRES), MORE OR LESS

NOTES:

1) THE OVERALL SITE CONTAINS 179,309 SQUARE FEET (4.1164 ACRES) MORE OR LESS.
LOT 1 CONTAINS 90,967.98 SQUARE FEET (2.0883 ACRES), MORE OR LESS (GROSS); 88,342.00 SQUARE FEET (2.0281 ACRES), MORE OR LESS (NET)
LOT 2 CONTAINS 88,341.58 SQUARE FEET (2.0280 ACRES), MORE OR LESS (GROSS & NET)
2) ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. BROWARD COUNTY BENCHMARK #2365; ELEVATION: 4.882 FEET.
3) FLOOD ZONE: AH; BASE FLOOD ELEVATION: 5 FEET; PANEL #12011C0520H; COMMUNITY #120691; MAP DATE: 8/18/14.
4) THIS SITE LIES IN SECTION 31, TOWNSHIP 50 SOUTH, RANGE 40 EAST, BROWARD COUNTY, FLORIDA.
5) BEARINGS ARE BASED ON THE EAST LINE OF THE NORTHEAST 1/4 OF SECTION 31 BEING S02°04'43"E.
6) REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
7) THIS SURVEY IS CERTIFIED EXCLUSIVELY TO: JON OWOC; KALIS, KLEIMAN & WOLFE.
8) THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.2'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.1'.
9) THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A COMMITMENT FOR TITLE INSURANCE. ONLY PLATTED OR KNOWN EASEMENTS ARE DEPICTED HEREON.
10) ALL RECORDED DOCUMENTS ARE PER BROWARD COUNTY RECORDS, UNLESS OTHERWISE NOTED.

CERTIFICATION:

I HEREBY CERTIFY: THAT THIS SKETCH OF SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES ("DOACS") CHAPTER 5J–17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OR A DIGITAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

☐JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
☐BETH BURNS, PROFESSIONAL SURVEYOR AND MAPPER LS6136
☐VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
STATE OF FLORIDA

John F Pulice

Digitally signed by John F Pulice
Date: 2020.03.25 14:24:36 -04'00'

GRAPHIC SCALE 0' 40' 80' 120'
1"=40'

NO.	REVISIONS	BY
5		
4		
3		
2		
1		

VACANT SITE
17301 SW 52nd COURT
SOUTHWEST RANCHES, BROWARD COUNTY, FLORIDA 33331

BOUNDARY AND TOPOGRAPHIC SURVEY AND WAIVER OF PLAT

PLS

PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572–1777
FAX: (954) 572–1778
E–MAIL: surveys@pulicelandsurveyors.com
WEBSITE: www.pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: L.S.	SCALE: 1" = 40'	FILE: OWOC, JON
CHECKED BY: J.F.P.	SURVEY DATE: 1/20/20	ORDER NO.: 66736

Town of Southwest Ranches
13400 Griffin Road
Southwest Ranches, FL 33330-2628

(954) 434-0008 Town Hall
(954) 434-1490 Fax

COUNCIL MEMORANDUM

TO: Honorable Mayor McKay and Town Council
VIA: Andrew Berns
FROM: Jeff Katims
DATE: 5/28/2020
SUBJECT: Archbishop McCarthy High School - Delegation Request

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Recommendation
Staff recommends denial of the request as submitted, but approval of a lesser request as enumerated in the staff report.

Unanimous Vote of the Town Council Required?
Yes

Strategic Priorities

A. Sound Governance

Background
The high school was platted in 1997 as the Broward Central Catholic High School Plat. Each plat has a development limitation known as a restrictive use note. The original restrictive use note on the plat, which has never been amended, limits development to 184,900 square feet of high school use, based upon the school's original site plan buildout. The high school now desires to amend the restrictive use note to allow 217,590 square feet of high school use.

Fiscal Impact/Analysis
N/A

Staff Contact:
Jeff Katims

ATTACHMENTS:

Description	Upload Date	Type
Resolution - TA Approved	5/22/2020	Resolution
Staff report	5/21/2020	Executive Summary

RESOLUTION NO. 2020-XXX

A RESOLUTION AND FINAL ORDER OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, APPROVING APPLICATION NO. DG-23-20 BY ARCHBISHOP EDWARD A. MCCARTHY HIGH SCHOOL TO AMEND THE RESTRICTIVE NOTE FOR PARCEL "A" OF THE BROWARD CENTRAL CATHOLIC HIGH SCHOOL PLAT FROM 184,900 SQUARE FEET OF HIGH SCHOOL USE TO 217,590 SQUARE FEET OF HIGH SCHOOL USE; AUTHORIZING THE MAYOR, TOWN ADMINISTRATOR, AND TOWN ATTORNEY TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE THE INTENT OF THIS RESOLUTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Archdiocese of Miami, Edward A. McCarthy High School is the current owner ("Owner") of Broward Central Catholic High School Plat, as recorded in Plat Book 163 Page 32 of the Broward County, Florida Public Records ("Plat"); and

WHEREAS, Owner requests modification of the restrictive use note on the face of the Plat to allow 217,590 square-feet of high school use where 184,900 square feet are currently authorized; and

WHEREAS, the Town Council of the Town of Southwest Ranches, Florida ("Town Council") finds that the proposed plat note amendment is inconsistent with the site improvements proposed in corresponding Application No. SP-72-18 and conditions of approval thereof, and instead finds that a plat note restricting development to 200,000 square feet of high school use is consistent and appropriate.

NOW, THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA:

Section 1. That the foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Resolution.

Section 2. That, upon reviewing the application, analysis of the Town Staff, testimony and the evidence submitted at a duly noticed public hearing held on May 28, 2020 the Town Council hereby denies Delegation Request Application No. DG-23-20 as submitted for 217,590 square-feet of high school use but approves a reduced restrictive use note for 200,000 square feet of high school use.

Section 3. The Mayor, Town Administrator, and Town Attorney are each authorized to execute any and all documents necessary to effectuate the intent of this Resolution.

Section 4. This Resolution shall become effective immediately upon adoption.

PASSED by the Town Council of the Town of Southwest Ranches, Florida, this 28th day

of May, 2020, on a motion by ______________________________ and seconded

by ________________________________.

McKay	_____	Ayes	_____
Schroeder	_____	Nays	_____
Amundson	_____	Absent	_____
Hartmann	_____	Abstaining	_____
Jablonski	_____		
	_____		

____
Doug McKay, Mayor

ATTEST:

____
Russell Muniz, Assistant Town Administrator/Town Clerk

Approved as to Form and Correctness:

____
Keith Poliakoff, Town Attorney
37001024.1

TOWN OF SOUTHWEST RANCHES
TOWN COUNCIL AGENDA REPORT

DATE:	May 28, 2020
SUBJECT:	Delegation Request Application DG-23-20; Archbishop Edward A. McCarthy High School
ADDRESS:	5451 S. Flamingo Road
PETITIONER:	Suzanne Dockerty, Esq. J. Patrick Fitzgerald & Associates, P.A. 110 Merrick Way, Suite 3-B Coral Gables, FL 33134
OWNER:	Archdiocese of Miami
ZONING:	CF, Community Facility
LAND USE PLAN DESIGNATION:	CF, Community Facilities
REQUEST:	Amend the restrictive use note on the high school plat from 184,900 square feet to 217,590 square feet.
EXHIBITS:	Staff Report, Aerial Photograph.

BACKGROUND AND REQUEST DETAILS:

Archbishop Edward A. McCarthy High School was platted in 1997 as the Broward Central Catholic High School Plat. The original restrictive use note on the plat, which has never been amended, limits development to 184,900 square feet of high school use, based upon the school's original site plan buildout.

During the past 20 years, the original site plan was realized in phases, starting with the north classroom wing in 1999, east administration and library wing in 2001, and cafeteria in 2009, leaving all but part the two-story south classroom wing built. Over the last decade, the Town Council approved several modifications to the original site plan, for facilities that include the following:

Freestanding locker room facility: 4,912 square feet

Modular storage buildings	2,400 square feet
Classrooms over the locker room	7,650 square feet
	14,962 square feet

Given these originally unplanned facilities, the high school now comprises 178,662 square feet in area – just 6,238 square feet under its original buildout size, even though the south two-story classroom wing has yet to be constructed.

Concurrent Application No. SP-72-18 seeks approval to add the following facilities to the high school campus:

Modular classroom building "A"	8,712 square
Modular classroom building "B":	9,840 square feet
Fitness facility addition:	1,830 square feet
	20,382 square feet

These improvements would increase the size of the high school to 199,044 square feet, which exceeds the plat note restriction of 184,900 square feet. The school cannot construct these improvements unless the Town Council and the Broward County Commission approve a revision to the plat note.

Since the school still desires to build the south two-story classroom wing at some future date, the school is requesting Town Council approve a plat note revision that accommodates both the improvements requested in Application No. SP-72-18 and the future 27,258 square-foot classroom wing (itself approximately 10,000 square feet larger than the originally proposed wing), for a total area of 217,590 square feet. Note that modular classroom Building "A" proposed in Application No. SP-72-18 will be removed if and when the permanent south classroom wing is built.

ANALYSIS:

The proposed plat note amendment increases the school's permitted floor area by 32,690 square feet, of which 18,456 is for the future two-story classroom wing. Since the staff recommendations for approval of Application No. SP-72-18 limit enrollment to 1,800 students, it is unlikely that the two-story classroom wing and its estimated 20 classrooms will be constructed with the enrollment cap in place. Staff therefore recommends limiting the plat note to accommodate the current proposed site plan modification only, resulting in a plat note rounded to 200,000 square feet.

STAFF RECOMMENDATION:

Staff finds that the application for delegation request complies with the applicable regulations in the Unified Land Development Code, and recommends approval of Application No. DG-23-20 with an alternate plat note allowing 200,000 square feet instead of the requested 217,590 square feet.

Town of Southwest Ranches
13400 Griffin Road
Southwest Ranches, FL 33330-2628

(954) 434-0008 Town Hall
(954) 434-1490 Fax

COUNCIL MEMORANDUM

TO: Honorable Mayor McKay and Town Council
VIA: Andrew Berns
FROM: Jeff Katims
DATE: 5/28/2020
SUBJECT: Archbishop McCarthy High School -Site Plan Modification

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Recommendation
Staff recommends approval, with conditions as enumerated in the staff report.

Unanimous Vote of the Town Council Required?
Yes

Strategic Priorities

A. Sound Governance

Background
The high school requests approval of two classroom buildings totaling 18,552 square feet in area and a 1,830 square-foot addition to the athletic training/weight room. One of the proposed buildings will replace the existing 5,820 square-feet of modular classrooms.

Fiscal Impact/Analysis
N/A

Staff Contact:
Jeff Katims

ATTACHMENTS:

Description	Upload Date	Type
AB McCarthy SP- TA Approved	5/22/2020	Resolution
Staff Report	5/22/2020	Executive Summary
Site Plan Cover Sheet	5/21/2020	Exhibit
Overall Site Plan A01	5/21/2020	Exhibit
Site Plan A02a- Partial Site Plan	5/21/2020	Exhibit
Site Plan A02b - Partial Site Plan	5/21/2020	Exhibit
Building A Floor Plan	5/21/2020	Exhibit
Building A Elevations	5/21/2020	Exhibit
Building B Floor Plan	5/21/2020	Exhibit
Building B Elevations	5/21/2020	Exhibit
Weight Room Floor Plan	5/21/2020	Exhibit
Weight Room Elevations	5/21/2020	Exhibit
Landscape Plans	5/21/2020	Exhibit
Mail Notice Map	5/21/2020	Backup Material
Traffic Study	5/21/2020	Backup Material

RESOLUTION NO. 2020-XXX

A RESOLUTION AND FINAL ORDER OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, APPROVING APPLICATION NO. SP-72-18 BY ARCHBISHOP EDWARD A. MCCARTHY HIGH SCHOOL TO AMEND ITS SITE PLAN BY REPLACING ITS EXISTING 5,820 SQUARE FEET OF MODULAR CLASSROOMS WITH 18,552 SQUARE FEET OF NEW MODULAR CLASSROOMS AND EXPANDING THE ATHLETIC TRAINING FACILITY BY 1,380 SQUARE FEET; AUTHORIZING THE MAYOR, TOWN ADMINISTRATOR, AND TOWN ATTORNEY TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE THE INTENT OF THIS RESOLUTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Archdiocese of Miami, Edward A. McCarthy High School is the current owner ("Owner") of Broward Central Catholic High School Plat, as recorded in Plat Book 163 Page 32 of the Broward County, Florida Public Records ("Property"); and

WHEREAS, Owner requests modification of its existing approved site plan to erect two multiple-classroom modular buildings totaling 18,522 square feet in floor area and a 1,380 square-foot addition to its athletic training facility; and

WHEREAS, the Town Council of the Town of Southwest Ranches, Florida ("Town Council") finds that the proposed site plan amendment will comply with the requirements of the Town's Unified Land Development Code ("ULDC") upon implementation of the conditions set forth herein.

NOW, THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA:

Section 1. That the foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Resolution.

Section 2. That, upon reviewing the application, analysis of the Town Staff, testimony and the evidence submitted at a duly noticed public hearing held on May 28, 2020 the Town Council hereby approves Site Plan Modification Application No. SP-72-18, in accordance with the following stipulated conditions to be satisfied prior to issuance of a building permit for any of the proposed improvements:

1. Execute a Declaration of Restrictive Covenants that restricts the school's capacity to its 2019-2020 level of 1,700 students prior to completion and county or state

acceptance of the roadway improvements required herein and subsequently to 1,800 students, and requires regular reporting in a form determined acceptable by the Town Attorney, which at a minimum shall be the enrollment list thirty (30) days prior to the fall semester and thirty (30) days prior to the spring semester. The Town shall be allowed to seek an updated enrollment list at any time.

2. Revise the site plan to reflect the 1,800-student enrollment cap, subject to the requirements contained herein.

3. Comply with technical corrections to the site plan documents pursuant to the final Development Review Comments memorandum dated May 15, 2020, to be approved administratively, including requirement for a tree relocation permit.

4. Construct/implement the following improvements:

    a. Extend the southbound right turn lane on Flamingo Road at the main entrance to the longest distance feasible which is approximately 450 feet of storage plus 50 feet of taper.

    b. Extend the southbound left turn lane on Flamingo Road at the main entrance/SW 53rd Street for a total of approximately 450 feet of storage plus 50 feet of taper.

    c. Extend the southbound left turn lane on Flamingo Road at SW 55th Street to run "back to back" with the northbound left turn lane on Flamingo Road at the main school entrance. This improvement includes modifying the existing taper from approximately 175 feet to 50 feet with the remaining 125 feet converting to vehicle storage for the southbound left turn lane.

    d. Coordinate with Broward County to optimize signal timing at the intersections of Flamingo Road at Griffin Road and SW 55th Street.

5. Submit an action plan to the Town Administrator for directing higher utilization of north school driveway, particularly during school dismissal to help alleviate traffic backup onto Flamingo Road and improve overall efficiency of the roadway corridor. Implement the plan following the Town Administrator's approval. It is noted that the north school driveway has approximately 71 queueing spaces onsite compared to just 30 queueing spaces for the main driveway. The action plan may be amended by the Town at any time to satisfy its traffic and life safety concerns.

6. Adjust the start and end times of the high school and adjacent St. Marks school as approved by the Town's Administrator based upon the traffic engineer's recommendations.

7. Retain a certified school safety expert, approved by the Town Administrator, to perform a Florida Safe School Assessment, in accordance with Section 1006.1493 Florida Statutes, and to implement such recommendations in accordance with the Marjory Stoneman Douglas High School Public Safety Act. In the event that the recommendations cannot be readily implemented, Owner shall propose a

timeline to bring the property into compliance, which shall be subject to the approval of the Town Administrator.

Section 3. The Mayor, Town Administrator, and Town Attorney are each authorized to execute any and all documents necessary to effectuate the intent of this Resolution.

Section 4. This Resolution shall become effective immediately upon adoption.

PASSED by the Town Council of the Town of Southwest Ranches, Florida, this 28th day of May, 2020, on a motion by ____________________________ and seconded by ______________________________.

McKay	_____	Ayes	_____
Schroeder	_____	Nays	_____
Amundson	_____	Absent	_____
Hartmann	_____	Abstaining	_____
Jablonski	_____		

____
Doug McKay, Mayor

ATTEST:

____
Russell Muniz, Assistant Town Administrator/Town Clerk

Approved as to Form and Correctness:

____
Keith Poliakoff, Town Attorney
37001020.1

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TOWN OF SOUTHWEST RANCHES
TOWN COUNCIL AGENDA REPORT

DATE: May 28, 2020

SUBJECT: Site Plan Modification Application SP-72-18; Archbishop Edward A. McCarthy High School

ADDRESS: 5451 S. Flamingo Road

PETITIONER: Suzanne Dockerty, Esq.
J. Patrick Fitzgerald & Associates, P.A.
110 Merrick Way, Suite 3-B
Coral Gables, FL 33134

OWNER: Archdiocese of Miami

ZONING: CF, Community Facility

LAND USE PLAN DESIGNATION: CF, Community Facilities

REQUEST: Site plan modification to replace the existing cluster of modular classroom buildings with two larger modular classroom buildings and to expand the weight room.

EXHIBITS: Staff Report, Aerial Photograph, Site Plan, Traffic Study, and Mail Notification Radius Map and Mailing List.

DETAILED REQUEST:

The high school requests approval for the following improvements:

- Classroom Building "A": 6 classrooms and band practice room in a single-story, 8,712 square-foot modular building. This building will be removed if and when the originally planned two-story classroom wing is eventually built.
- Classroom Building "B": 10 classrooms in a single-story, 9,840 square-foot modular building, sited on the west side of the cafeteria. This building will remain indefinitely.
- 1,830 square-foot addition to the athletic training/weight room.

BACKGROUND:

The high school has a 5,820 square-foot cluster of modular classrooms situated in the planned location of a two-story classroom wing extension that was shown on the original site plan and is still planned for construction if and when funding allows. The modulars have provided economical interim classroom capacity.

ANALYSIS:

Classrooms and capacity.

The two proposed modular buildings will increase the number of classrooms on campus from 56 to 73, and will include a large band room. Proposed modular classroom Building "A" replaces the cluster of existing modulars in the footprint of the planned two story permanent classroom wing. Proposed modular classroom Building "B" is sited west of the cafeteria, and will remain if and when the two-story classroom wing is eventually constructed.

The additional classrooms can support a student body that is larger than the 1,800 student design capacity of the 60 classrooms included on the original site plan. Using the same ratio of students to classrooms, the proposed modulars would increase the school's capacity to approximately 2,200 students.

Traffic and circulation.

Staff required a traffic study as part of the application. The study found that Flamingo Road between Griffin and Stirling roads currently operates within the accepted/adopted level of service standard established by Broward County for the roadway (Level of Service "D"), and would continue to do so with the increased student population. An intersection analysis found that the intersection of Flamingo and Griffin roads currently operates at a failing level of service, and will continue to do so with or without a student increase. Finally, an evaluation of the turn lanes into the site found them inadequate to handle the increased student capacity.

Several recommendations result from the study's findings, and are enumerated in the staff recommendations in this report. The recommendations fall into three categories: 1) limiting student enrollment to 1,800 students, which is the original design capacity of the school, and approximately 100 more students than enrolled during the 2019-2020, school year; 2) increasing the physical capacity of turn lanes into the site; and 3) developing and implementing plans to divert more school traffic to the north driveway where the most internal queuing capacity exists, and coordinate start and end times with St. Marks pre-K – 8 school immediately to the south.

Staff recommends limiting enrollment to 1,800 students to allow the Town to monitor traffic conditions and determine the effectiveness of the traffic recommendations in this report before allowing additional enrollment, and to provide the school with a small degree of enrollment flexibility, as last year's enrollment was approximately 1,700 students.

Parking.
The site plan modification increases the parking requirement from 527 parking spaces to 544 spaces based upon staff's recommendation to limit capacity to 1,800 students, whereas the school has 629 spaces onsite. Accordingly, no additional parking spaces need to be provided.

Plat.
The existing plat note restricts development to 184,900 square feet of high school. The site plan amendment would increase the school's floor area to 199,044 square feet, thereby requiring an amendment to the restrictive note. Application DG-23-20 accompanies this application.

Site development regulations.
The site plan modification complies with zoning and site development regulations, as follows:

	Permitted/Required	Proposed	Result
Setbacks:	25-50 feet minimum	275 feet	Complies
Floor area ratio:	0.35 maximum	0.14	Complies
Impervious area:	60% maximum	41.26%	Complies
Plot coverage:	35% maximum	11.04%	Complies
Building height:	35 feet maximum	15 feet	Complies

Landscaping.
The Petitioner submitted a plan for tree relocation where needed and new landscaping around the new construction. A tree relocation permit is required prior to removal of any trees.

Drainage.
The additional proposed building area amounts to less than one-half of one percent of the high school site, with no additional pavement. Accordingly, the Town Engineer has approved the site plan subject to review of construction drawings.

STAFF RECOMMENDATION:

Staff finds that the proposed addition complies with the requirements of the Unified Land Development Code subject to the following conditions that the high school must satisfy prior to issuance of a building permit:

1. Execute a Declaration of Restrictive Covenants that restricts the school's capacity

to its 2019-2020 level of 1,700 students prior to completion and county or state acceptance of the roadway improvements required herein and subsequently to 1,800 students, and requires regular reporting in a form determined acceptable by the Town Attorney, which at a minimum shall be the enrollment list thirty (30) days prior to the fall semester and thirty (30) days prior to the spring semester. The Town shall be allowed to seek an updated enrollment list at any time.

2. Revise the site plan to reflect the 1,800-student enrollment cap, subject to the requirements contained herein.
3. Comply with technical corrections to the site plan documents pursuant to the final Development Review Comments memorandum dated May 15, 2020, to be approved administratively, including requirement for a tree relocation permit.
4. Construct/implement the following improvements:
    a. Extend the southbound right turn lane on Flamingo Road at the main entrance to the longest distance feasible which is approximately 450 feet of storage plus 50 feet of taper.
    b. Extend the southbound left turn lane on Flamingo Road at the main entrance/SW 53rd Street for a total of approximately 450 feet of storage plus 50 feet of taper.
    c. Extend the southbound left turn lane on Flamingo Road at SW 55th Street to run "back to back" with the northbound left turn lane on Flamingo Road at the main school entrance. This improvement includes modifying the existing taper from approximately 175 feet to 50 feet with the remaining 125 feet converting to vehicle storage for the southbound left turn lane.
    d. Coordinate with Broward County to optimize signal timing at the intersections of Flamingo Road at Griffin Road and SW 55th Street.
5. Submit an action plan to the Town Administrator for directing higher utilization of north school driveway, particularly during school dismissal to help alleviate traffic backup onto Flamingo Road and improve overall efficiency of the roadway corridor. Implement the plan following the Town Administrator's approval. It is noted that the north school driveway has approximately 71 queueing spaces onsite compared to just 30 queueing spaces for the main driveway. The action plan may be amended by the Town at any time to satisfy its traffic and life safety concerns.
6. Adjust the start and end times of the high school and adjacent St. Marks school as approved by the Town's Administrator based upon the traffic engineer's recommendations.
7. Retain a certified school safety expert, approved by the Town Administrator, to perform a Florida Safe School Assessment, in accordance with Section 1006.1493 Florida Statutes, and to implement such recommendations in accordance with the Marjory Stoneman Douglas High School Public Safety Act.

In the event that the recommendations cannot be readily implemented, Owner shall propose a timeline to bring the property into compliance, which shall be subject to the approval of the Town Administrator.

SP-72-18 AERIAL LOCATION MAP

CLOSEUP AERIAL MAP

07/05/2019 REVISION

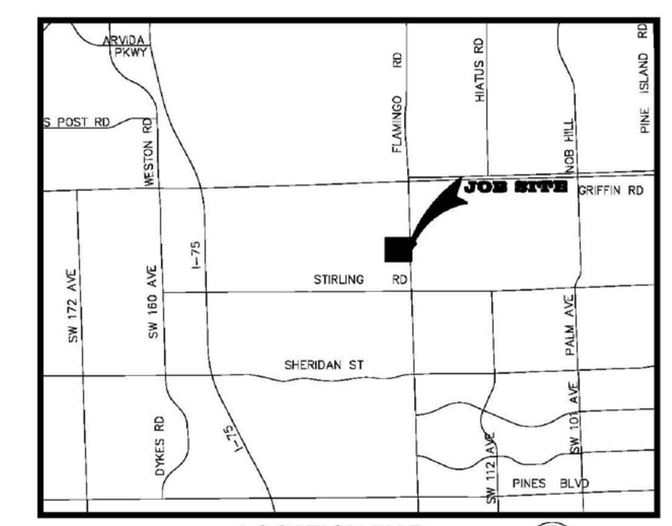
PROPOSED

SITE PLAN APPROVAL - MODIFICATION

ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL

5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA

OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138



LOCATION MAP
NOT TO SCALE

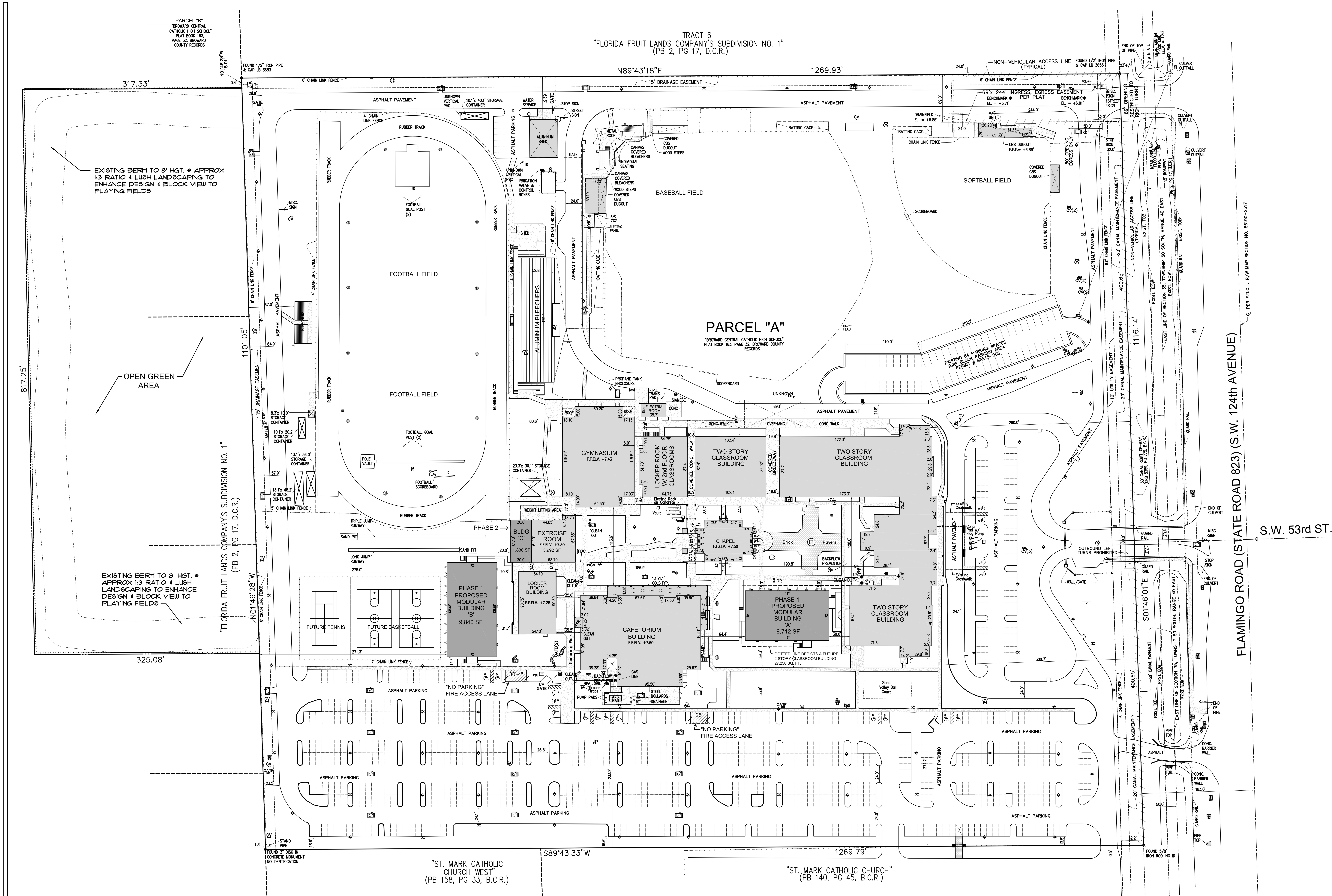
DRAWING INDEX

ARCHITECTURAL
A-1: MASTER SITE PLAN
A-2a: PARTIAL SITE PLAN
A-2b: PROJECT AREA PARTIAL SITE PLANS & SITE CALCULATIONS
A-3: PROPOSED MODULAR BUILDING 'A' FLOOR PLAN
A-4: PROPOSED MODULAR BUILDING 'A' ELEVATIONS
A-5: PROPOSED MODULAR BUILDING 'B' FLOOR PLAN
A-6: PROPOSED MODULAR BUILDING 'B' ELEVATIONS
A-7: PROPOSED BUILDING 'C' FLOOR PLAN
A-8: PROPOSED BUILDING 'C' ELEVATIONS
A-9: EXISTING SCHOOL MASTER FLOOR PLAN - 1st FLOOR
A-10: EXISTING SCHOOL MASTER 2nd FLOOR PLAN - 2nd FLOOR

FIRE PROTECTION
FP-1 TO FP-3: FIRE PROTECTION SITE PLANS

LANDSCAPE
TD-1 TO TD-4 AND L-1 TO L-4

VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 STREET SUITE 201 - MIAMI, FLORIDA 33155
Phone 305-661-8181 - Fax 305-661-8710 - E-mail: villarchitecture@att.net



NOTE:
ALL ITEMS DISPLAYED ON THIS PLAN ARE 'EXISTING' - UNLESS NOTED AS 'FUTURE', OR, 'PROPOSED'

MASTER SITE PLAN

1" = 60'-0"

SEE SHEET A-2a FOR PARTIAL SITE & SHEET A2b FOR SITE CALCULATIONS

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

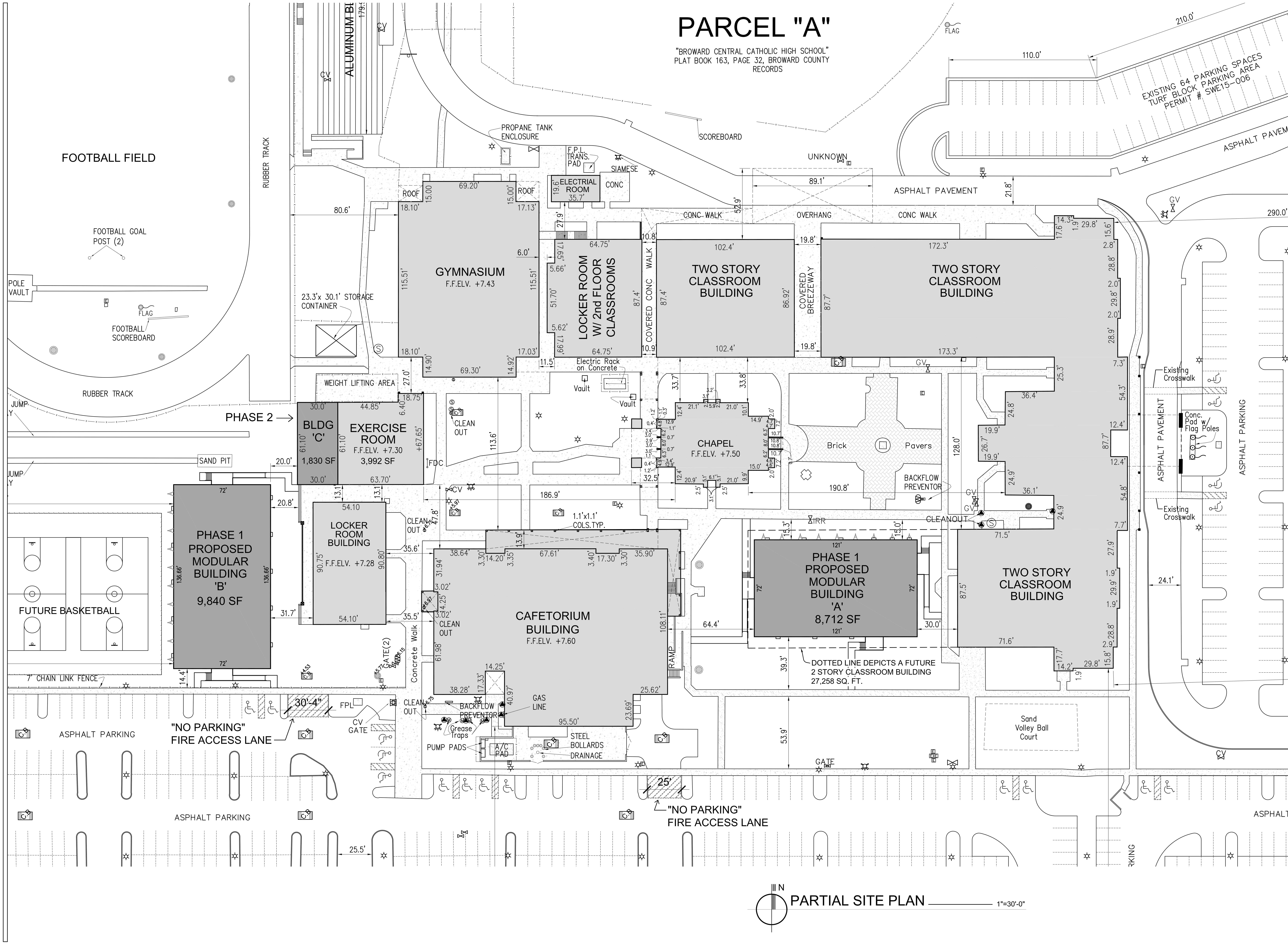
Corporation Licence #AA0003589
Architectural Seal
JORGE L VILLAVICENCIO NO. AR0012110

VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181
CONSULTANT :

DATE :	SCALE :
03-20-'19	1" = 60'

DATE SUBMITTED FOR BIDS: --

DRAWING NO : A-1 OF 10



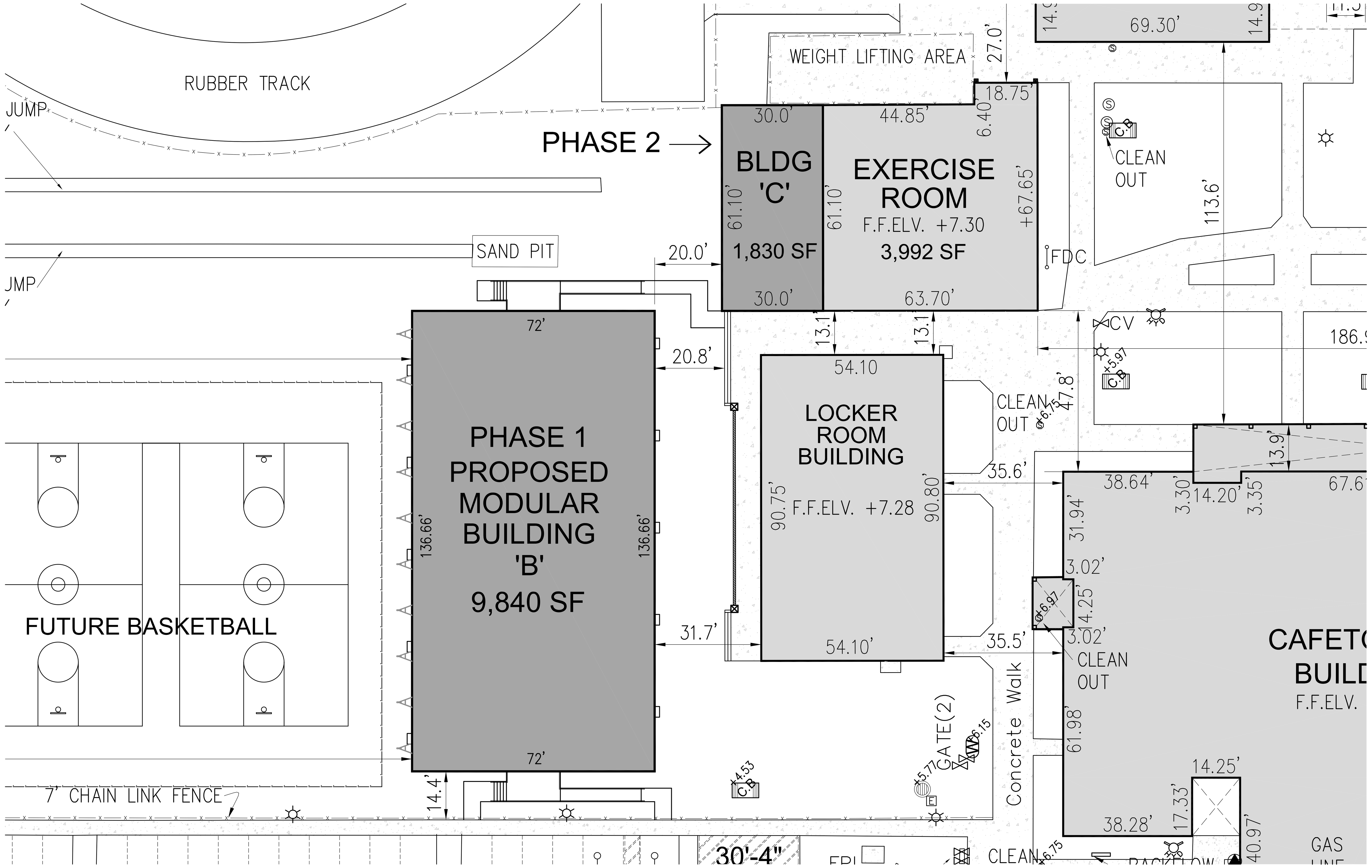
SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

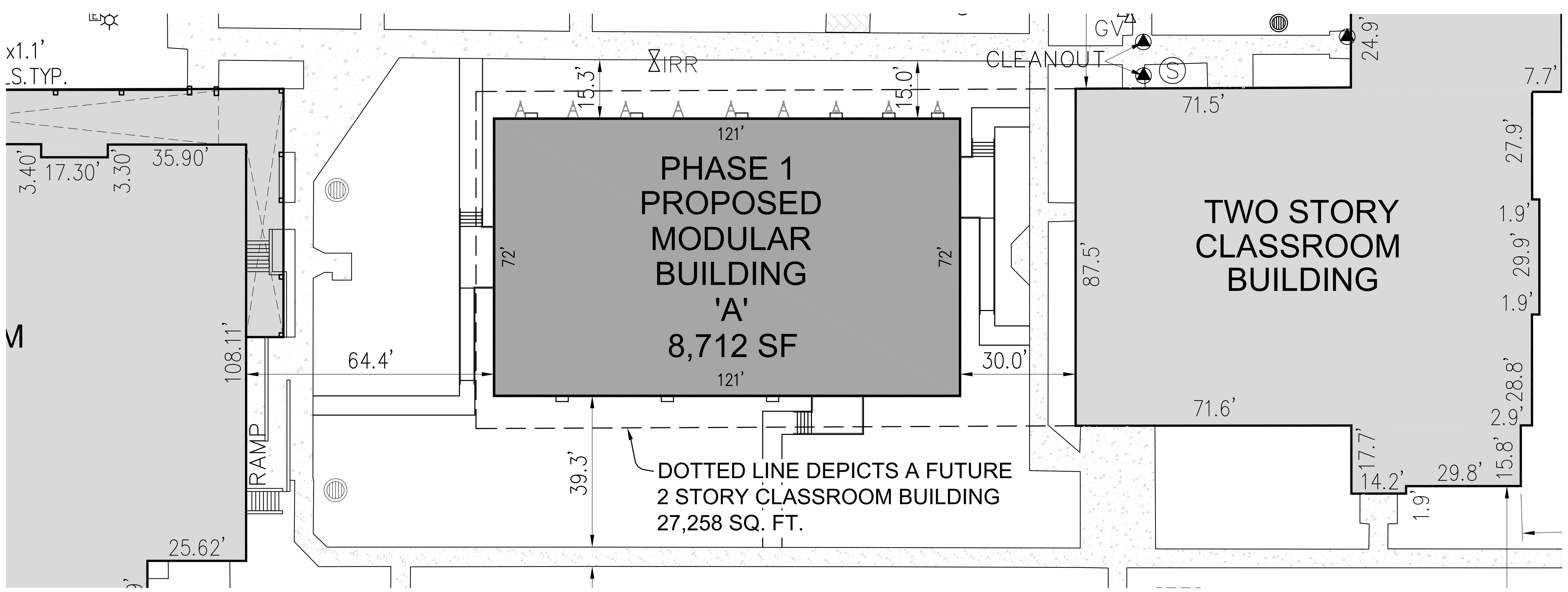
Corporation Licence #AA0003589
Architectural Seal
JORGE L VILLAVICENCIO NO. AR0012110

VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181
CONSULTANT :

DATE : 03-20-'19
SCALE : 1" = 20'
DATE SUBMITTED FOR BIDS: --
DRAWING NO : A-2a OF 10



PARTIAL SITE PLAN 'B' 1"=20'-0"
PROPOSED BUILDINGS 'B' AND 'C'



PARTIAL SITE PLAN 'A' 1"=20'-0"
PROPOSED BUILDINGS 'A'

SITE AND BUILDING DATA:

LOCATION — 5451 FLAMINGO ROAD (SR 823)

LEGAL DESCRIPTION :

THE S 15' OF TRACT 6 & THE E ½ OF TRACTS 11 & 12, & ALL OF TRACTS 7, 8 & 49, IN SECTION 35, TOWNSHIP 50 S, RANGE 40 E, ACCORDING TO THE PLAT OF 'FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION #1, AS RECORDED IN PB 2, P 17, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, SAID LANDS BEING SITUATED IN BROWARD COUNTY, FLORIDA, & ALL OF THAT PART OF TRACT 50 LYING N OF A LINE 550' N OF & PARALLEL WITH THE S LINE OF TRACT 51 IN SECTION 35, TOWNSHIP 50 S, RANGE 40 E, BROWARD COUNTY FLORIDA AS SHOWN ON FLORIDA FRUIT LANDS COMPANY'S SUBDIVISION #1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PB 2, P 17, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, LESS THERE FROM THAT PORTION OF THE E 50' OF SAID SECTION 35, LYING ADJACENT TO SAID TRACTS.
ALSO KNOWN AS: PARCEL A & PARCEL B, BROWARD CENTRAL CATHOLIC HIGH SCHOOL, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 163, PAGE 32 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

LAND AREA FOR PARCEL 'A' : — GROSS = 33.80 ACRES
NET = 32.52 ACRES = 1,416,571 SQ. FT.
(DEDICATED P.R.O.W. = 1.27 ACRES - 50' FLAMINGO RD)

LAND AREA FOR PARCEL 'B' : — GROSS = 10.00 ACRES

TOTAL LAND AREA FOR PARCEL 'A' & PARCEL 'B' : — GROSS = 43.80 ACRES = 1,908,390 SQ. FT.
NET = 42.52 ACRES = 1,852,420 SQ. FT.

ZONING — CF

OVERALL DEVELOPMENT — PRIVATE HIGH SCHOOL W/ 1,800 STUDENT CAPACITY

'PARCEL 'A' - EXISTING DEVELOPMENT (IN ORDER OF PERMITTING & COMPLETION)

22 CLASSROOMS & BREEZEWAY	48,242 SQ. FT.	
GYMNASIUM / LOCKER ROOM / BREEZEWAY	21,589 SQ. FT.	
14 CLASSROOMS (EAST WING)	18,970 SQ. FT.	
CHAPEL	5,845 SQ. FT.	
EXERCISE ROOM - PAVILION	3,992 SQ. FT.	
ADMINISTRATION, MEDIA CENTER & 15 CLASSROOMS	39,755 SQ. FT.	
PLAYGROUND MAINTENACE / STORAGE	2,400 SQ. FT.	
CAFETORIUM / BREEZEWAY	24,230 SQ. FT.	
FIRST FLOOR ENCLOSED CLASSROOM	841 SQ. FT.	
FIRST FLOOR STORAGE ROOMS	236 SQ. FT.	
SECOND FLOOR 'TECHNOLOGY' CLASSROOMS	7,650 SQ. FT.	
ONE STORY LOCKER ROOM BUILDING	4,912 SQ. FT.	
TOTAL EXISTING BUILDING FLOOR AREA	178,662 SQ. FT.	1,800 STUDENT CAPACITY

PROPOSED DEVELOPMENT:

PROPOSED BUILDINGS :	
PHASE 1 - MODULAR BUILDING 'A'	8,712 SQ. FT.
PHASE 1 - MODULAR BUILDING 'B'	9,840 SQ. FT.
PHASE 2 - EXERCISE RM / PAVILLION EXPANSION - BUILDING 'C'	1,830 SQ. FT.
TOTAL PROPOSED BUILDINGS AREA	20,382 SQ. FT.

TOTAL EXISTING AND PROPOSED FLOR AREA	199,044 SQ. FT.	2,220 STUDENT CAP.
TOTAL PREVIOUSLY APPROVED FLOOR AREA	184,900 SQ. FT.	1,800 STUDENT CAP.
TOTAL PROPOSED FLOOR AREA INCREASE	14,144 SQ. FT.	
TOTAL SQ. FT. TOWARDS PLAT AMENDMENT	217,590 SQ. FT.	2,220 STUDENT CAP.

SITE BREAKDOWN (PARCEL 'A')

- IMPERVIOUS AREA:			
- LOT COVERAGE (INCLUDING PROPOSED)	156,426 SQ.FT. =	3.59 ACRES =	11.04% OF LOT AREA
- PARKING & DRIVEWAY AREA	343,100 SQ.FT. =	7.88 ACRES =	24.23% OF LOT AREA
- PLAZA / SIDEWALK AREA	50,435 SQ.FT. =	1.16 ACRES =	3.56% OF LOT AREA
- FUTURE TENNIS, BASKETBALL, POOL	34,388 SQ.FT. =	0.79 ACRES =	2.43% OF LOT AREA
TOTAL	584,349 SQ.FT. =	13.42 ACRES =	41.26% OF LOT AREA
- LANDSCAPE AREA	246,593 SQ.FT. =	5.66 ACRES =	17.40% OF LOT AREA
- OUTDOOR RECREATION	585,629 SQ.FT. =	13.44 ACRES =	41.34% OF LOT AREA
TOTAL	1,416,571 SQ.FT. =	32.52 ACRES =	100.00% OF LOT AREA

PARKING REQUIRED (FOR OVERALL DEVELOPMENT)

- 1 SPACE / CLASSROOM (84 CLASSROOMS) INCLUDING FUTURE	84 SPACES
- 1 SPACE / 5 STUDENTS (1800 / 5)	360 SPACES
- 1 SPACE / 400 SQ. FT. FOR :	
- CHAPEL ASSEMBLY AREA (3,162 SQ. FT.)	8 SPACES
- EXERSICE ROOM / PAVILION (5,822 SQ. FT.)	15 SPACES
- ADMIN. & LIBRARY (13,000 SQ. FT.)	33 SPACES
- CAFETORIUM ASSEMBLY AREA (10,000 SQ. FT.)	25 SPACES
- GYMNASIUM ASSEMBLY AREA (11,937 SQ. FT.)	30 SPACES
TOTAL SCHOOL REQUIRED	555 SPACES

- GRANDSTAND W/ 2,257 SEATING CAPACITY
- BLEACHERS W/ 280 SEATING CAPACITY ★

TOTAL 2,537 SEATING CAPACITY= 846 SPACES

★(25% OF 846 = MAX. 211 USABLE 'OFF-SITE' SPACES)

USE OF GRANDSTAND FUNCTIONS ON NON-CONCURRENT BASIS WITH THE REMAINDER OF SCHOOL FUNCTIONS, THEREFORE, PARKING PROVIDED ON SCHOOL PAVED AREA, PLUS ADJACENT 'ST. MARK' PARKING FUNCTION IN CONJUCTION TO COMPLY WITH GRANDSTAND REQUIREMENTS.

PROVIDED

E.M.H.S PROPERTY:
9' x 18' - 612 SPACES
10' x 18' - 64 SPACES TURF BLK
12' x 18' - 17 SPACES H/C

TOTAL - 693 SPACES

ST. MARK PROPERTY - 222 SPACES AVAILABLE
USABLE - 211 SPACES ★
★ (25% OF OVERALL REQUIRED)

TOTAL: 904 SPACES

'PARCEL 'B' - EXISTING DEVELOPMENT

RETENTION POND	270,315 SQ.FT. =	6.20 ACRES =	61.88% OF LOT AREA
LANDSCAPE AREA	140,293 SQ.FT. =	3.22 ACRES =	32.32% OF LOT AREA
RESIDENCE	7,500 SQ.FT. =	0.17 ACRES =	1.72% OF LOT AREA
STORAGE SHED	3,000 SQ.FT. =	0.08 ACRES =	0.77% OF LOT AREA
DRIVEWAY	14,457 SQ.FT. =	0.33 ACRES =	3.31% OF LOT AREA
TOTAL	435,765 SQ.FT. =	10.00 ACRES =	100.00% OF PARCEL 'B'

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

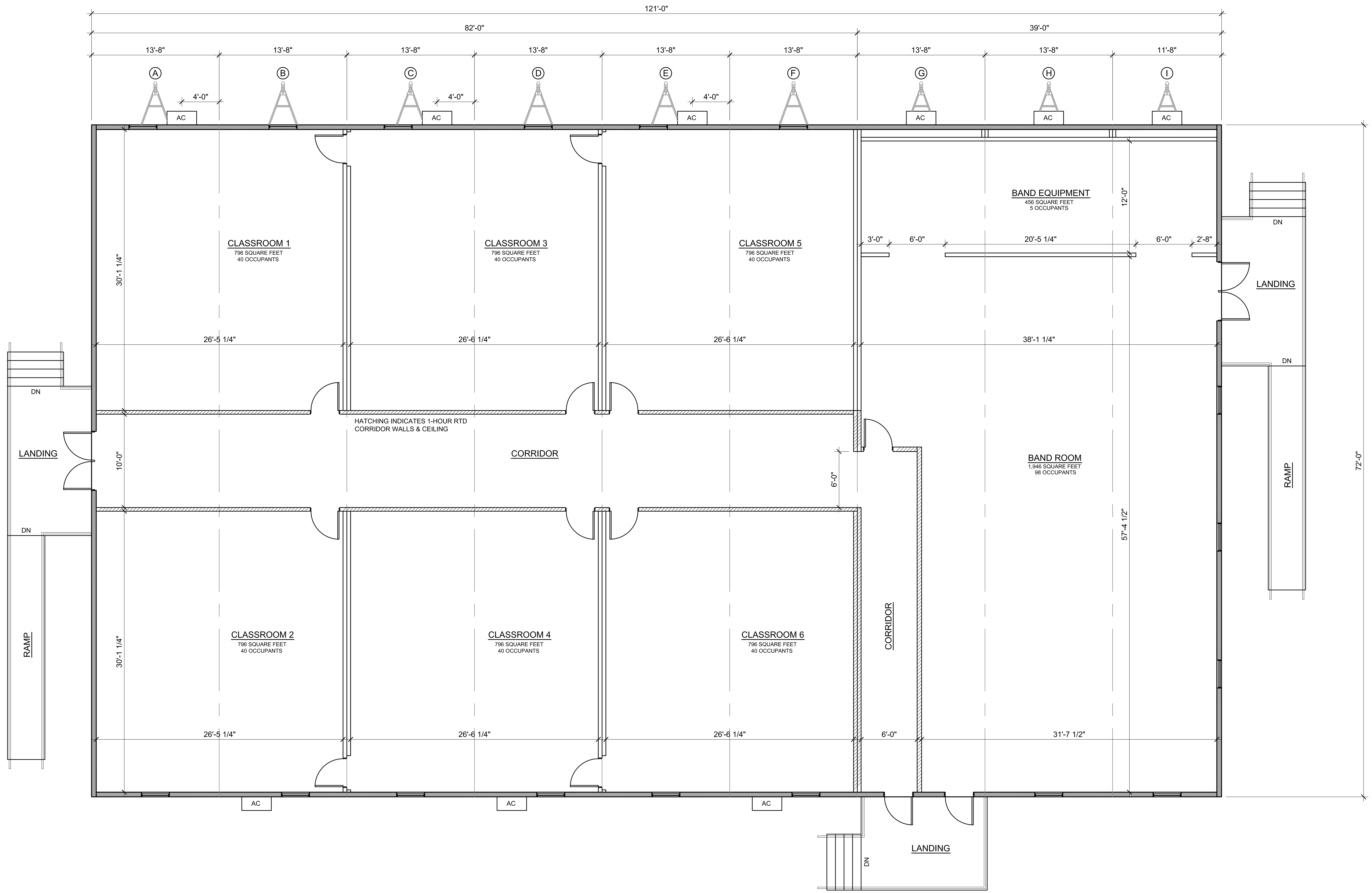
SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

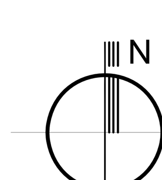
Corporation Licence #AA0003589
Architectural Seal
JORGE L VILLAVICENCIO NO. AR0012110

VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181

CONSULTANT :

DATE : 03-20-'19
SCALE : 1" = 20'
DATE SUBMITTED FOR BIDS: --
DRAWING NO : A-2b OF 10





PROPOSED MODULAR BUILDING 'A' - PHASE 1
FLOOR PLAN
3/16" = 1'-0"

8,712 SF

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

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ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181

CONSULTANT :

DATE :	SCALE :
03-20-'19	3/16"

DATE SUBMITTED FOR BIDS:
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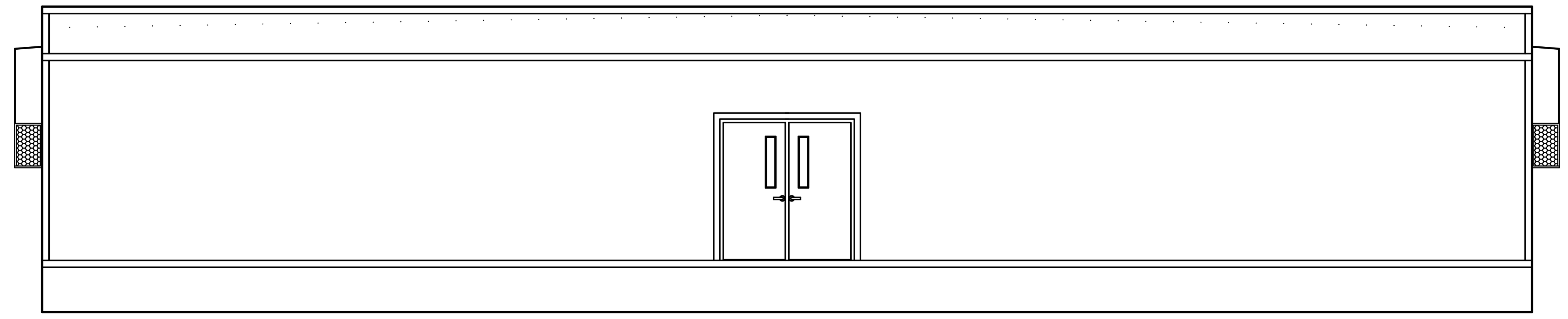
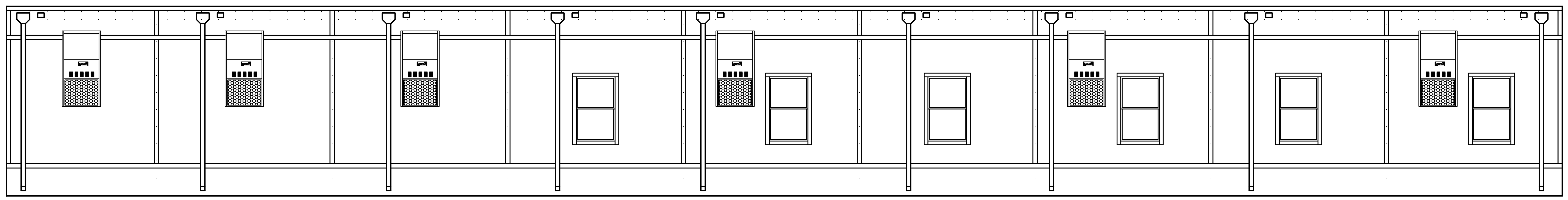
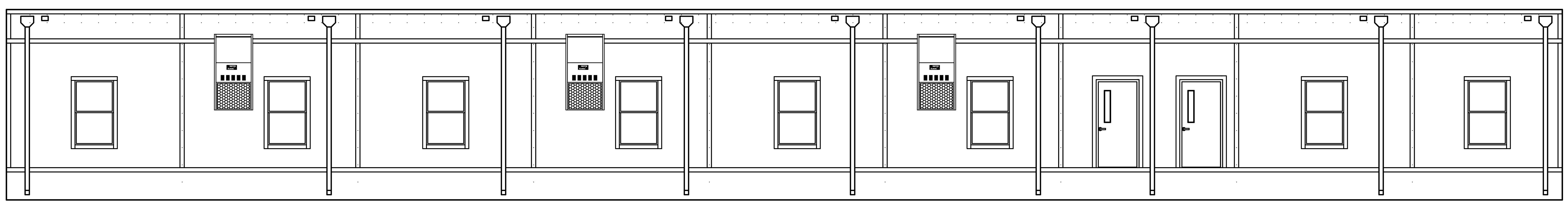
DRAWING NO :
A-3 OF 10



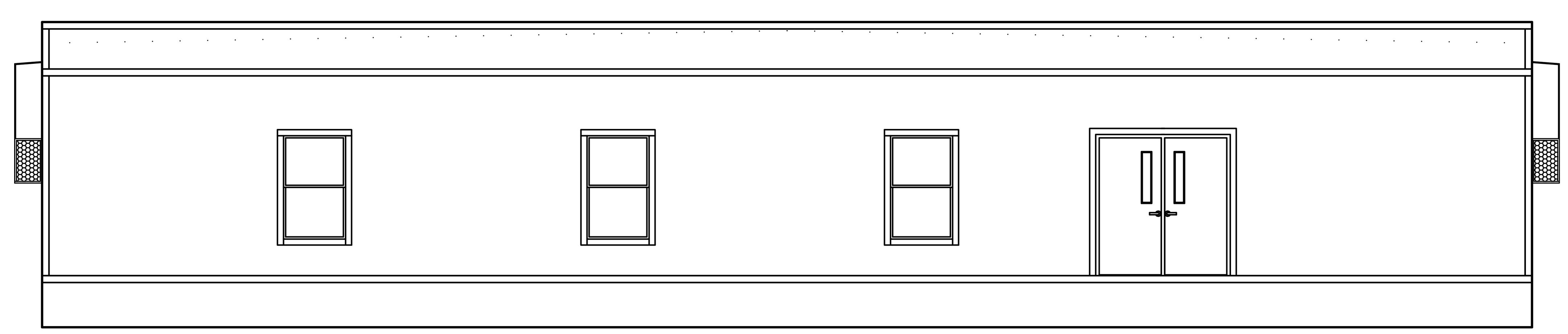
FRONT ELEVATION
SCALE: 3/16"=1'-0"



SIDE ELEVATION
SCALE: 3/16"=1'-0"



SIDE ELEVATION
SCALE: 3/16"=1'-0"



REAR ELEVATION
SCALE: 3/16"=1'-0"

PROPOSED MODULAR BUILDING 'A' - PHASE 1
EXTERIOR ELEVATIONS
3/16" = 1'-0"

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
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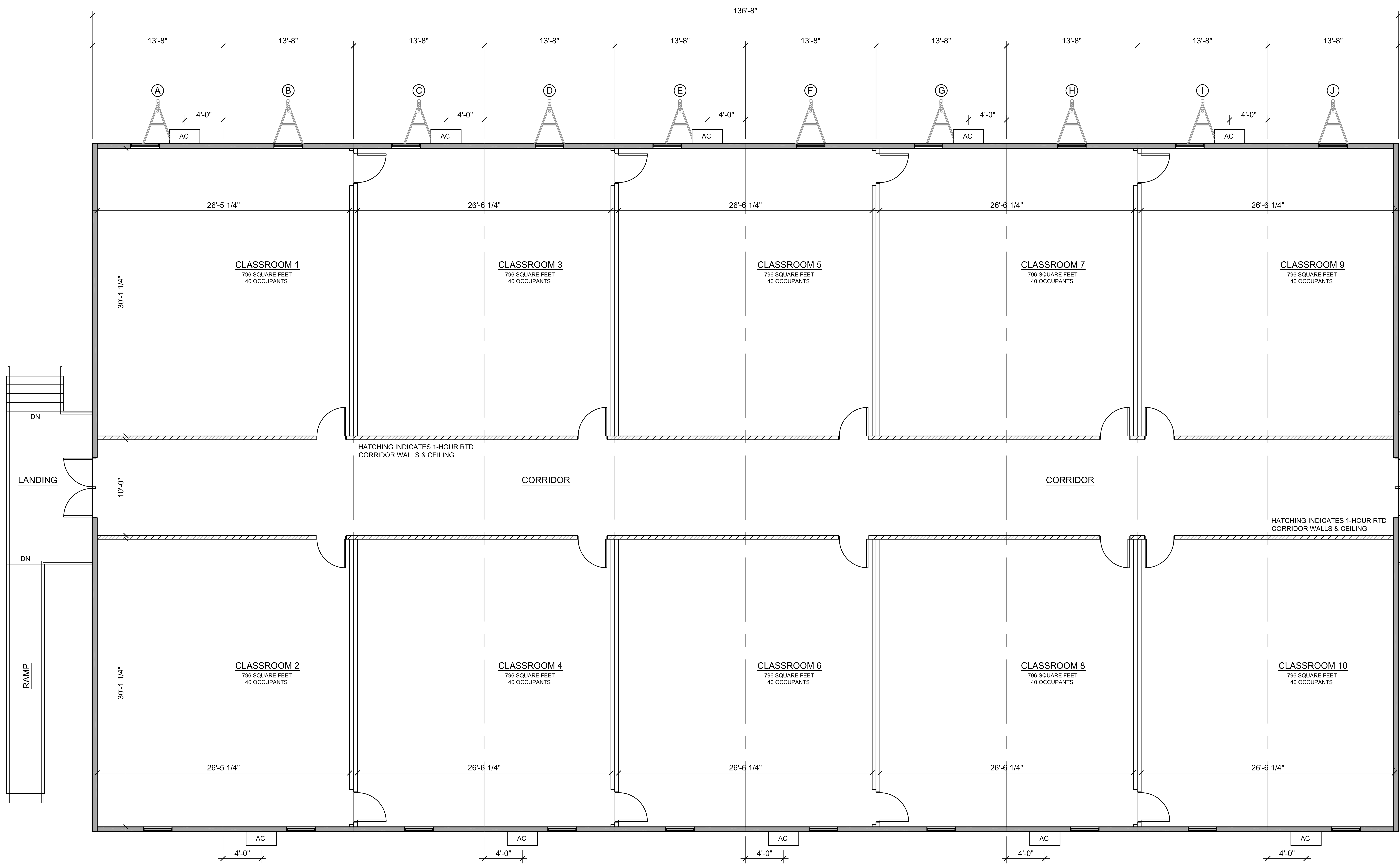
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181

CONSULTANT :

DATE : 03-20-'19
SCALE : 3/16"
DATE SUBMITTED FOR BIDS: --
DRAWING NO : A-4 OF 10



N

PROPOSED MODULAR BUILDING 'B' - PHASE 1
FLOOR PLAN
9,840 SF

3/16" = 1'-0"

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
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ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181

CONSULTANT :

DATE :	SCALE :
03-20-'19	3/16"

DATE SUBMITTED FOR BIDS:
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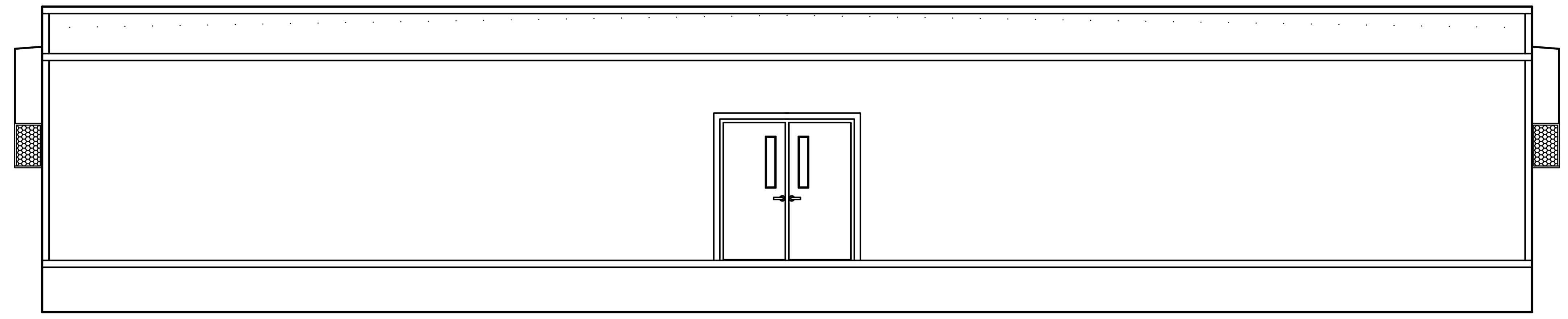
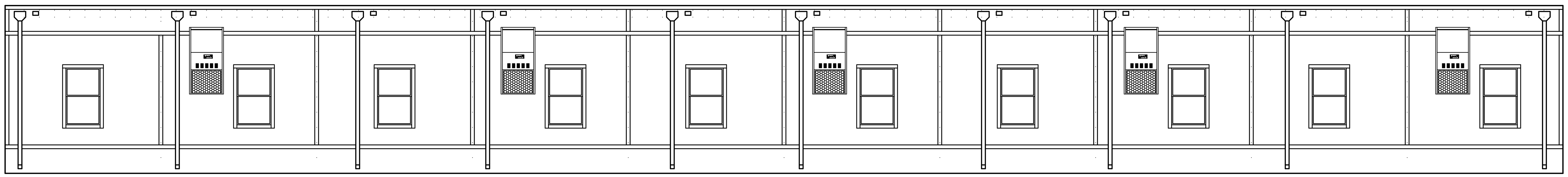
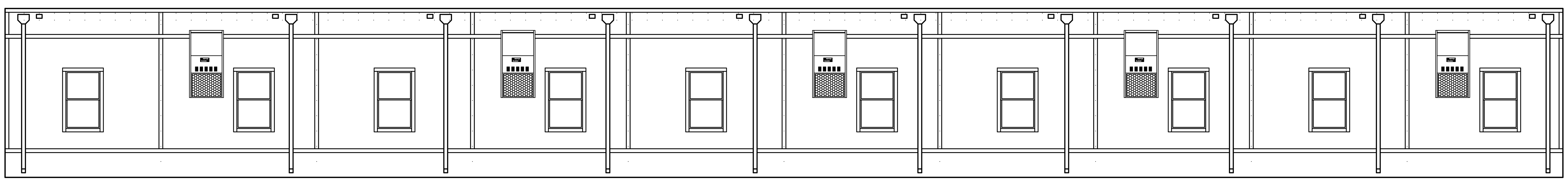
DRAWING NO :
A-5 OF 10



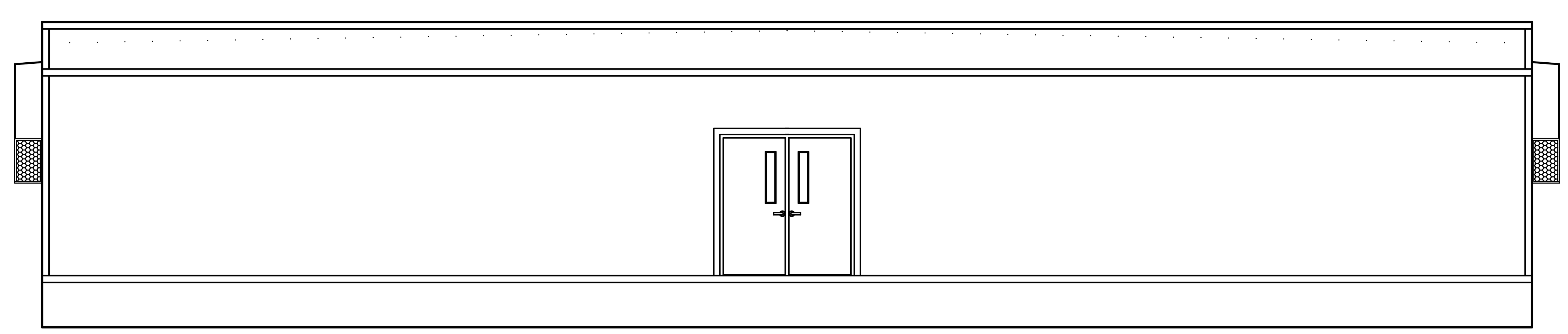
FRONT ELEVATION
SCALE: 3/16"=1'-0"



SIDE ELEVATION
SCALE: 3/16"=1'-0"



SIDE ELEVATION
SCALE: 3/16"=1'-0"



REAR ELEVATION
SCALE: 3/16"=1'-0"

PROPOSED MODULAR BUILDING 'B' - PHASE 1
EXTERIOR ELEVATIONS
3/16" = 1'-0"

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
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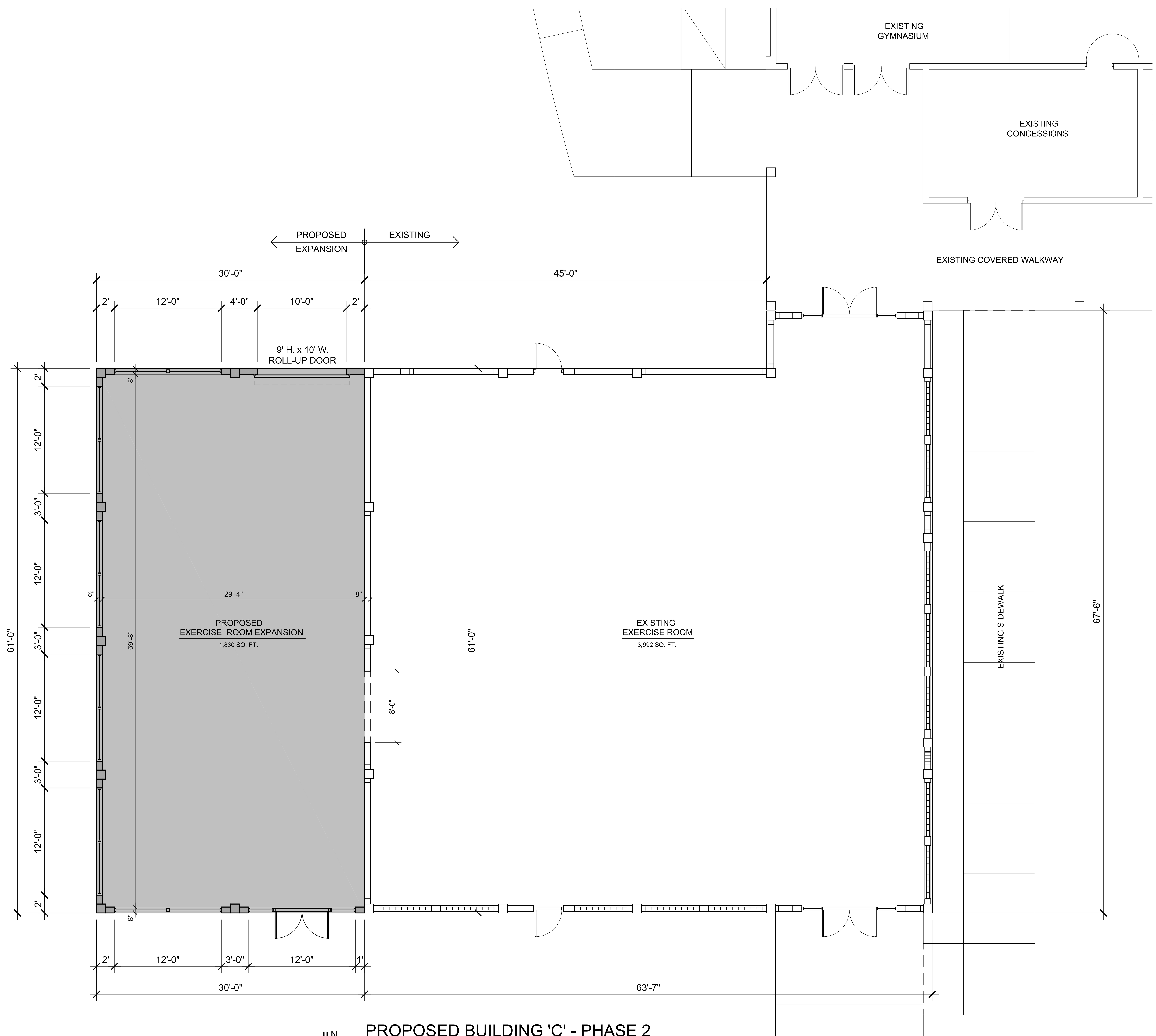
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181
CONSULTANT :

DATE : 03-20-'19
SCALE : 3/16"
DATE SUBMITTED FOR BIDS: --
DRAWING NO : A-6 OF 10



PROPOSED BUILDING 'C' - PHASE 2
FLOOR PLAN

3/16" = 1'-0"

1,830 SF PROPOSED PLUS 3,992 SF EXISTING

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

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Architectural Seal
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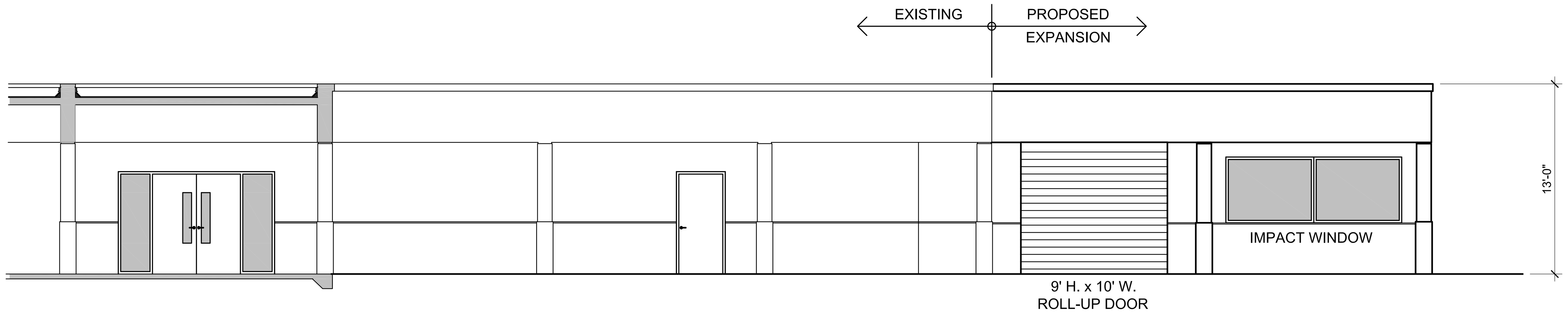
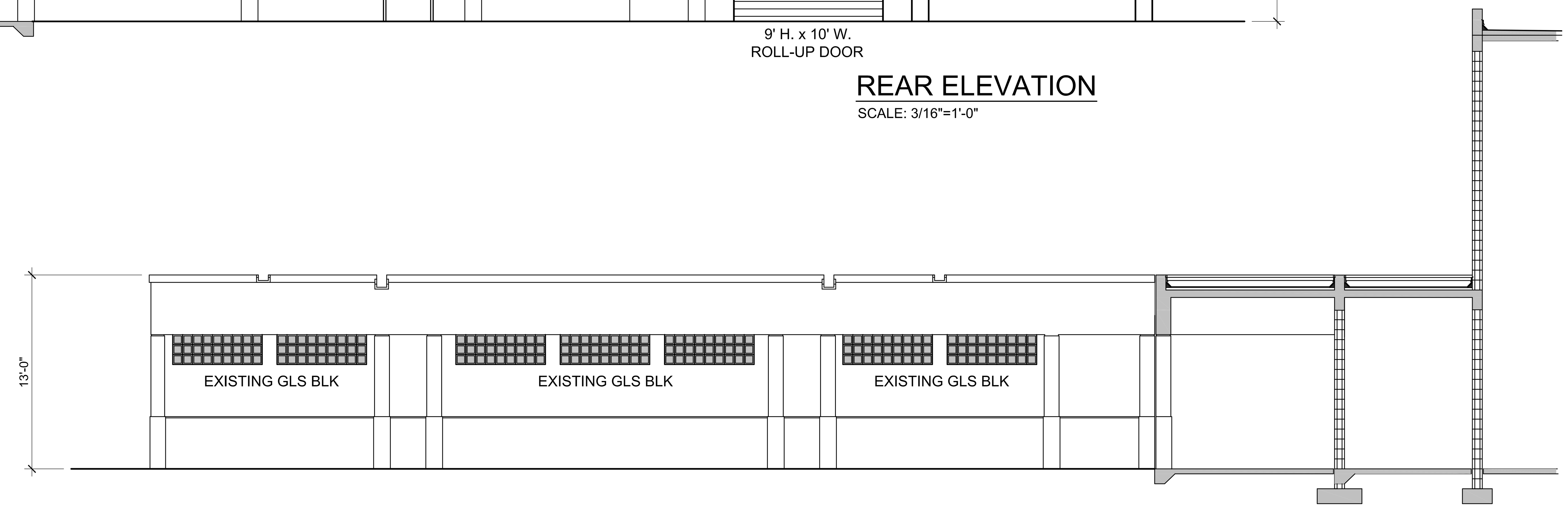
VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181

CONSULTANT :

DATE : 03-20-'19
SCALE : 3/16"
DATE SUBMITTED FOR BIDS: --
DRAWING NO : A-7 OF 10



REAR ELEVATION
SCALE: 3/16"=1'-0"



SIDE ELEVATION
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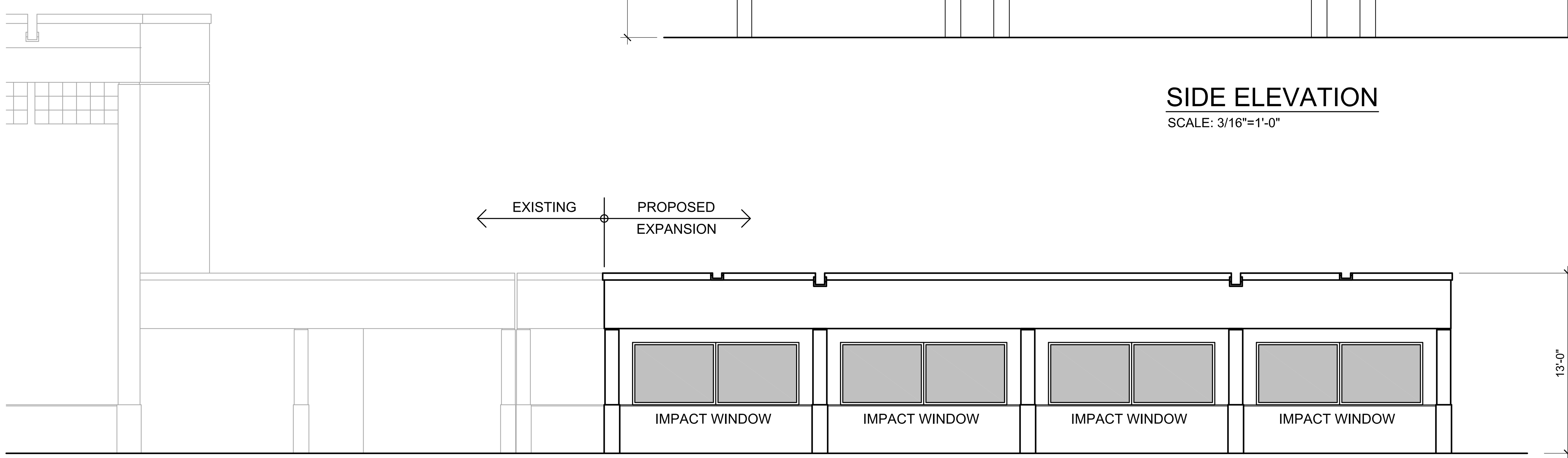

SIDE ELEVATION
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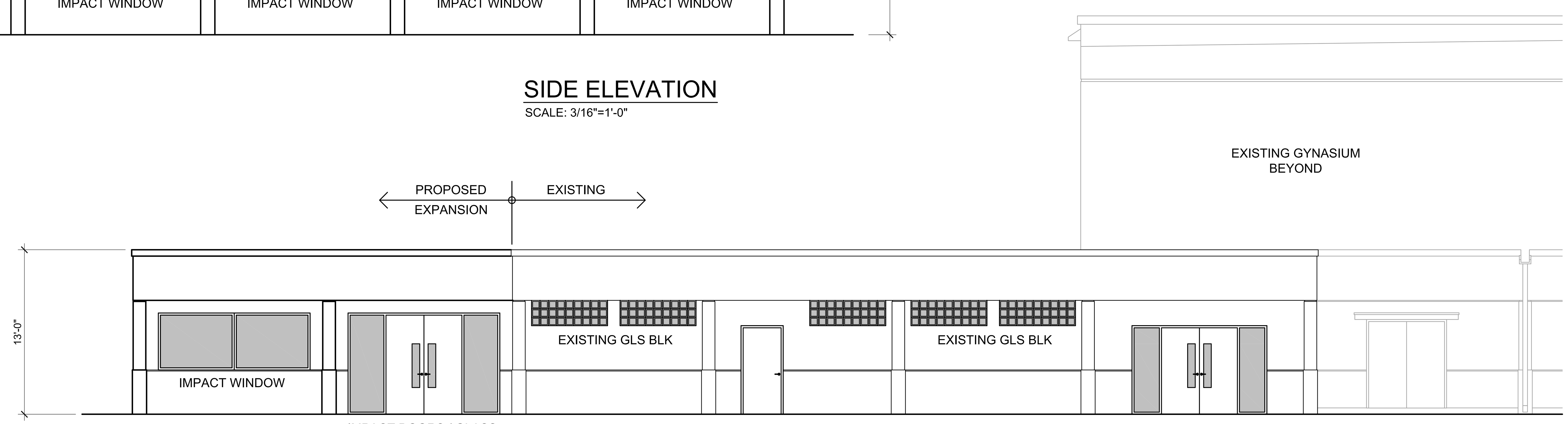

FRONT ELEVATION
SCALE: 3/16"=1'-0"

PROPOSED BUILDING 'C' - PHASE 2
EXTERIOR ELEVATIONS
3/16" = 1'-0"

REVISIONS :
03/20/2019 - PLANNING
07/05/2019 - PLANNING

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

Corporation Licence
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NO. AR0012110

VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181
CONSULTANT :

DATE : 03-20-'19
SCALE : 3/16"
DATE SUBMITTED FOR BIDS: --
DRAWING NO : A-8 OF 10

JFS
JFS Design Inc.
LANDSCAPE ARCHITECTURE
LC 000393
www.jfsdesignfl.com
1833 N.W. 145th TERRACE
PEMBROKE PINES, FL 33028
jimmy@jfsdesignfl.com

REVISIONS :

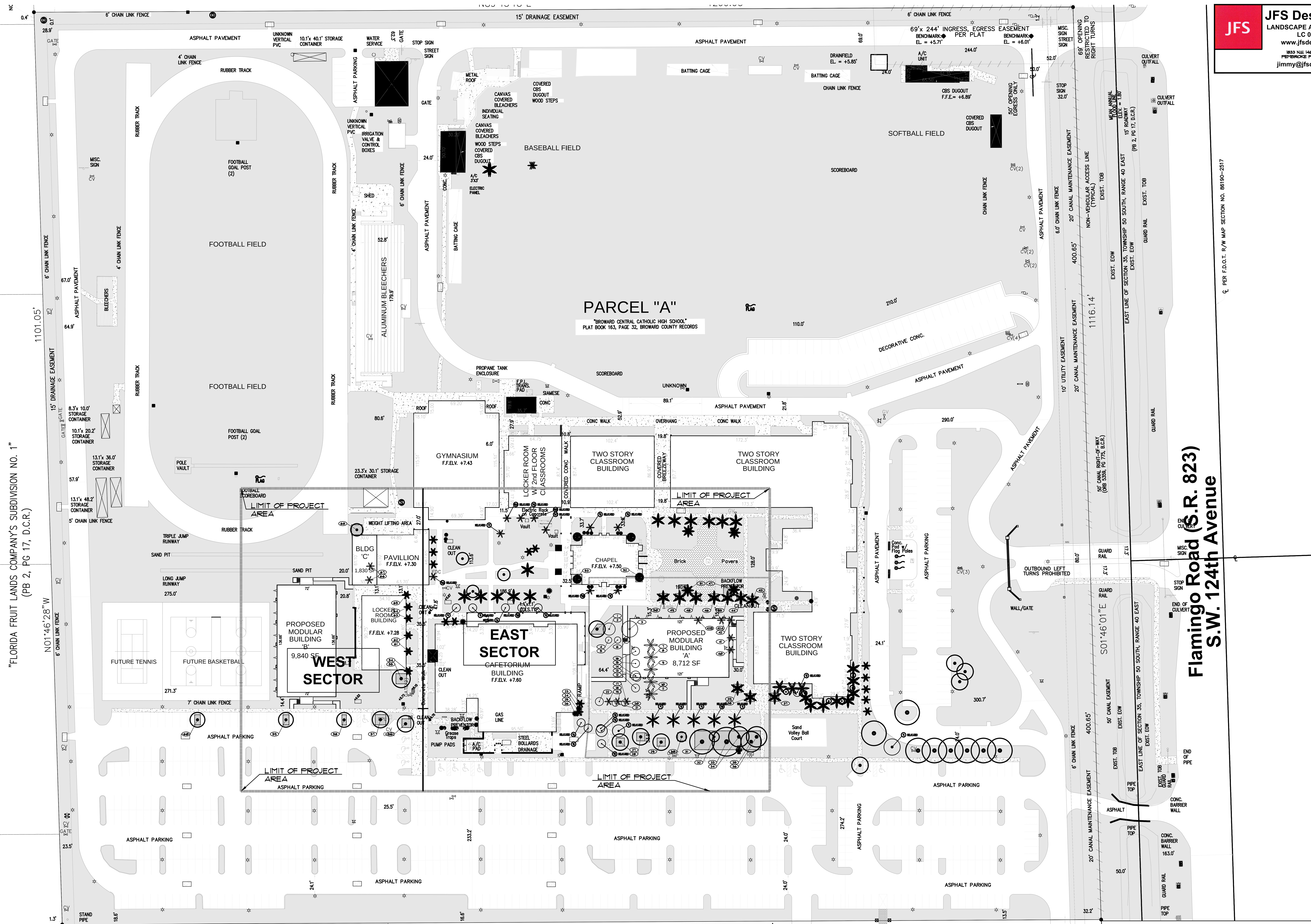
SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

JFS Corporation Licence
#LC000373
JAMES F. SOCASH
RLA # 0001132

VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181

CONSULTANT :

Sunshine State One Call 811 of Florida, Inc.



A WRITTEN TREE REMOVAL PERMIT IS REQUIRED FROM THE TOWN OF SOUTHWEST RANCHES PRIOR TO REMOVAL OF ANY TREES FROM THIS SITE.

SEE SHEETS TD-2, TD-3 FOR SECTOR TREE DISPOSITION PLANS AND SHEET TD-4 FOR RELOCATION, NOTES, SPECIFICATIONS, ETC.

SEE LANDSCAPE PLANS FOR PROPOSED PLANTINGS, LANDSCAPE LEGEND, DETAILS, NOTES, ETC.

north

0' 60'
SCALE: 1"=60'

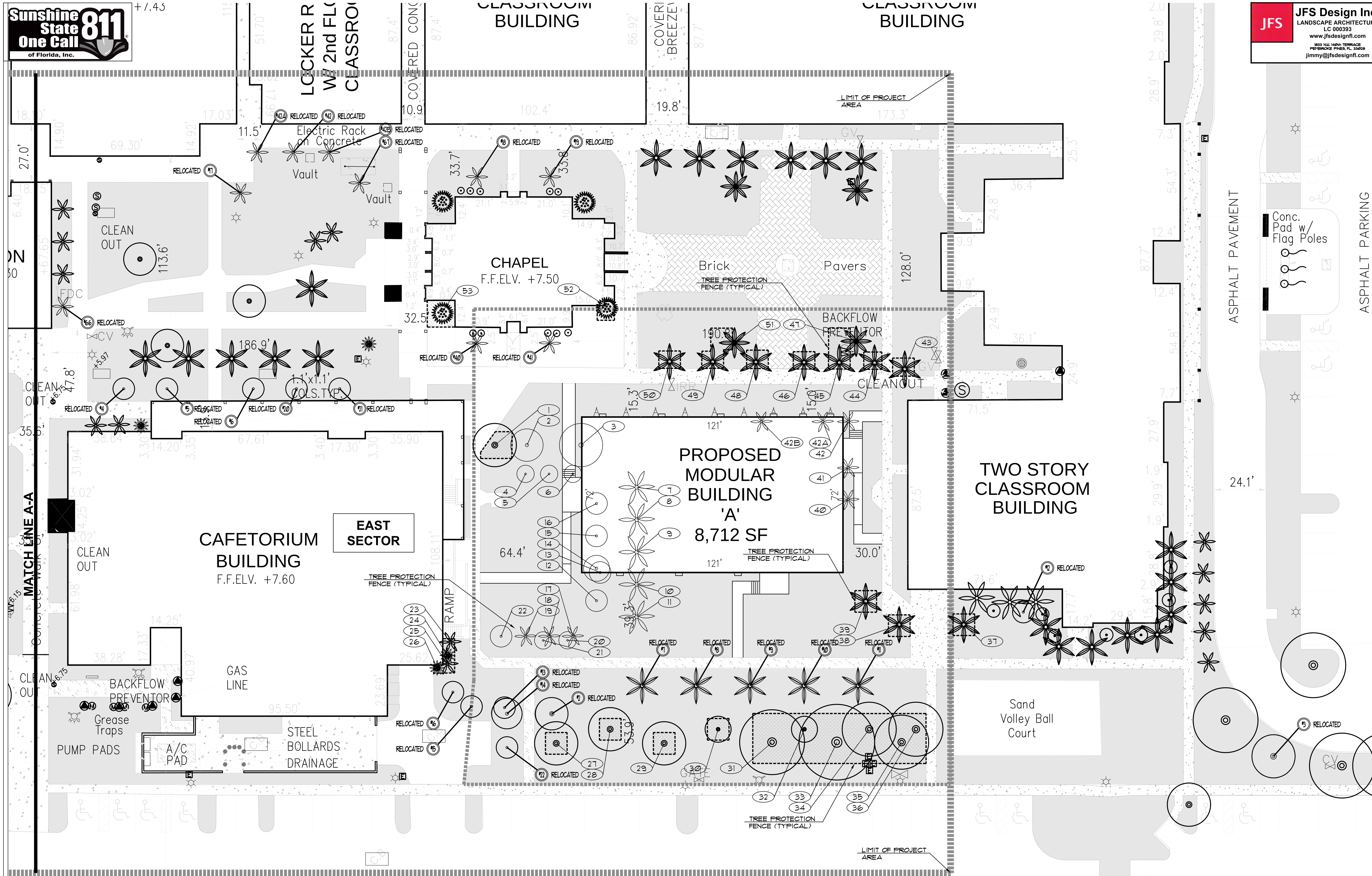
18-59-MCCARTHY HIGH SCHOOL, 5451 S.W. 124th Ave., SOUTHWEST RANCHES, FL. 33330
9/11/2018

TREE NUM	SYM	COMMON NAME	BOTANICAL NAME	HEIGHT	SPREAD	DBH inches	CONDITION	STATUS	CANOPY	CANOPY LOSS	REMARKS
1	QV	LIVE OAK	*Quercus virginiana*	20	20	10		REMAIN	314		
2	QV	LIVE OAK	*Quercus virginiana*	14	15	7		RELOCATE	177		
3	QV	LIVE OAK	*Quercus virginiana*	18	20	6		RELOCATE	314		
4	PR3	PYGMY DATE PALM	*Phoenix reobelinii*	8	8	3,3,3		RELOCATE	50		
5	PR3	PYGMY DATE PALM	*Phoenix reobelinii*	8	8	3,3,3		RELOCATE	50		
6	PR3	PYGMY DATE PALM	*6.66667E+65*	8	8	3,3,3		RELOCATE	50		
7	RE	ROYAL PALM	*Roystonea elata*	30	20	16		RELOCATE	314		
8	RE	ROYAL PALM	*Roystonea elata*	30	20	16		RELOCATE	314		
9	RE	ROYAL PALM	*Roystonea elata*	30	20	16		RELOCATE	314		
10	RE	ROYAL PALM	*Roystonea elata*	30	20	16		RELOCATE	314		
11	RE	ROYAL PALM	*Roystonea elata*	30	20	16		RELOCATE	314		
12	CG	CATTLEYA GUAVA	*Psidium cattleianum*	10	12	multi		RELOCATE	314		
13	QV	LIVE OAK	*Quercus virginiana*	16	10	4		RELOCATE	79		
14	CG	CATTLEYA GUAVA	*Psidium cattleianum*	10	12	multi		RELOCATE	113		
15	CG	CATTLEYA GUAVA	*Psidium cattleianum*	10	12	multi		RELOCATE	113		
16	CG	CATTLEYA GUAVA	*Psidium cattleianum*	10	12	multi		RELOCATE	113		
17	PE2	SOLITAIRE PALM	*Ptychosperma elegans*	18	10	3,3		RELOCATE	79		
18	PE2	SOLITAIRE PALM	*Ptychosperma elegans*	18	10	3,3		RELOCATE	79		
19	PE2	SOLITAIRE PALM	*Ptychosperma elegans*	18	10	3,3		RELOCATE	79		
20	PR3	PYGMY DATE PALM	*Phoenix reobelinii*	6	6	3,3,3		RELOCATE	28		
21	PR3	PYGMY DATE PALM	*Phoenix reobelinii*	6	6	3,3,4		RELOCATE	28		
22	QV	LIVE OAK	*Quercus virginiana*	20	10	3,3		RELOCATE	79		
23	PE2	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	3,3		REMAIN	79		
24	PR2	PYGMY DATE PALM	*Phoenix reobelinii*	8	8	3,3		REMAIN	78		
25	PE2	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	3,3		REMAIN	50		
26	PR	PYGMY DATE PALM	*Phoenix reobelinii*	8	8	3		REMAIN	50		
27	QV	LIVE OAK	*Quercus virginiana*	24	20	10		REMAIN	314		
28	QV	LIVE OAK	*Quercus virginiana*	20	20	7		REMAIN	314		
29	QV	LIVE OAK	*Quercus virginiana*	24	20	7		REMAIN	314		
30	QV	LIVE OAK	*Quercus virginiana*	16	12	4		REMAIN	113		
31	QV	LIVE OAK	*Quercus virginiana*	30	30	12		REMAIN	707		
32	QV	LIVE OAK	*Quercus virginiana*	16	10	4		REMAIN	79		
33	QV	LIVE OAK	*Quercus virginiana*	35	35	20		REMAIN	962		
34	QV	LIVE OAK	*Quercus virginiana*	25	25	14		REMAIN	491		
35	QV	LIVE OAK	*Quercus virginiana*	25	25	14		REMAIN	491		
36	QV	LIVE OAK	*Quercus virginiana*	25	25	14		REMAIN	491		
37	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
38	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
39	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
40	AM3	CHRISTMAS PALM	*Adonidia merrillii*	18	15	5,5,5		RELOCATE	177		
41	AM3	CHRISTMAS PALM	*Adonidia merrillii*	18	15	5,5,5		RELOCATE	177		
42	AM3	CHRISTMAS PALM	*Adonidia merrillii*	18	15	5,5,5		RELOCATE	177		
42A	VM	MONTGOMERY PALM	*Veitchia montgomeryana*	20	10	7		RELOCATE	79		
42B	VM	MONTGOMERY PALM	*Veitchia montgomeryana*	20	10	7		RELOCATE	79		
43	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
44	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
45	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
46	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
47	PC	DATE PALM	*Phoenix species*	16	16	18		REMAIN	201		
48	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
49	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
50	RE	ROYAL PALM	*Roystonea elata*	35	20	18		REMAIN	314		
51	PC	DATE PALM	*Phoenix species*	16	16	18		REMAIN	201		
52	CM	FISHTAIL PALM	*Caryota mitis*	20	20	multi		REMAIN	314		
53	CM	FISHTAIL PALM	*Caryota mitis*	20	20	multi		REMAIN	314		
54	PE3	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	3,3,3		REMAIN	79		
55	QV	LIVE OAK	*Quercus virginiana*	24	22	9		REMAIN	380		
56	QV	LIVE OAK	*Quercus virginiana*	20	20	7		REMAIN	314		
57	QV	LIVE OAK	*Quercus virginiana*	20	20	7		REMAIN	314		
58	QV	LIVE OAK	*Quercus virginiana*	18	18	7		REMAIN	254		
59	QV	LIVE OAK	*Quercus virginiana*	18	18	7		REMAIN	254		
60	QV	LIVE OAK	*Quercus virginiana*	18	18	7		REMAIN	254		
61	PE3	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	3,3,3		REMAIN	79		
62	PE3	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	3,3,3		REMAIN	79		
63	PE3	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	3,3,3		REMAIN	79		
64	PE3	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	3,3,3		REMAIN	79		
65	PE3	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	3,3,3		REMAIN	79		
66	PE2	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	4,4		RELOCATE	79		
67	PE2	SOLITAIRE PALM	*Ptychosperma elegans*	20	10	4,4		RELOCATE	79		
68	TD	BALD CYPRESS	*Taxodium distichum*	24	15	9		REMAIN	177		
		TOTALS							15,600	0	
		FIELD INVENTORY CONDUCTED BY JFS DESIGN INC. ON SEPTEMBER 5, 2018									

SPECIFIC AREA TREE DISPOSITION PLAN

DATE : 07-17-'18
SCALE :
DATE SUBMITTED FOR BIDS:

TD-1



A WRITTEN TREE REMOVAL PERMIT IS REQUIRED FROM THE TOWN OF SOUTHWEST RANCHES PRIOR TO REMOVAL OF ANY TREES FROM THIS SITE.

SEE LANDSCAPE PLANS FOR PROPOSED PLANTINGS, LANDSCAPE LEGEND, DETAILS, NOTES, ETC.

EAST SECTOR TREE DISPOSITION PLAN

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

JFS Design Inc.
LANDSCAPE ARCHITECTURE
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jimmy@jfsdesignfl.com

JFS Corporation Licence #LC000373
JAMES F. SOCASH RLA # 0001132

VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181

CONSULTANT:

REVISIONS:

DATE: 07-17-18

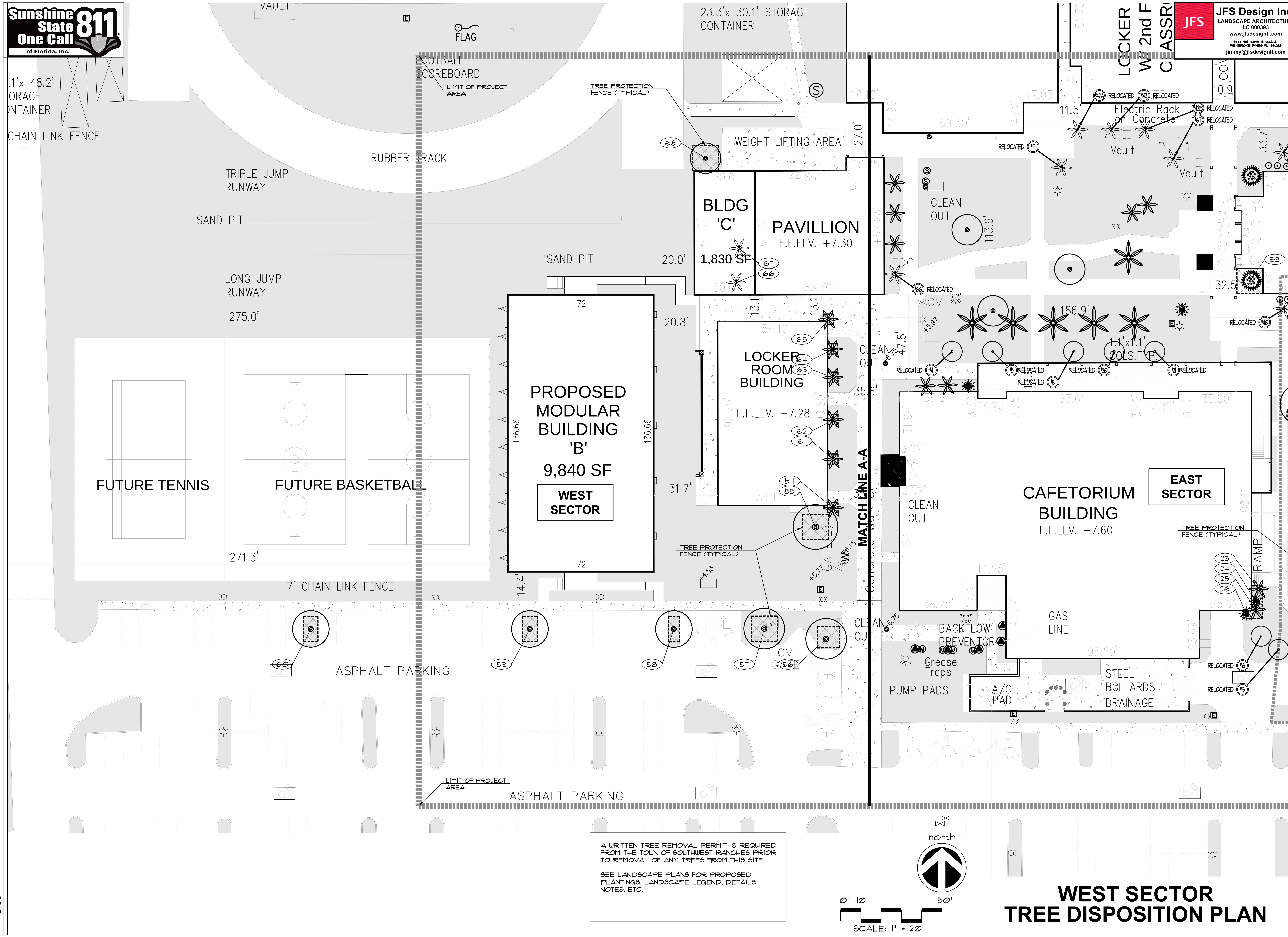
SCALE:

DATE SUBMITTED FOR BIDS:

TD-2

Sunshine State One Call of Florida, Inc. 811

18-59



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CONSULTANT :

DATE : 07-17-'18
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WEST SECTOR TREE DISPOSITION PLAN

TD-3

18-59

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CONSULTANT :

DATE : 07-17-'18

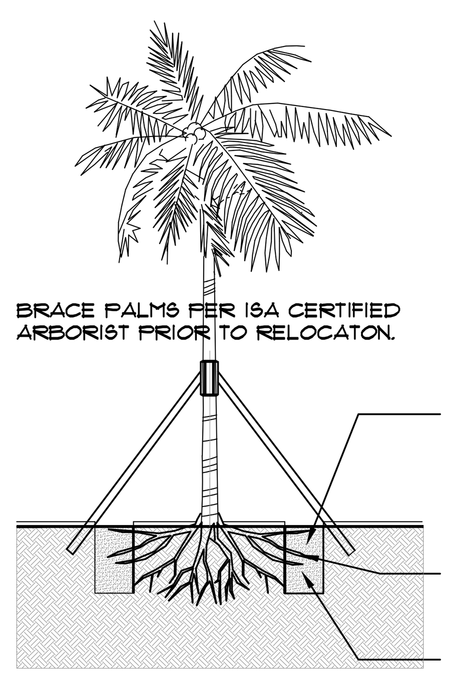
SCALE :

DATE SUBMITTED FOR BIDS:

TD-4

TREE RELOCATION NOTES, SPECIFICATIONS, ETC.

ROOT PRUNING DETAIL



BRACE PALMS PER ISA CERTIFIED ARBORIST PRIOR TO RELOCATON.

WORK TO BE SUPERVISED BY AN ISA CERTIFIED ARBORIST OR A COMPANY WITH A CERTIFIED ISA ARBORIST ON STAFF.

ROOT PRUNING MUST BE DONE A MINIMUM OF 8 WEEKS PRIOR TO TRANSPLANTING.

WATERING MUST PROVIDE SUFFICIENT WATER TO MAINTAIN A MOIST CONDITION IN THE ROOTS. ONCE A WEEK OR MORE ACCORDING TO CONDITIONS.

TAKE EXTRA CARE NOT TO DAMAGE THE TRUNK OR FRONDS.

TRENCH TO BE LIGHTLY FILLED WITH FIBROUS MATERIAL SUCH AS LEAVES OR WOOD SHAVINGS. TRENCH SHALL USE SHARP INSTRUMENTS OR MACHINERY. RIPPING OR TEARING OF THE ROOTS IS STRICTLY PROHIBITED.

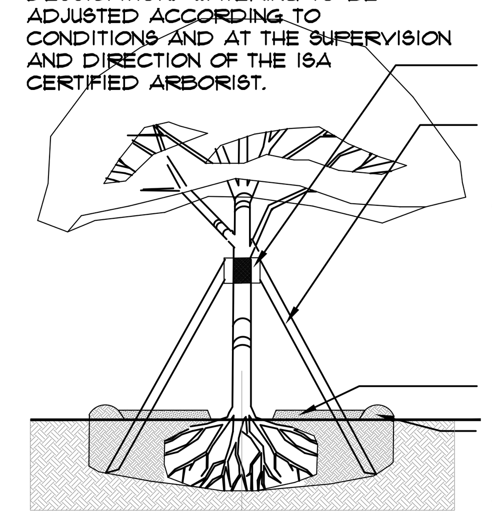
ALL TORN ROOTS MUST BE TRIMMED TO SOLID WOOD WITH CLEAN, SHARP INSTRUMENTS

DEPTH TO BE 18" MIN. TO 36" -VARIES WITH SIZE OF TREE

REF: "THE LANDSCAPE MANUAL" DADE CO. DEPT. OF PLANNING & ZONING, 2001

N.T.S.

TREE TRANSPLANT DETAIL



POST TRANSPLANT WATERING TO PROVIDE MOISTURE AND REDUCE ANY EXCESSIVE STRESS DUE TO DESSICATION. WATERING TO BE ADJUSTED ACCORDING TO CONDITIONS AND AT THE SUPERVISION AND DIRECTION OF THE ISA CERTIFIED ARBORIST.

TRANSPLANT OPERATIONS TO BE SUPERVISED BY AN ISA CERTIFIED ARBORIST.

WOOD BATTENS FOR SUPPORT BRACES DO NOT NAIL TO TREE

WOOD BRACES PROVIDED- A MINIMUM OF THREE- TO BRACE AND SUPPORT TREE. THE CONTRACTOR SHALL BE RESPONSIBLE TO ADD BRACING NECESSARY TO PROVIDE FULL SUPPORT AND CHECK REGULARLY AND RE-BRACE AS NEEDED. 4" X 4" AS NEEDED FOR LARGE OAKS.

SET THE TREE NO DEEPER THAN ITS ORIGINAL CONDITION

RECYCLED MULCH -3" DEPTH

SAUCER ALL AROUND FOR WATER RETENTION

BACKFILL WITH A MIXTURE OF 50% NATIVE SOIL AND 50% OF 50:50 TOPSOIL:SAND MIXTURE

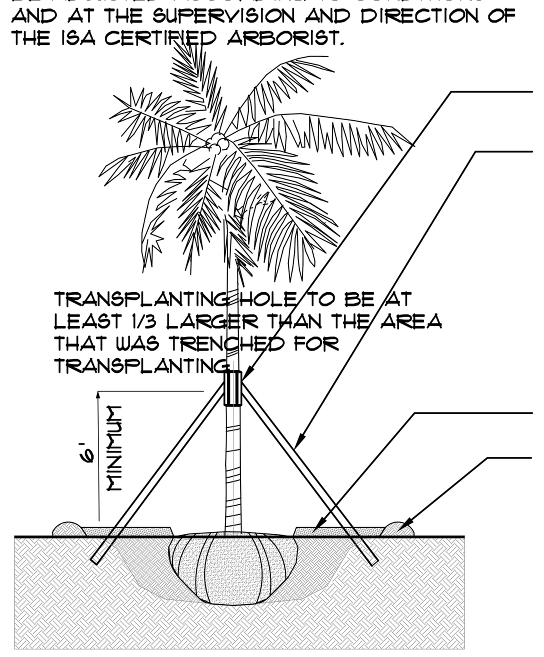
WATER TO ELIMINATE AIR POCKETS WITH WATER HOSE APPLICATION OF FLOOD WATERING.

TRANSPLANTING HOLE TO BE AT LEAST 1/3 LARGER THAN THE AREA THAT WAS TRENCHED FOR TRANSPLANTING

REF: "THE LANDSCAPE MANUAL" DADE CO. DEPT. OF PLANNING & ZONING, 2001

N.T.S.

PALM TRANSPLANT DETAIL



POST TRANSPLANT WATERING TO PROVIDE MOISTURE AND REDUCE ANY EXCESSIVE STRESS DUE TO DESSICATION. WATERING TO BE ADJUSTED ACCORDING TO CONDITIONS AND AT THE SUPERVISION AND DIRECTION OF THE ISA CERTIFIED ARBORIST.

TRANSPLANT OPERATIONS TO BE SUPERVISED BY AN ISA CERTIFIED ARBORIST.

WOOD BATTENS FOR SUPPORT BRACES DO NOT NAIL TO PALM

WOOD BRACES PROVIDED- A MINIMUM OF THREE- TO BRACE AND SUPPORT PALM. THE CONTRACTOR SHALL BE RESPONSIBLE TO ADD BRACING NECESSARY TO PROVIDE FULL SUPPORT AND CHECK REGULARLY AND RE-BRACE AS NEEDED. 4" X 4" AS NEEDED FOR ROYAL PALMS.

TRANSPLANTING HOLE TO BE AT LEAST 1/3 LARGER THAN THE AREA THAT WAS TRENCHED FOR TRANSPLANTING

SET THE TREE NO DEEPER THAN ITS ORIGINAL CONDITION

RECYCLED MULCH -3" DEPTH

SAUCER ALL AROUND FOR WATER RETENTION

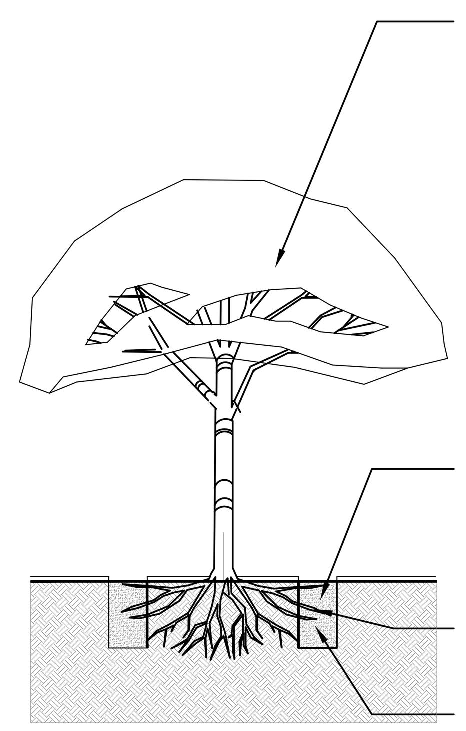
BACKFILL WITH A MIXTURE OF 50% NATIVE SOIL AND 50% OF 50:50 TOPSOIL:SAND MIXTURE

WATER TO ELIMINATE AIR POCKETS WITH WATER HOSE APPLICATION OF FLOOD WATERING.

REF: "THE LANDSCAPE MANUAL" DADE CO. DEPT. OF PLANNING & ZONING, 2001

N.T.S.

ROOT PRUNING DETAIL



TREE TO BE LIGHTLY PRUNED BY HAND.

WORK TO BE SUPERVISED BY AN ISA CERTIFIED ARBORIST OR A COMPANY WITH A CERTIFIED ISA ARBORIST ON STAFF.

ROOT PRUNING MUST BE DONE A MINIMUM OF 8 WEEKS PRIOR TO TRANSPLANTING.

WATERING MUST PROVIDE SUFFICIENT WATER TO MAINTAIN A MOIST CONDITION IN THE ROOTS. ONCE A WEEK OR MORE ACCORDING TO CONDITIONS.

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DEPTH TO BE 18" MIN. TO 36" -VARIES WITH SIZE OF TREE

REF: "THE LANDSCAPE MANUAL" DADE CO. DEPT. OF PLANNING & ZONING, 2001

N.T.S.

TREE TRANSPLANTING PROCEDURAL SPECIFICATION

PURPOSE: TO MAXIMIZE THE SUCCESS OF TREE TRANSPLANTING OPERATIONS.

ALL STANDARDS SHALL MEET OR EXCEED THE ANSI A300 (PART 6)-2005 (TRANSPLANTING) STANDARD PRACTICES AND ANY APPLICABLE LOCAL CODES.

CONTRACTOR SHALL EMPLOY AN ISA CERTIFIED ARBORIST WITH VERIFIABLE TREE TRANSPLANT EXPERIENCE AS THE "EXPERT ARBORIST OF RECORD" TO CARRY OUT THE FOLLOWING DUTIES:

SHALL PROVIDE A TREE RELOCATION PLAN FOR APPROVAL BY THE OWNER'S AGENT BEFORE ANY WORK CAN COMMENCE.

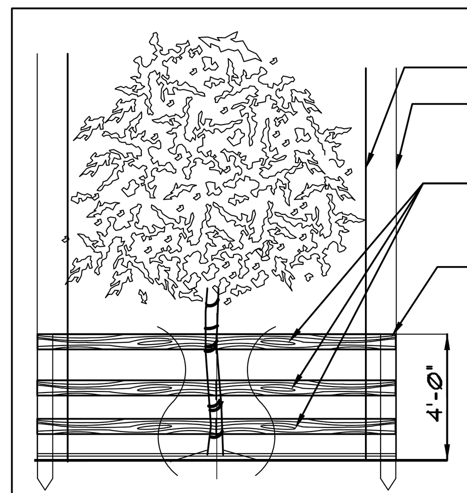
SHALL MAKE SITE VISITS PRIOR TO ANY RELOCATION WORK TO INSPECT THAT PROPER PREPARATION WORK IS PERFORMED TO THE TREE RELOCATION GUIDELINES.

SHALL MAKE SITE VISITS DURING RELOCATION WORK TO INSURE WORK IS BEING PERFORMED TO THE TREE RELOCATION GUIDELINES.

SHALL DOCUMENT ALL INSPECTIONS AND PROVIDE REPORT TO THE OWNER'S AGENT WITHIN 5 BUSINESS DAYS OF SITE VISIT.

SHALL SUBMIT PRIOR TO FINAL ACCEPTANCE BY OWNER'S AGENT, A POST-TRANSPLANT CARE GUIDE FOR UP TO THREE YEARS THAT INCLUDES WATERING, FERTILIZATION, PRUNING, PEST CONTROL, STAKING, ETC. FOR APPROVAL.

TREE PROTECTION DETAIL



DRIP LINE

FENCE TO EXTEND TO THE EDGE OF THE DRIPLINE OR MORE WHERE POSSIBLE.

THREE ROWS OF SPLIT RAIL FENCING (2" X 4") TO BE PLACED AROUND ALL EXISTING TREES TO REMAIN.

WOODEN STAKES (2" X 4" X 5' MIN.) ON 5' CENTERS - TO SUPPORT SPLIT RAIL FENCING.

CONTRACTOR TO INSTALL PROTECTIVE FENCE BARRIER AROUND ALL EXISTING TREES TO REMAIN- AT THE START OF THE PROJECT- FENCE TO REMAIN IN PLACE THROUGHOUT THE DURATION OF THE PROJECT.

CONTRACTOR SHALL TAKE EXTRA CARE DURING EARTHWORK AND UTILITY OPERATIONS TO PROTECT ALL EXISTING TREES - AND SHALL BE RESPONSIBLE TO REPLACE ANY TREES DAMAGED DURING CONSTRUCTION.

BARRIER TO FORM A CONTINUOUS CIRCLE AROUND THE TREE OR GROUP OF TREES.

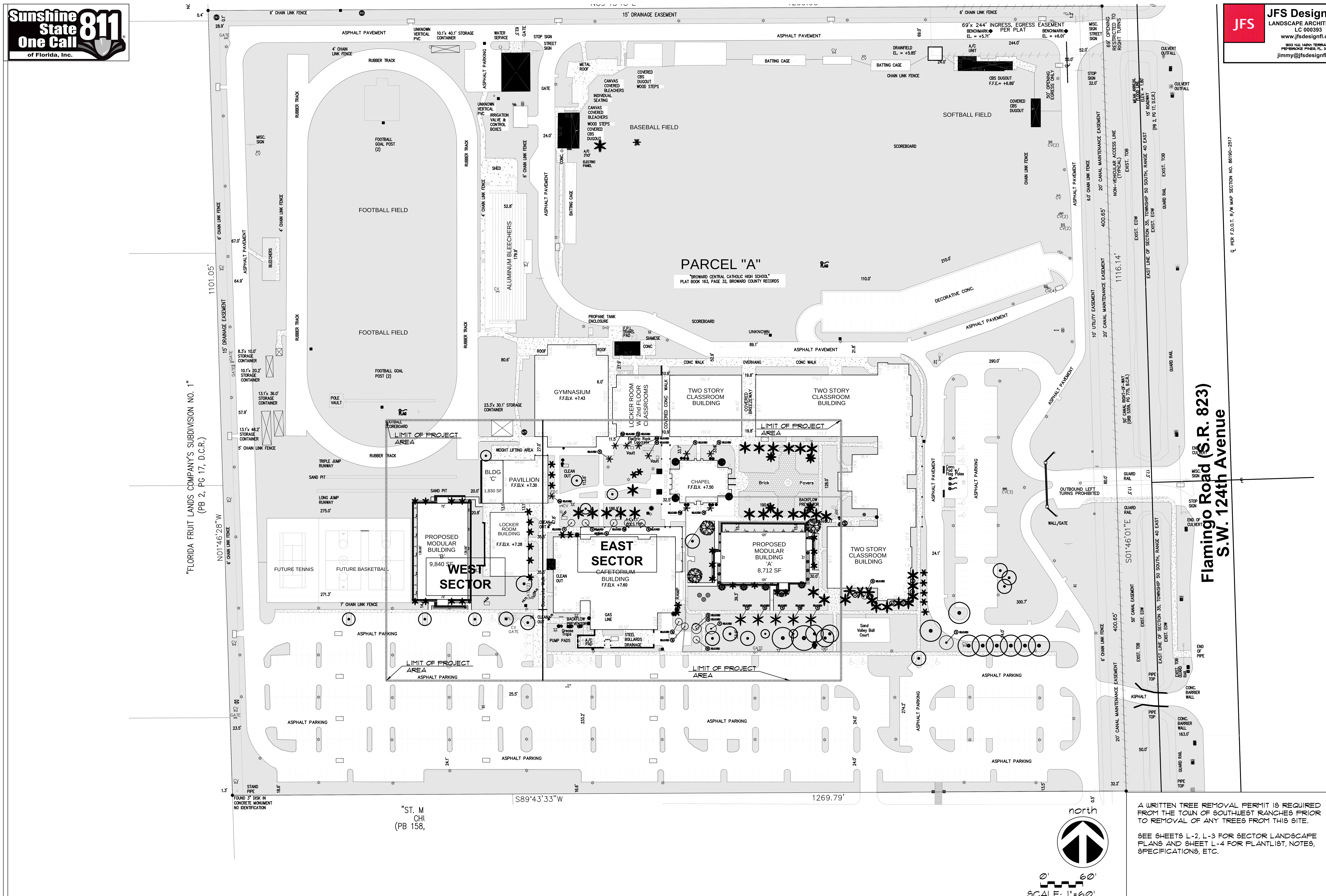
N.T.S.

NOTES:

1. SEE SHEET L-1 FOR PROPOSED TREE AND PALM LOCATIONS.
2. THE CONTRACTOR SHALL REMOVE ALL TREES AND HEDGES AS PER PLANS AND AS APPROVED BY THE LOCAL GOVERNING AGENCIES (THE TOWN OF SOUTHWEST RANCHES). TREE, PALM AND HEDGE MATERIAL SHALL INCLUDE ALL TRUNKS, STUMPS AND ROOTS. ALL EXCESS DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT AN APPROVED SITE. ALL HOLES AND DEPRESSIONS SHALL BE BACKFILLED WITH CLEAN, APPROVED BACKFILL.
3. LOCATIONS SHOWN FOR THE EXISTING TREES AND PALMS ARE APPROXIMATE. EXACT LOCATIONS ARE TO BE FIELD VERIFIED BY A REGISTERED LAND SURVEYOR (RLS) PRIOR TO ANY PAVING OR ANY OTHER SUCH WORK WHICH WILL BE IMPACTED BY ANY TREES OR PALMS TO REMAIN.
4. ALL INVASIVE EXOTIC VEGETATION AND ANY ANY OTHER PLANTS LISTED AS CATEGORY I, ON THE FLORIDA EXOTIC PEST PLANT COUNCIL'S LIST OF FLORIDA'S MOST INVASIVE SPECIES SHALL BE REMOVED FROM THE SITE AND MAINTENANCE SHALL GUARANTEE CONTROL OF RE-INVASION.
5. ALL TREES AND PALMS TO BE RELOCATED SHALL BE ROOT PRUNED AND CANOPY PRUNED ACCORDING TO ALL ACCEPTED STANDARDS AS DEFINED BY THE NATIONAL ARBORIST ASSOCIATION, AND ALL PRE AND POST-TRANSPLANT OPERATIONS SHALL BE COORDINATED WITH UTMOST CARE TO MINIMIZE DAMAGE AND TRANSPLANT SHOCK. WATERING-IN AND WATERING SCHEDULES SHALL BE SUBMITTED TO THE PROJECT MANAGER FOR REVIEW AND APPROVAL PRIOR TO RELOCATION.
6. ALL TREES AND PALMS TO BE RELOCATED SHALL BE STAKED AND BRACED TO INSURE STABILITY AND MINIMIZE ROOT DAMAGE DURING THE PLANT ROOT RECUPERATION PERIOD.
7. CONTRACTOR SHALL VERIFY WITH THE PROJECT SUPERINTENDENT THE PROPOSED LANDSCAPE AREAS PRIOR TO TREE AND PALM RELOCATION TO INSURE PROPER RELOCATION AND MINIMIZE ANY FIELD DISCREPANCIES WITH RESPECT TO PROPOSED PAVING, BUILDINGS, AMENITIES, ABOVE AND BELOW GROUND UTILITIES AND LIMITS OF PROPERTY.
8. CONTRACTOR SHALL ESTABLISH AN IRRIGATION SYSTEM TO PROVIDE FOR PRE AND POST-TRANSPLANT IRRIGATION SCHEDULING. TREE AND PALM FERTILIZATION SHALL BE ESTABLISHED CONCURRENTLY WITH IRRIGATION PRE AND POST-FERTILIZATION, THIS PROCEDURE SHALL BE CONDUCTED TO OPTIMIZE PLANT ESTABLISHMENT.
9. CONTRACTOR SHALL COORDINATE WITH THE PROJECT SUPERINTENDENT TO PLANT ALL RELOCATED TREES AND PALMS AT THE FINAL GRADE OF SITE.
10. SEE "ROOT PRUNING DETAIL" AND "TREE TRANSPLANT DETAIL AS SHOWN ON THE PLANS.

A WRITTEN TREE REMOVAL PERMIT IS REQUIRED FROM THE TOWN OF SOUTHWEST RANCHES PRIOR TO REMOVAL OF ANY TREES FROM THIS SITE.

SEE LANDSCAPE PLANS FOR PROPOSED PLANTINGS, LANDSCAPE LEGEND, DETAILS, NOTES, ETC.



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SEE SHEETS L-2, L-3 FOR SECTOR LANDSCAPE PLANS AND SHEET L-4 FOR PLANTLIST, NOTES, SPECIFICATIONS, ETC.

SPECIFIC AREA LANDSCAPE PLAN

JFS Design Inc.
LANDSCAPE ARCHITECTURE
LC 000393
www.jfsdesignfl.com
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PEMBROKE PINES, FL 33028
jimmy@jfsdesignfl.com

REVISIONS :

SITE PLAN APPROVAL - MODIFICATION
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ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181
CONSULTANT :

DATE : 07-17-'18
SCALE :
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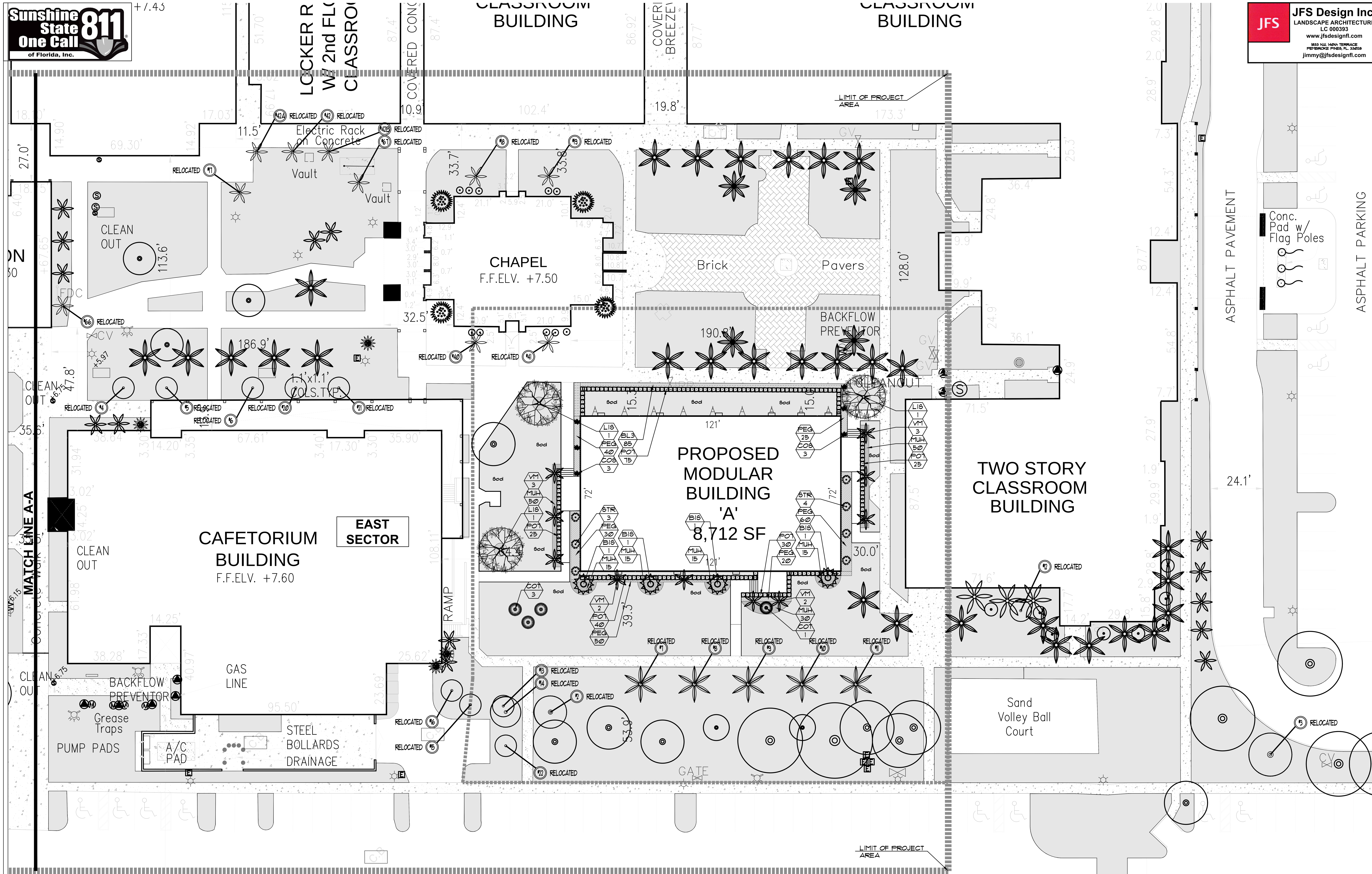
L-1

18-59



PLANTLIST

SYM.	NATIVE	*	NAME	BOTANICAL NAME	SPECIFICATION
ACCENT PLANTS AND GROUNDCOVERS					
COT			PAMPAS GRASS	Cortaderia selloana	7 gal., 30" x 30", 3' o.c., full
COS			COSTUS	Costus barbartus	7 gal., 24" x 24", 24" o.c., full
BL3			BLUEBERRY FLAX LILY	Dianella tasmanica	3 gal., 12" x 18", 18" o.c., full
MUH	YES		MUHLY GRASS	Muhlenbergia capillaris	12" x 12", 18" o.c., full, 1 gal.
PEG	YES		GREEN FOUNTAIN GRASS	Pennisetum setaceum	3 gal., 24" x 18", 18" o.c., full
STR			BIRD OF PARADISE	Strelitzia reginae	7 gal., 24" o.a. ht.

PLANTLIST

SYM.	NATIVE	*	NAME	BOTANICAL NAME	SPECIFICATION
PROPOSED TREES					
LIS			QUEEN'S CREPE MYRTLE	Lagerstroemia speciosa	10' x 6' spr., full head
PALMS					
BIS			BISMARK PALMS	Bismarkia nobilis 'Silver'	8' x 8', full head, specimen
VM			MONTGOMERY PALMS	Veitchia montgomeryana	SGL. TK., FG., 14' o.a., full hd.
SHRUBS					
CIT	YES		COCOPLUM	Chysobalanus icaco	7 GAL., 30" x 24" full, 24" o.c.
POT			PODOCARPUS HEDGE	Podocarpus spp.	7 gal., 30" x 24", full heavy

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SEE SEE SHEET L-3 FOR WEST SECTOR LANDSCAPE PLAN.

SEE SHEET L-4 FOR PLANTLIST, QUANTITIES, LANDSCAPE DETAILS, SPECIFICATIONS, ETC.

north

0' 10' 50'

SCALE: 1" = 20'

EAST SECTOR LANDSCAPE PLAN

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REVISIONS :

SITE PLAN APPROVAL - MODIFICATION

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OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
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CONSULTANT :

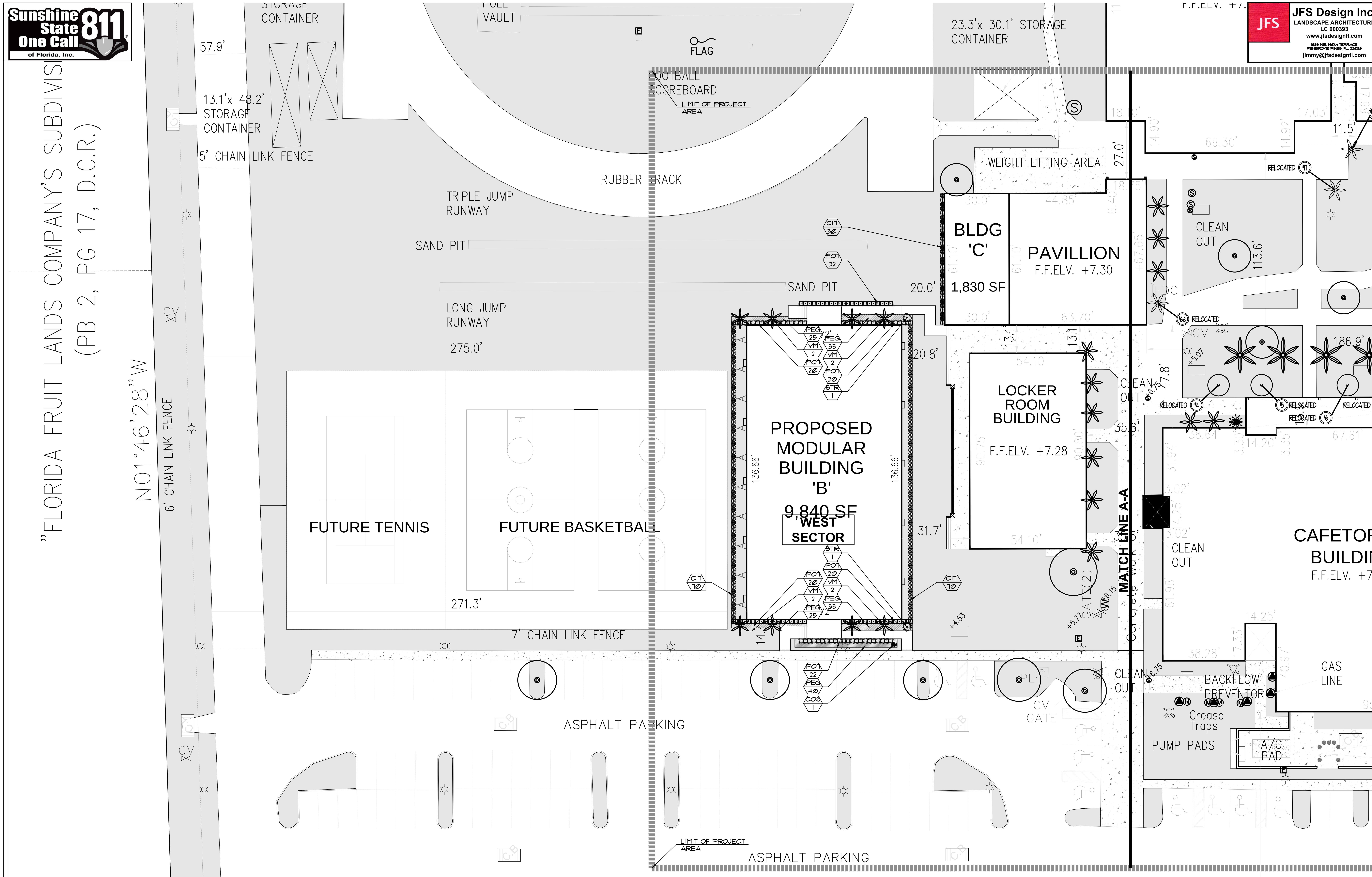
DATE : 07-17-'18

SCALE :

DATE SUBMITTED FOR BIDS:

L-2

18-59



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SEE SEE SHEET L-3 FOR WEST SECTOR LANDSCAPE PLAN.

SEE SHEET L-4 FOR PLANTLIST, QUANTITIES, LANDSCAPE DETAILS, SPECIFICATIONS, ETC.

WEST SECTOR LANDSCAPE PLAN

Sunshine State One Call of Florida, Inc. 811

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REVISIONS :

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
ARCHDIOCESE OF MIAMI, 9401 BISCAYNE BLVD., MIAMI SHORES, FL 33138

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VILLA & ASSOCIATES INC.
ARCHITECTURE - PLANNING - INTERIOR DESIGN
7344 SW 48 ST # 201 - MIAMI, FLORIDA 33155 - 305.661.8181
CONSULTANT :

DATE : 07-17-'18
SCALE :
DATE SUBMITTED FOR BIDS:

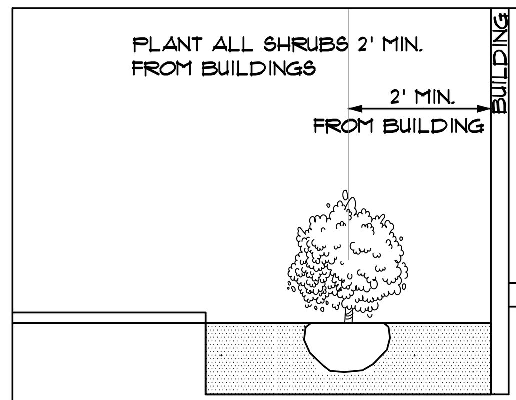
L-3

18-59

FERTILIZATION:

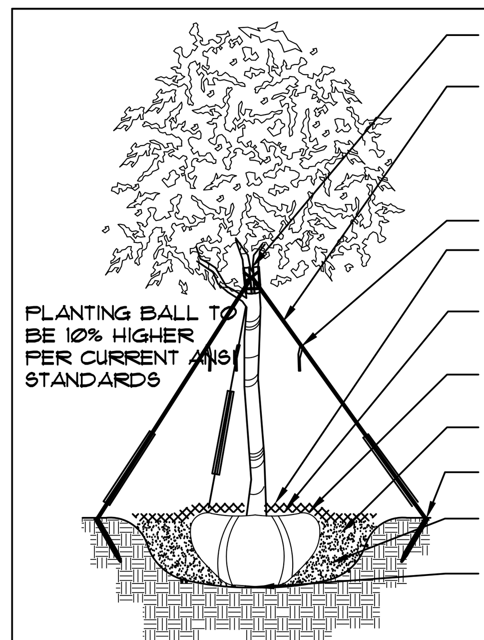
ONE COMPLETE APPLICATION OF GRANULAR FERTILIZER SHALL BE APPLIED PRIOR TO FINAL ACCEPTANCE AND APPROVAL BY THE LANDSCAPE ARCHITECT. AN ADDITIONAL FERTILIZATION PROGRAM SHALL BE SUBMITTED TO THE PROJECT MANAGER FOR AN ANNUAL FERTILIZATION APPLICATION PROGRAM. FERTILIZERS SHALL BE PER ATLANTIC -AFEC FERTILIZER & CHEMICAL (AFEC) OR AN APPROVED EQUAL. CONTRACTOR SHALL SUBMIT FERTILIZATION AS A SEPARATE ITEM IN THE BID.

FERTILIZATION SHALL BE AS FOLLOWS: TREES: 12-06-08 (AFEC # 5231) RATE: 1.5 LBS./ INCH OF DIA. @ DBH PALMS: 12-04-12 (AFEC # 7216) RATE: 1.5 LBS./ INCH OF DIA. @ DBH SHRUBS AND GROUNDCOVERS: (12-06-08 AFEC # 5231) RATE: 1.5 OZ./ FT. OF HEIGHT



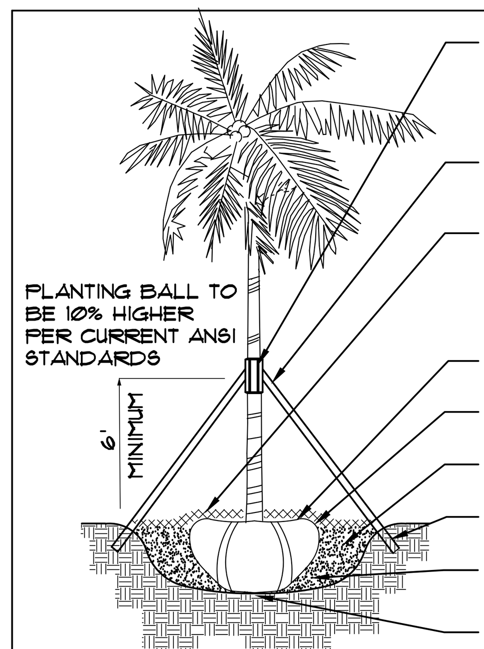
SHRUB PLANTINGS BUILDING DETAIL

N.T.S.



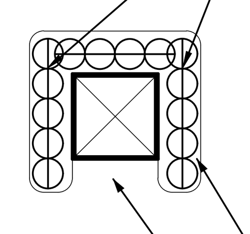
TREE PLANTING DETAIL

N.T.S.



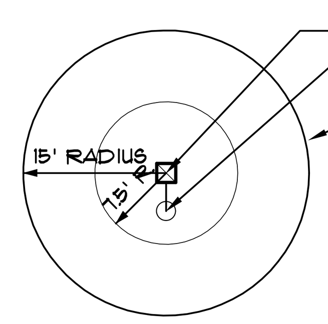
PALM PLANTING DETAIL

N.T.S.



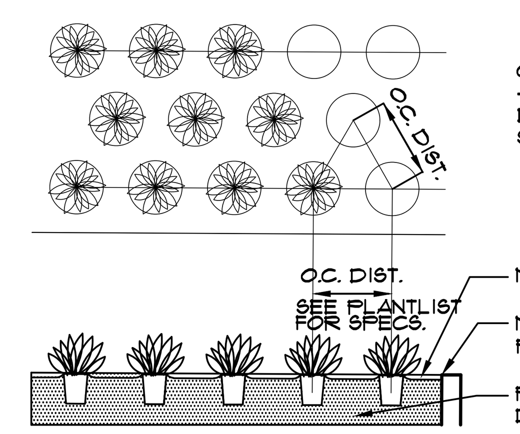
TYPICAL PLANTINGS FOR GROUND-MOUNTED EQUIPMENT

N.T.S.



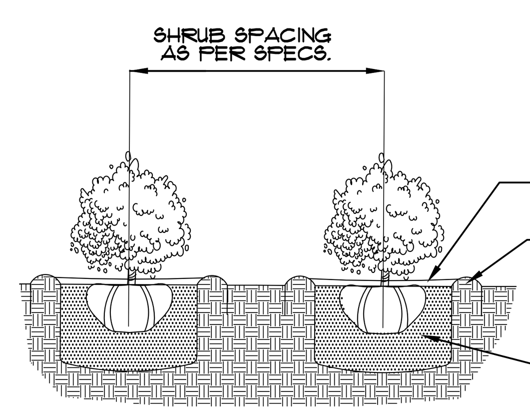
MINIMUM TREE CLEARANCE FROM LIGHT FIXTURES

N.T.S.



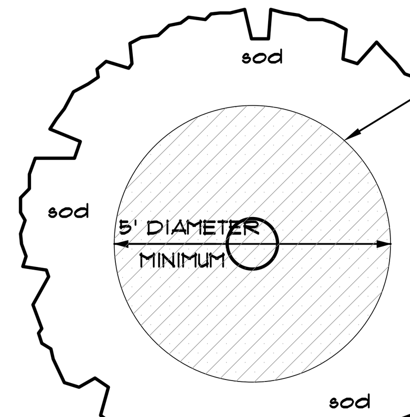
GROUNDCOVER DETAIL

N.T.S.



SHRUB PLANTING DETAIL

N.T.S.



TYPICAL MULCH RING FOR FREE-STANDING TREES AND PALMS

N.T.S.

LANDSCAPE NOTES

1. ALL PLANT MATERIAL SHALL BE FLORIDA NO. 1 GRADE OR BETTER.

2. CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LOCATION OF AND AVOID AND PROTECT UTILITY LINES, BURIED CABLES, AND OTHER UTILITIES.

3. TREE, PALM, ACCENT AND BED LINES ARE TO BE LOCATED IN THE FIELD AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

4. ALL PLANTING SOIL SHALL BE 50:50 TOPSOIL:SAND MIX, FREE OF CLAY, STONES, ROCKS, OR OTHER FOREIGN MATTER. THIS SPECIFICATION INCLUDES ALL BACKFILL FOR BERMS AND OTHER LANDSCAPE AREAS.

SODDED-LAWN AREAS:
2" DEPTH PLANTING SOIL SPREAD IN PLACE- THROUGHOUT.
GROUNDCOVER PLANTING BEDS:
6" DEPTH PLANTING SOIL SPREAD IN PLACE- THROUGHOUT.
SHRUB AND HEDGE PLANTING AREAS:
12" DEPTH PLANTING SOIL SPREAD IN PLACE- THROUGHOUT.
TREES, PALMS, SPECIMEN PLANT MATERIAL:
24" DEPTH PLANTING SOIL SPREAD IN PLACE OR, TO THE DEPTH OF THE ROOTBALL OR CONTAINER WHICHEVER IS GREATEST.
LANDSCAPE ISLANDS AND BUILDING FOUNDATIONS:
EXCAVATE AND REMOVE ALL LIMEROCK, ROCKS, DEBRIS, ETC. TO A DEPTH OF 18" AND BACKFILL W/ 50:50 TOPSOIL:SAND MIX.
BUILDING FOUNDATIONS SHALL BE THE SAME DEPTH TO A WIDTH OF 36" FROM THE BUILDING BASE.

5. THE SITE CONTRACTOR SHALL BE RESPONSIBLE TO BRING ALL GRADES TO WITHIN 2" OF FINAL GRADES. THIS SHALL INCLUDE A 2" APPLICATION OF 50:50 TOPSOIL:SAND MIX FOR ALL LANDSCAPE AND AREAS TO BE SODDED.

6. THE LANDSCAPE CONTRACTOR SHALL CALCULATE AND SUBMIT AN ITEMIZED PRICE FOR THE 2" APPLICATION OF 50:50 MIX FOR ALL SOD AREAS AS A REFERENCE IN THE CASE THAT THERE WOULD BE A DISCREPANCY BETWEEN SITE AND LANDSCAPE CONTRACTORS AND NOTIFY THE SITE CONTRACTOR OR PROJECT SUPERINTENDENT AS TO THIS DISCREPANCY. IT WILL THEN BE DETERMINED WHICH PARTY WILL PROVIDE THIS 2" TOPSOIL:SAND APPLICATION AND SUBSEQUENT PAYMENT.
OTHER PLANTING SOIL MIXES TO BE ADDED, I.E. FOR TREES, PALMS, SPECIMEN PLANTS, SHRUBS AND GROUNDCOVERS SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR AND BE INCLUSIVE WITH THE LANDSCAPE BID.

7. CONTRACTOR SHALL COORDINATE WITH THE IRRIGATION CONTRACTOR AND LEAVE PROVISIONS FOR ALL, INCLUDING UNDERGROUND UTILITY LINE LOCATIONS DIAL 811 'NO CUTS' AS REQUIRED BY LAW.

8. ALL PLANTING BEDS SHALL BE MULCHED TO A DEPTH OF 3" WITH AN APPROVED RECYCLED MULCH BY THE PRESIDING GOVERNING AGENCY. NO HEAVY METALS, I.E. ARSENIC, LEAD, ETC. ARE TO BE CONTAINED IN THE MULCH AND THE CONTRACTOR SHALL PROVIDE CERTIFICATION OR PROOF THAT ALL MULCH IS FREE OF HEAVY METALS OR SIMILAR ENVIRONMENTAL CONTAMINANTS.

9. SOD SHALL BE ARGENTINE 'BAHIA' OR ST. AUGUSTINE 'FLORATAM' AS SHOWN ON THE PLANS, STRONGLY ROOTED, FREE FROM WEED, FUNGUS, INSECTS AND DISEASE. CONTRACTOR SHALL SOD ALL AREAS AS INDICATED ON THE PLAN OR AS DIRECTED. PAYMENT SHALL BE DETERMINED BY THE TOTAL MEASURED SODDED AREAS X THE UNIT PRICE SUBMITTED AND FIELD VERIFIED.

10. SOD SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS AS DEFINED BY FDOT. SOD SHALL CARRY A 3-MONTH WARRANTY.

11. ALL TREES, PALMS, SHRUBS AND GROUNDCOVERS SHALL CARRY A ONE-YEAR WARRANTY FROM THE DATE OF FINAL ACCEPTANCE.

12. ALL TREES AND PALMS SHALL BE STAKED PER ACCEPTED STANDARDS BY THE FLORIDA NURSERYMEN & GROWERS LANDSCAPE ASSOCIATION (FNGLA). THERE SHALL BE ONE FINAL INSPECTION FOR APPROVAL BY THE PRESIDING GOVERNING AGENCY. CONTRACTOR SHALL INSURE THAT THE PLANS, DETAILS, SPECIFICATIONS AND NOTES HAVE BEEN ADHERED TO AND THAT THE LANDSCAPE AND IRRIGATION INSTALLATION IS COMPLIANT TO ALL ITEMS AS DIRECTED ON THE PLANS PRIOR TO SCHEDULING OF THE FINAL INSPECTION.

13. THE PLANT LIST IS INTENDED ONLY AS AN AID TO BIDDING. ANY DISCREPANCIES FOUND BETWEEN THE QUANTITIES ON THE PLAN AND PLANT LIST, THE QUANTITIES ON THE PLAN SHALL BE HELD VALID.

14. IRRIGATION SHALL PROVIDE FOR A 100% COVERAGE WITH A 100% OVERLAP, AUTOMATIC SYSTEM W/ RAIN MOISTURE SENSOR ATTACHED TO CONTROLLER. ALL FLORIDA BUILDING CODE APPENDIX "F" IRRIGATION REQUIREMENTS SHALL BE STRICTLY ADHERED TO FOR INSTALLATION AND PREVAILING WATER MANAGEMENT DISTRICT RESTRICTIONS AND REGULATIONS SHALL BE IN COMPLIANCE FOR POST-INSTALLATION WATERING SCHEDULES.

15. EXISTING IRRIGATION SYSTEM (IF APPLICABLE) SHALL BE RETROFITTED TO COMPLY WITH THOSE SPECIFICATIONS AS OUTLINED ABOVE.

16. CONTRACTOR SHALL PROVIDE A WATER TRUCK DURING PLANTING TO INSURE PROPER WATERING-IN DURING INSTALLATION AND WILL BE RESPONSIBLE FOR CONTINUAL WATERING UNTIL FINAL ACCEPTANCE BY THE OWNER.

17. ALL EXISTING TREES, PALMS AND PLANT MATERIAL TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION. CONTRACTOR SHALL INSTALL PROTECTIVE BARRIERS SUCH AS "TENAX" PROTECTIVE FENCING OR AS SHOWN ON THE DETAILS TO BE INSTALLED AT THE BEGINNING OF THE PROJECT. BARRIERS SHALL BE LOCATED TO INCLUDE THE DRIPLINE OF THE TREES, PALMS AND PLANT MATERIAL WHERE POSSIBLE. THE CONTRACTOR SHALL TAKE EXTRA CAUTION TO PREVENT ANY DAMAGE TO THE TRUNK, BRANCHES, ROOTS, ROOT ZONE AREAS AND ADJACENT GRADES.

18. EXISTING TREES AND PALMS TO REMAIN SHALL BE TRIMMED PER ANSI-300 STANDARDS. SUPERVISION OF THE TRIMMING SHALL BE PERFORMED BY AN ISA-CERTIFIED ARBORIST.

19. ALL EXISTING TREES AND PALMS SHALL BE "LIFTED AND THINNED" TO PROVIDE FOR AN 8' MINIMUM CLEARANCE FOR SIDEWALKS AND PEDESTRIAN WALKWAYS AND A 14' MINIMUM CLEARANCE FOR ROADWAYS, DRIVEWAYS, AND ALL VEHICULAR USE AREAS.

20. REMOVAL OF ANY TREES OR PALMS WILL REQUIRE A WRITTEN "TREE REMOVAL PERMIT" FROM THE LOCAL GOVERNING AGENCY PRIOR TO REMOVAL.

21. ALL PLANTINGS IN NON-IRRIGATED AREAS, I.E. RIGHTS OF WAYS, SWALES, ETC. SHALL BE WATERED-IN THOROUGHLY AND CONTINUED TO BE WATERED THROUGHOUT UNTIL C.O. ACCEPTANCE. COORDINATE WITH OWNER AND PROJECT MANAGER TO PROVIDE POST C.O. WATERING TO INSURE PLANT ESTABLISHMENT FOR A MINIMUM OF ONE YEAR AFTER CERTIFICATE OF OCCUPANCY ACCEPTANCE.

PLANTLIST

SYM.	NATIVE	*	NAME	BOTANICAL NAME	SPECIFICATION
PROPOSED TREES					
LIS		3	QUEEN'S CREPE MYRTLE	Lagerstroemia speciosa	10' x 6' spr., full head
PALMS					
BIS		4	BISMARK PALMS	Bismarkia nobilis 'Silver'	8' x 8', full head, specimen
VM		18	MONTGOMERY PALMS	Veitchia montgomeryana	SGL. TK, FG, 14' o.a., full hd.
SHRUBS					
CI1	YES	170	COCOPLUM	Chrysobalanus icaco	1 GAL, 30" x 24" full, 24" o.c.
POT		279	PODOCARPUS HEDGE	Podocarpus spp.	1 gal, 30" x 24", full heavy
ACCENT PLANTS AND GROUNDCOVERS					
COT		4	PAMPAS GRASS	Cortaderia selloana	1 gal, 30" x 30", 3' o.c., full
COS		7	COSTUS	Costus barbatus	1 gal, 24" x 24", 24" o.c., full
BL3		85	BLUEBERRY FLAX LILY	Dianella tasmanica	3 gal, 12" x 18", 18" o.c., full
MUH	YES	190	MUHLY GRASS	Muhlenbergia capillaris	12" x 12", 18" o.c., full, 1 gal.
PEG	YES	425	GREEN FOUNTAIN GRASS	Pennisetum setaceum	3 gal, 24" x 18", 18" o.c., full
STR		9	BIRD OF PARADISE	Strelitzia reginae	1 gal, 24" o.a. ht.
SOD					
SOD		2,500 s.f.	'FLORATAM' ST. AUGUSTINE	Stenotaphrum secundatum	SOLID SOD, price per s.f.
			SOD SHALL BE TO RESTORE ALL LANDSCAPE AREAS IMPACTED BY THE CONSTRUCTION PHASE,		
			TO INCLUDE HARDSCAPES, IRRIGATION, TREE AND PALM RELOCATION, ETC.		
TOPSOIL:			TOPSOIL:SAND MIX	50:50 TOPSOIL:SAND MIX, SPREAD IN PLACE	
		20 C.Y.	TREES, PALMS, SHRUBS AND GROUNDCOVERS		
		12 C.Y.	AREA TO BE SODDED WITH A 2" DEPTH OF TOPSOIL SPREAD IN PLACE		
MULCHING:					
		35 C.Y.+/-	'PINE BARK' MULCH	3" DEPTH, SPREAD IN PLACE, ATLAS PEAT AND SOIL	
				PROVIDE SAMPLE FOR APPROVAL PRIOR TO INSTALLATION	
		---	TOPSOIL, SOD AND MULCH QUANTITIES SHOWN ARE APPROXIMATE, CONTRACTOR		
			TO PROVIDE A UNIT PRICE PER UNIT AND WILL BE PAID ON THAT UNIT PRICE BASIS		
			UPON FINAL INSPECTION AND APPROVAL.		
INSTALLATION WATERING:					
			CONTRACTOR SHALL THOROUGHLY WATER-IN ALL PLANTINGS WHEN PLANTED,		
			AND SHALL CONTINUE WATERING UNTIL FINAL INSPECTION AND APPROVAL BY		
			THE LOCAL GOVERNING AGENCY AND THE OWNER.		

GENERAL LAWN-SOD NOTE:

CONTRACTOR SHALL TAKE EXTRA PRECAUTION TO PROTECT ANY AND ALL EXISTING PLANTINGS OUTSIDE OF THE IMMEDIATE RESTORATION AREA THROUGHOUT THE LENGTH OF THE PROJECT AND SHALL RESTORE AND/OR REPLACE ALL PLANTINGS DAMAGED OR DESTROYED DURING THE CONSTRUCTION.

THIS SHALL ALSO INCLUDE SOD RESTORATION OF ALL THE EDGES, AND OTHER AREAS IMPACTED BY CONSTRUCTION, IRRIGATION INSTALLATION, ETC. PRIOR TO FINAL INSPECTION AND APPROVAL BY THE CITY.

AREAS INDICATED AS 'SOD' OR "LAWN" ON THE PLANS ARE TO PROVIDE CLARITY TO THE FINAL STATE OF THE LANDSCAPE AREAS. CONTRACTOR SHALL RESTORE OR PLANT ANEW ALL LANDSCAPE AREAS AND PROVIDE A FULLY FINISHED LANDSCAPE. QUANTITIES SHOWN ARE APPROXIMATE AND ARE TO BE PAID ON A UNIT PRICE BASIS.

IRRIGATION NOTE:

EXISTING IRRIGATION SYSTEM TO BE RETROFITTED TO PROVIDE 100% COVERAGE WITH 100% OVERLAP TO INCLUDE ALL EXISTING AND NEW PLANTING AREAS.

CONTRACTOR SHALL TEST THE EXISTING IRRIGATION SYSTEM FOR OPERATION AND PROVIDE ANY AND ALL NECESSARY UPGRADES WITH THE WRITTEN APPROVAL OF THE OWNER OR OWNER'S REPRESENTATIVE.

"MINI-CLIK" RAIN SENSOR (OR APPROVED EQUAL) TO BE INSTALLED WITH THE NEW RETROFITTED SYSTEM.

ALL REQUIREMENTS WITH APPENDIX "F" OF THE FLORIDA BUILDING CODE, SFWMD RESTRICTIONS, I.E. PHASE II WATERING, AND ALL CITY AND COUNTY CODES SHALL BE ADHERED TO FOR FULL COMPLIANCE.

A WRITTEN TREE REMOVAL PERMIT IS REQUIRED FROM THE TOWN OF SOUTHWEST RANCHES PRIOR TO REMOVAL OF ANY TREES FROM THIS SITE.

SEE LANDSCAPE PLANS FOR PROPOSED PLANTINGS, LANDSCAPE LEGEND, DETAILS, NOTES, ETC.

LANDSCAPE DETAILS, NOTES, SPECIFICATIONS, ETC.

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REVISIONS :

SITE PLAN APPROVAL - MODIFICATION
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL
5451 SW 124th AVENUE - SOUTHWEST RANCHES, FLORIDA
OWNER: MOST REVEREND THOMAS G. WENSKI, ARCHBISHOP OF MIAMI
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CONSULTANT :

DATE : 07-17-'18
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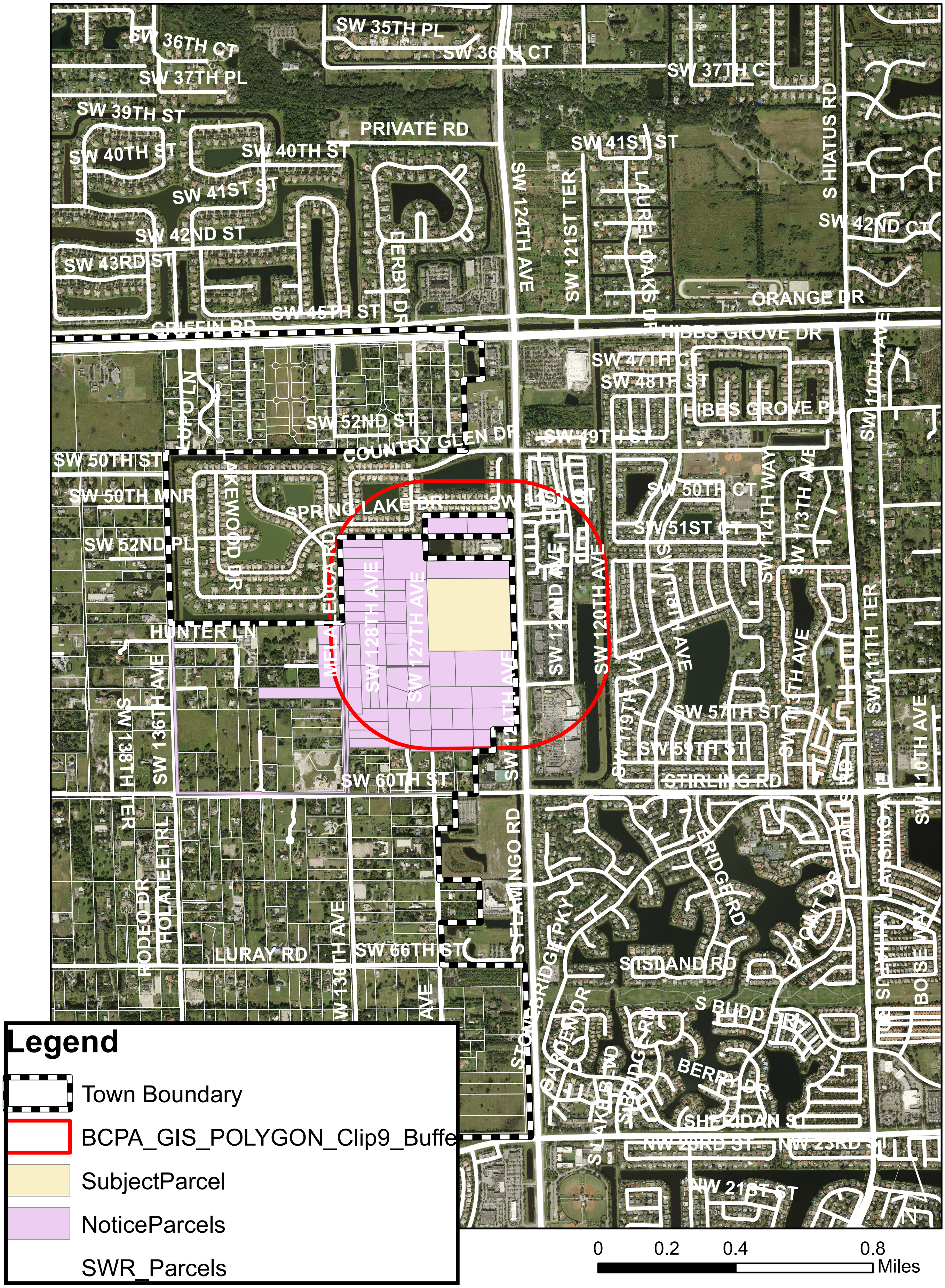
Town of Southwest Ranches

SP-72-18



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TRAFFIC IMPACT STATEMENT

ARCHBISHOP MCCARTHY HIGH SCHOOL EXPANSION
SOUTHWEST RANCHES, FLORIDA

Prepared for:

The Mellgren Planning Group
3350 NW 53rd Street
Suite 101
Fort Lauderdale, Florida 33309

Job No. 19-105

Bryan Kelley, P.E.
FL Registration No. 74006

Date: February 7, 2020
Revised: March 23, 2020

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Appendices

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DATA COLLECTION .... APPENDIX B
FDOT LOS TABLE .... APPENDIX C
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1.0 INTRODUCTION

The subject parcel is located on the west side of Flamingo Road approximately ¾ miles south of Griffin Road in the Town of Southwest Ranches, Florida. The property is currently developed with a 1691 student private high school. The proposed plan of development entails the expansion of the high school by 109 students for a total of 1800 students with an estimated buildout of 2021 for purposes of this traffic study. The location of the existing school is depicted in Figure 1 attached to this report.

2.0 EXISTING SCHOOL OPERATIONS

The school administration provided details including a school access map for the existing school operations. The school has three (3) access connections to Flamingo Road as shown in Figure 2. Student drop off and pick up is available at both north and main (middle) entrance locations. The south school driveway is restricted for student drivers and faculty only. When exiting any of the school's three driveways, motorists must turn southbound on Flamingo Road. For motorists destined to the north, a U-turn can be made at the main school entrance/SW 53rd Street or at SW 55th Street. Due to the high congestion of Flamingo Road and school traffic, an off-duty police officer directs traffic at the main school entrance. Additionally, the police officer closes down one southbound lane on Flamingo Road to allow for a free-flow right turn out of the main school driveway. The school access map in included in Appendix "A".

3.0 DATA COLLECTION

Traffic data was collected for the project on Tuesday, September 17, 2019 and Thursday, September 19, 2019 from 6:30 to 8:30 A.M. and from 1:30 to 3:30 P.M. (unless otherwise noted) at the following locations and times:

- Flamingo Road and Griffin Road
- Flamingo Road and north school entrance (southbound right and eastbound right movements only)
- Flamingo Road and main school entrance (southbound right, southbound left, northbound left, and eastbound right movement only)
- Flamingo Road and south school entrance (southbound right and eastbound right movements only)
- Flamingo Road at SW 55th Street
- Flamingo Road 24-hour bi-directional counts between the north and main school entrances.
- Queue data for north drop off location
- Queue data for main entrance drop off location

A Peak Season Correction Factor (PSCF) of 1.04 obtained for the FDOT was applied to the existing counts for all volumes except the school driveway trips. The existing traffic counts are attached to the report and the data collection sheets are provided in Appendix "B".

4.0 EXISTING CONDITIONS

Link Level of Service Analysis

The roadway link Level of Service (LOS) analysis was performed for the aforementioned roadway segments on Griffin Road and Flamingo Road. The LOS D thresholds were taken from the 2013 FDOT Quality/Level of Service Handbook which is provided in Appendix "C". The roadway classifications are based on the posted speed limit of the roadways. The roadway link volumes were derived from the turning movement counts conducted for this traffic study. A summary of the link analyses is provided in Table 1. All roadway segments currently operate at an acceptable Level of Service.

Table 1
Existing (2019) Link Level of Service Analysis

Roadway	Segment	Dir.	# of Lanes	Speed Limit	Road Class	AM Peak	PM Peak	Adopted LOS "D" Threshold	Meets Standard?
Griffin Road	West of Flamingo Road	EB	6	45	I	1563	1193	3020	Yes
		WB	6	45	I	1559	1099	3020	Yes
	East of Flamingo Road	EB	6	45	I	1540	1239	3020	Yes
		WB	6	45	I	1549	1003	3020	Yes
Flamingo Road	N. of Griffin Road	NB	6	45	I	2002	1458	3020	Yes
		SB	6	45	I	1813	1481	3020	Yes
	Griffin Road to School Site	NB	6	45	I	1811	1740	3020	Yes
		SB	6	45	I	1988	1496	3020	Yes
	School Site to Stirling Road	NB	6	45	I	2042	1767	3020	Yes
		SB	6	45	I	2106	1775	3020	Yes

Intersection Level of Service Analysis

An intersection LOS analysis was performed for both the A.M and school P.M. peak hours for the study intersections. Synchro 10 software with the HCM 6th edition methodology was utilized for the results. The peak hour factor (PHF) used was based on calculations from the collected traffic data. The results of the intersection analysis are provided in Tables 2 and 3 for the A.M. and P.M. peak hours, respectively. Note that the intersection of Flamingo Road and the main school driveway was treated as a signalized intersection due to the presence of an off-duty police officer controlling traffic. However, the analysis provided for the main driveway is an estimate due to the discretion that the police officer has in controlling traffic and clearing turn lane queues. The actual operations for this intersection will vary. The Synchro printouts for the existing conditions analysis are included in Appendix "D".

4.0 EXISTING CONDITIONS (CONTINUED)

Table 2
Existing 2019 Intersection Operational Analysis – A.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flamingo Rd at Griffin Rd	Signal	73.9	E	74.3	E	66.0	E	80.2	F	72.7	E
Flamingo Rd at North School Driveway	TWSC	N/A	N/A	55.7	F	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at Main School Driveway	Police Controlled	N/A	N/A	N/A	N/A	N/A	N/A	70.4 (NBL)	F	N/A	N/A
Flamingo Rd at South School Driveway	TWSC	N/A	N/A	41.3	E	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at SW 55th St	Signal	50.2	D	82.4	F	57.4	E	33.2	C	63.2	E

Note: TWSC = Two Way Stop Control

Table 3
Existing 2019 Intersection Operational Analysis – P.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flamingo Rd at Griffin Rd	Signal	58.2	E	78.3	E	65.4	E	46.9	D	50.4	D
Flamingo Rd at North School Driveway	TWSC	N/A	N/A	13.9	B	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at Main School Driveway	Police Controlled	N/A	N/A	N/A	N/A	N/A	N/A	80.0 (NBL)	E	N/A	N/A
Flamingo Rd at South School Driveway	TWSC	N/A	N/A	68.3	F	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at SW 55th St	Signal	25.9	C	75.1	E	68.9	E	19.1	B	19.9	B

As shown above, the intersection of Flamingo Road and Griffin Road is currently operating below the LOS D standard during both peak hours. Additionally, the eastbound right turns at the school driveways also experience high delays. However, the delays for the north and south school driveways are internal to the school site and do not have an impact on the Flamingo Road corridor operations.

5.0 BACKGROUND CONDITIONS

For the purposes of this traffic study, the project buildout was estimated to be 2021. Historical traffic volumes on Flamingo Road collected by the FDOT were reviewed to determine an appropriate background growth rate. The data for nearby roadway segments showed that growth has been minimal over the last several years. Therefore, a nominal background growth rate of 1.0% was utilized to project the 2021 background volumes. Note that the growth rate was not applied to the school driveway volumes. The intersection volume development tables are included in Appendix “E”.

Link Level of Service Analysis

The roadway link LOS analysis was performed for the A.M. and P.M. peak hours for the background (2021) traffic conditions. The results are summarized in Table 4. All study roadway links continue to perform at an acceptable Level of Service standard.

Table 4
Background (2021) Link Level of Service Analysis

Roadway	Segment	Dir.	# of Lanes	Speed Limit	Road Class	AM Peak	PM Peak	Adopted LOS "D" Threshold	Meets Standard?
Griffin Road	West of Flamingo Road	EB	6	45	I	1624	1241	3020	Yes
Griffin Road	West of Flamingo Road	WB	6	45	I	1620	1143	3020	Yes
Griffin Road	East of Flamingo Road	EB	6	45	I	1601	1289	3020	Yes
Griffin Road	East of Flamingo Road	WB	6	45	I	1610	1042	3020	Yes
Flamingo Road	N. of Griffin Road	NB	6	45	I	2081	1515	3020	Yes
Flamingo Road	N. of Griffin Road	SB	6	45	I	1883	1541	3020	Yes
Flamingo Road	Griffin Road to School Site	NB	6	45	I	1882	1809	3020	Yes
Flamingo Road	Griffin Road to School Site	SB	6	45	I	2047	1550	3020	Yes
Flamingo Road	School Site to Stirling Road	NB	6	45	I	2122	1837	3020	Yes
Flamingo Road	School Site to Stirling Road	SB	6	45	I	2187	1836	3020	Yes

Intersection Level of Service Analysis

An intersection LOS analysis was also performed for both the A.M and school P.M. peak hours for the study intersections for the background (2021) traffic conditions. The existing geometry and signal timing were utilized in the analysis. The Synchro printouts are included in Appendix “F” and the results are summarized in Tables 5 and 6 for the A.M and P.M. peak hours, respectively.

5.0 BACKGROUND CONDITIONS (CONTINUED)

Table 5
Background 2021 Intersection Operational Analysis – A.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flamingo Rd at Griffin Rd	Signal	78.2	E	77.9	E	68.8	E	87.1	F	76.1	E
Flamingo Rd at North School Driveway	TWSC	N/A	N/A	62.6	F	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at Main School Driveway	Police Controlled	N/A	N/A	N/A	N/A	N/A	N/A	72.4 (NBL)	E	N/A	N/A
Flamingo Rd at South School Driveway	TWSC	N/A	N/A	45.7	E	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at SW 55th St	Signal	53.4	D	83.0	F	56.5	E	34.9	C	68.7	E

Table 6
Background 2021 Intersection Operational Analysis – P.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flamingo Rd at Griffin Rd	Signal	59.8	E	81.4	F	65.9	E	48.1	D	52.0	D
Flamingo Rd at North School Driveway	TWSC	N/A	N/A	14.3	B	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at Main School Driveway	Police Controlled	N/A	N/A	N/A	N/A	N/A	N/A	80.0 (NBL)	E	N/A	N/A
Flamingo Rd at South School Driveway	TWSC	N/A	N/A	79.5	F	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at SW 55th St	Signal	26.7	C	74.5	E	68.1	E	19.9	B	21.1	C

Similar to the existing conditions, the intersection of Flamingo Road at Griffin Road will continue to operate below LOS D standards for the background conditions.

6.0 TOTAL TRAFFIC CONDITIONS

Traffic Generation

The traffic generation for the proposed private high school expansion was determined by collected traffic data. The existing school driveway trips may be summarized as follows:

Existing Trips

A.M. Peak Hour Traffic Generation = 2120 pht (1177 In/943 Out)
P.M. Peak Hour Traffic Generation = 1254 pht (480 In/774 Out)

Therefore, the trip generation rate for the 1691 student private school may be calculated as follows:

Trip Generation Rate

AM Peak: T = 1.25X (55.5%% In/44.5% Out)
PM Peak: T = 0.74X (38.3% In/61.7% Out)

X = Number of students

The trip generation increase associated with the proposed 109 student expansion may be summarized as follows:

New Trips

A.M. Peak Hour Traffic Generation = 136 pht (76 In/60 Out)
P.M. Peak Hour Traffic Generation = 81 pht (31 In/50 Out)

The total anticipated trip generation for the proposed 1800 student private school may be summarized as follows:

Total Driveway Trips

A.M. Peak Hour Traffic Generation = 2256 pht (1253 In/1003 Out)
P.M. Peak Hour Traffic Generation = 1335 pht (511 In/824 Out)

It should be noted that the trip generation and total traffic conditions analysis can be considered conservative since many of the trips will be pass-by trips or diverted trips already using the existing roadway network.

Trip Distribution

The project trips were distributed throughout the roadway network based on the existing traffic counts, existing travel patterns, and existing roadway network. The projected trip distribution and driveway assignment are depicted in the “Project Trips” exhibit attached to the report.

The project trips were then added to the 2021 background traffic volumes to determine the total traffic volumes for the analysis. The intersection development worksheets are included in Appendix “E” and the 2021 total traffic condition volumes are attached to the report in the “Total (2021) Volumes exhibit.

6.0 TOTAL TRAFFIC CONDITIONS (CONTINUED)

Link Level of Service Analysis

The roadway link LOS analysis was performed for the A.M. and P.M. peak hour for the total traffic (2021) conditions. The results are summarized in Table 8. All study roadway links continue to perform at an acceptable Level of Service standard.

Table 8
Total (2019) Link Level of Service Analysis

Roadway	Segment	Dir.	# of Lanes	Speed Limit	Road Class	AM Peak	PM Peak	Adopted LOS "D" Threshold	Meets Standard?
Griffin Road	West of Flamingo Road	EB	6	45	I	1635	1246	3020	Yes
		WB	6	45	I	1626	1148	3020	Yes
	East of Flamingo Road	EB	6	45	I	1607	1294	3020	Yes
		WB	6	45	I	1618	1045	3020	Yes
Flamingo Road	N. of Griffin Road	NB	6	45	I	2099	1530	3020	Yes
		SB	6	45	I	1910	1552	3020	Yes
	Griffin Road to School Site	NB	6	45	I	1912	1834	3020	Yes
		SB	6	45	I	2097	1569	3020	Yes
	School Site to Stirling Road	NB	6	45	I	2167	1862	3020	Yes
		SB	6	45	I	2232	1874	3020	Yes

Intersection Level of Service Analysis

An intersection LOS analysis was also performed for both the A.M and school P.M. peak hours for all study intersections for the total traffic (2021) conditions. The existing geometry and existing signal timing was utilized in the analysis. The Synchro printouts are included in Appendix “G” and the results are summarized in Tables 9 and 10 for the A.M. and P.M. peak hours, respectively.

6.0 TOTAL TRAFFIC CONDITIONS (CONTINUED)

Table 9
Total (2021) Intersection Operational Analysis – A.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flamingo Rd at Griffin Rd	Signal	80.1	F	80.1	F	70.6	E	89.9	F	76.6	E
Flamingo Rd at North School Driveway	TWSC	N/A	N/A	175.4	F	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at Main School Driveway	Police Controlled	N/A	N/A	N/A	N/A	N/A	N/A	65.4 (NBL)	F	N/A	N/A
Flamingo Rd at South School Driveway	TWSC	N/A	N/A	53.0	F	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at SW 55th St	Signal	56.6	E	83.0	F	56.5	E	35.1	D	75.6	E

Table 10
Total (2021) Intersection Operational Analysis – P.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flamingo Rd at Griffin Rd	Signal	60.2	E	82.8	F	65.9	E	48.4	D	52.3	D
Flamingo Rd at North School Driveway	TWSC	N/A	N/A	14.7	B	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at Main School Driveway	Police Controlled	N/A	N/A	N/A	N/A	N/A	N/A	79.2 (NBL)	E	N/A	N/A
Flamingo Rd at South School Driveway	TWSC	N/A	N/A	97.3	F	N/A	N/A	N/A	N/A	N/A	N/A
Flamingo Rd at SW 55th St	Signal	27.3	C	74.5	E	68.1	E	20.5	C	21.9	C

As shown above, the intersection of Flamingo Road at Griffin Road will continue to operate below LOS D with the proposed school expansion. Additionally, the intersection of Flamingo Road at SW 55th Street will operate at LOS E during the A.M. peak hour.

6.0 TOTAL TRAFFIC CONDITIONS (CONTINUED)

The above total traffic conditions assume the existing signal timing for the intersections of Flamingo Road at Griffin Road and Flamingo Road at SW 55th Street. The two signalized intersections were then also evaluated utilizing optimized signal timing and the results are shown in Table 11 and 12 and included in Appendix "H".

Table 11
Total (2021) Intersection Operational Analysis With Optimized Signal Timing – A.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flamingo Rd at Griffin Rd	Signal	74.5	E	73.8	E	73.6	E	75.9	E	74.1	E
Flamingo Rd at SW 55th St	Signal	45.1	D	108.1	F	58.4	E	42.9	D	37.6	D

Table 12
Total (2021) Intersection Operational Analysis With Optimized Signal Timing – P.M. Peak Hour

Intersection	Traffic Control	Overall		EB		WB		NB		SB	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Flamingo Rd at Griffin Rd	Signal	60.1	E	88.2	F	66.1	E	46.4	D	49.4	D
Flamingo Rd at SW 55th St	Signal	27.0	C	75.7	E	68.2	E	21.1	C	20.6	C

The results above show that signal timing adjustments will provide some benefit and is able to improve the intersection of Flamingo Road at SW 55th Street to LOS D. However, the intersection of Flamingo Road at Griffin Road will remain at LOS E.

7.0 QUEUEING ANALYSIS

As previously stated, the school utilizes two designated drop off/pick up areas. The first drop off/pick up area is located utilizing the north school entrance and the second one is located utilizing the main (middle) school entrance. The north drop off/pick up area has approximately 1570 feet of queueing space from the drop off/pick up portico to the north driveway entrance on Flamingo Road. The main school drop off/pick up area has approximately 665 feet of queuing space from the drop off/pick up portico to the main driveway entrance on Flamingo Road. Utilizing a standard queue calculation of 1 vehicle every 22 feet, this results in a stacking capacity of 71 vehicles for the north drop off/pick up area and 30 vehicles for the drop off/pick up area not including Flamingo Road turn lane storage. An exhibit documenting the onsite vehicle storage is included in Appendix "A". Queue data was collected the week of September 23, 2019 for the school pick up/drop off areas and the driveway turn lanes and is included in Appendix "B". The queue data may be summarized as follows:

AM Peak Hour
North School Pick Up/Drop Off Area = 16 vehicles
(Queue capacity = 71 vehicles)
Main School Pick Up/Drop Off Area = 28 vehicles
(Queue capacity = 30 vehicles)
Main School Entrance Southbound Right Turn Lane = 0 vehicles
(Queue capacity = 8 vehicles)
Main School Entrance Northbound Left Turn Lane = 20 vehicles*
(Queue capacity = 20 vehicles)

Total AM Queue = 64 vehicles

PM Peak Hour
North School Pick Up/Drop Off Area = 31 vehicles
(Queue capacity = 71 vehicles)
Main School Pick Up/Drop Off Area = 30 vehicles
(Queue capacity = 30 vehicles)
Main School Entrance Southbound Right Turn Lane = 24 vehicles
(Queue capacity = 8 vehicles)
Main School Entrance Northbound Left Turn Lane = 11 vehicles
(Queue capacity – 20 vehicles)

Total PM Queue = 96 vehicles

Based on the above queue data collection and the existing enrollment of 1691 high school students, the existing queue rates are .038 vehicles per student and .057 vehicles per student for the A.M. and P.M. peak hours, respectively. A graphic depicting the existing queue is also provided in Appendix "J".

Therefore, the projected total queue for the proposed 1800 student high school is 68 vehicles during the A.M. peak hour and 103 vehicles during the P.M. peak hour. The school can currently accommodate approximately 101 vehicles onsite not including the designated turn lanes. However, it should be noted that majority of parents utilize the main school driveway instead of the north school driveway, particularly during afternoon pick up. However, the north school driveway has significantly more onsite queuing spaces.

8.0 CONCLUSION

The proposed plan of development entails the expansion of the existing 1691 private student high school by 109 students for a total of an 1800 student private high school. The results of the analysis showed that all roadway segments currently and will continue to operate at an acceptable Level of Service with the exception of the intersection of Flamingo Road at Griffin Road. This intersection is currently and will continue to operate below Level of Service D standards. However, the proposed school expansion of 109 students will only has a minimal impact on the intersection of Flamingo Road at Griffin Road. The following improvements are recommended to help mitigate the traffic impact of the proposed school expansion:

1. Extend the southbound right turn lane on Flamingo Road at the main entrance to the longest distance feasible which is approximately 450 feet of storage plus 50 feet of taper.

2. Extend the southbound left turn lane on Flamingo Road at the main entrance/SW 53rd Street for a total of approximately 450 feet of storage plus 50 feet of taper.

3. Extend the southbound left turn lane on Flamingo Road at SW 55th Street to run “back to back” with the northbound left turn lane on Flamingo Road at the main school entrance. This improvement includes the modifying the existing taper from approximately 175 feet to 50 feet with the remaining 125 feet converting to vehicle storage for the southbound left turn lane.

4. Coordinate with Broward County to optimize signal timing at the intersections of Flamingo Road at Griffin Road and SW 55th Street.

Exhibits documenting the proposed improvement recommendations are included in Appendix “I”. In addition to the physical roadway improvement recommendations, it is recommended that the school encourage more students and parents to utilize the north school driveway, particularly during school dismissal. The north school driveway has approximately 71 queueing spaces onsite compared to just 30 queueing spaces for the main driveway. This will help alleviate traffic backup onto Flamingo Road and improve overall efficiency of the roadway corridor. Additionally, staggering start and end times among the high school grades and/or staggering times with the adjacent St. Marks school will help improve operations on Flamingo Road.

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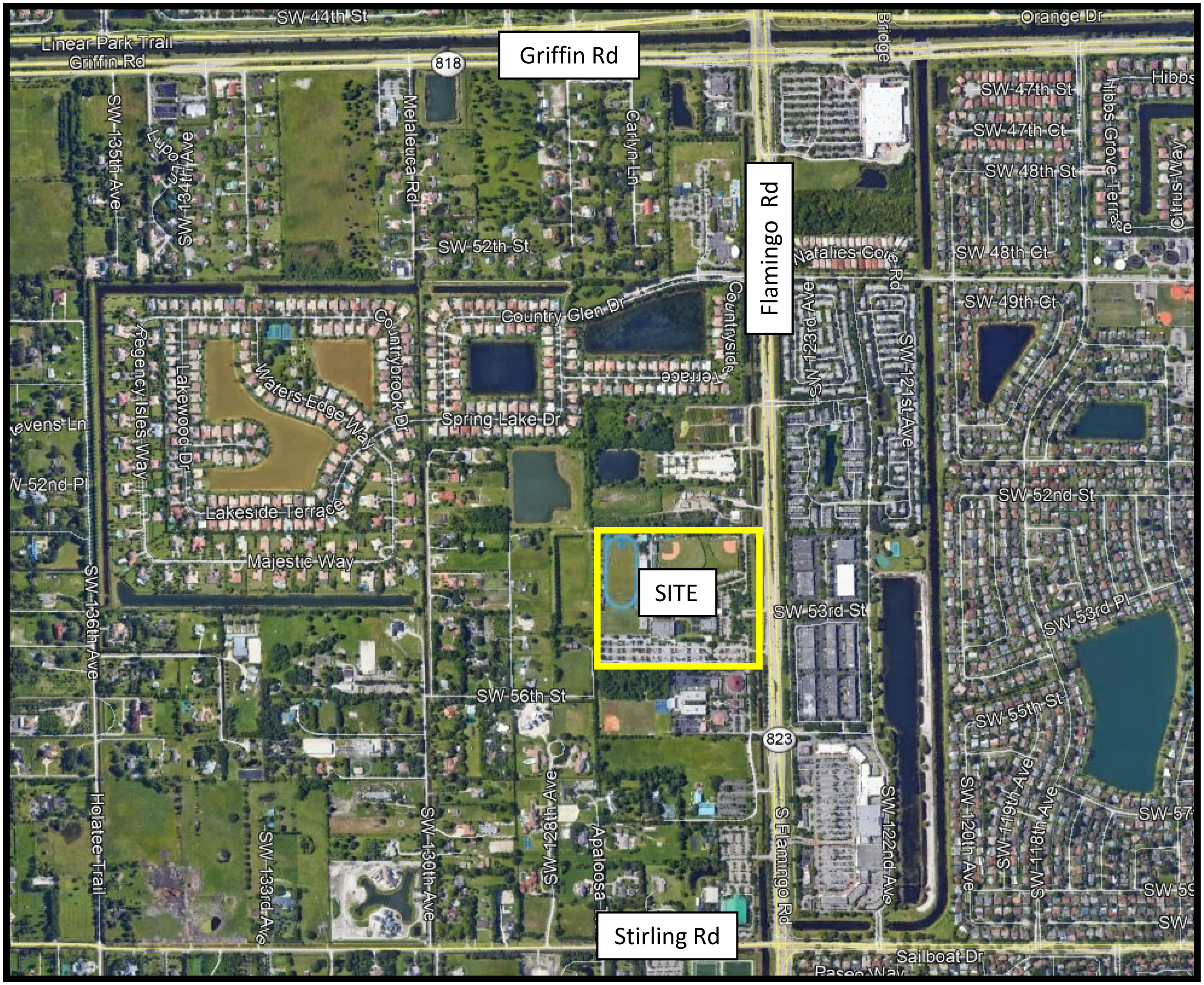

Figure 1 – Site Location Map
Archbishop McCarthy High School
Project # 19-105

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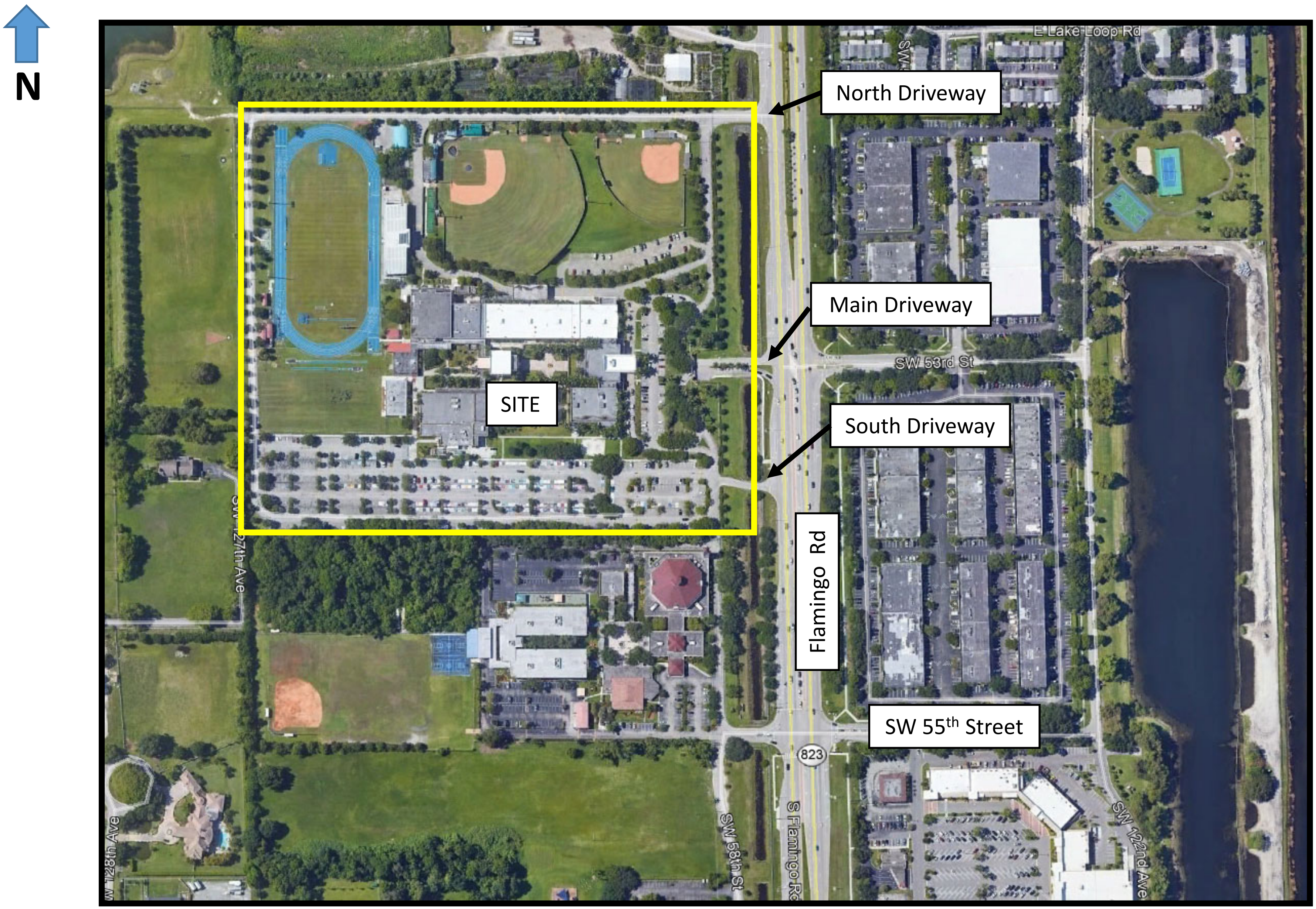

Figure 2 – Site Location Map
Archbishop McCarthy High School
Project # 19-105

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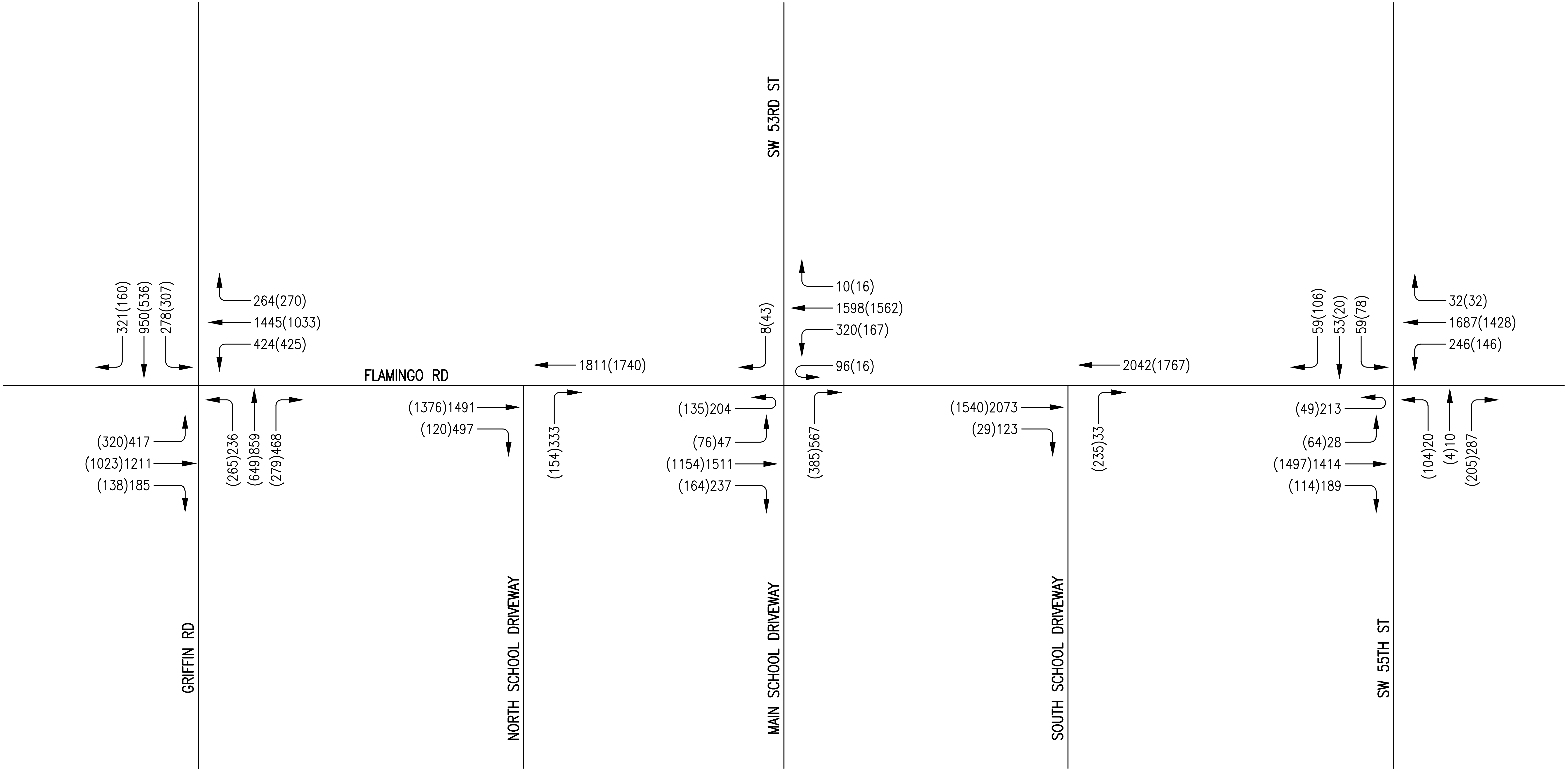

EXISTING (2019) VOLUMES

LEGEND
185 A.M. PEAK HOUR TURNING MOVEMENT
(138) P.M. PEAK HOUR TURNING MOVEMENT

ARCHBISHOP MCCARTHY HIGHSCHOOL
19-105 BK 11-14-19

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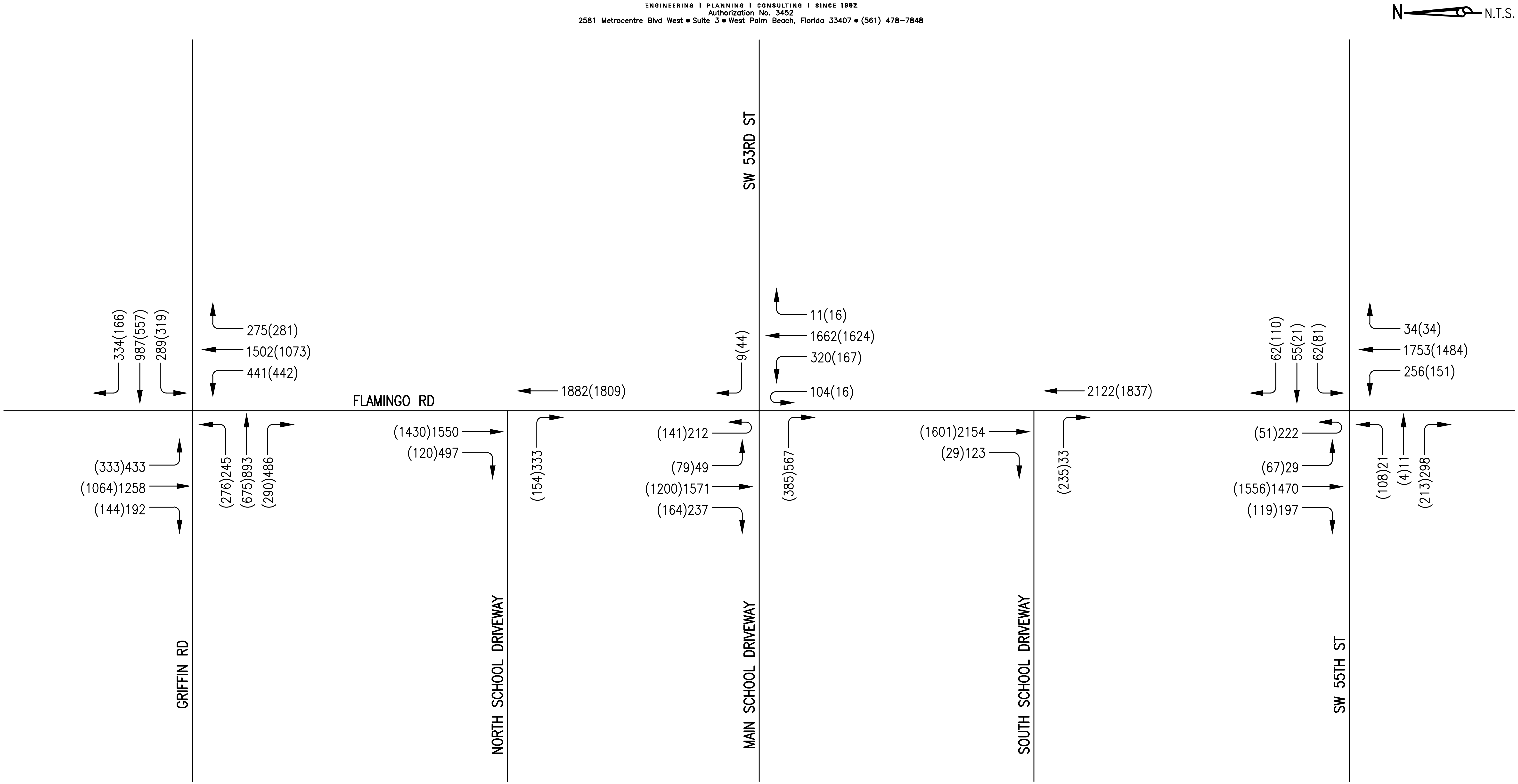

BACKGROUND (2021) VOLUMES

LEGEND
192 A.M. PEAK HOUR TURNING MOVEMENT
(144) P.M. PEAK HOUR TURNING MOVEMENT

ARCHBISHOP MCCARTHY
HIGHSCHOOL
19-105 BK 11-14-19

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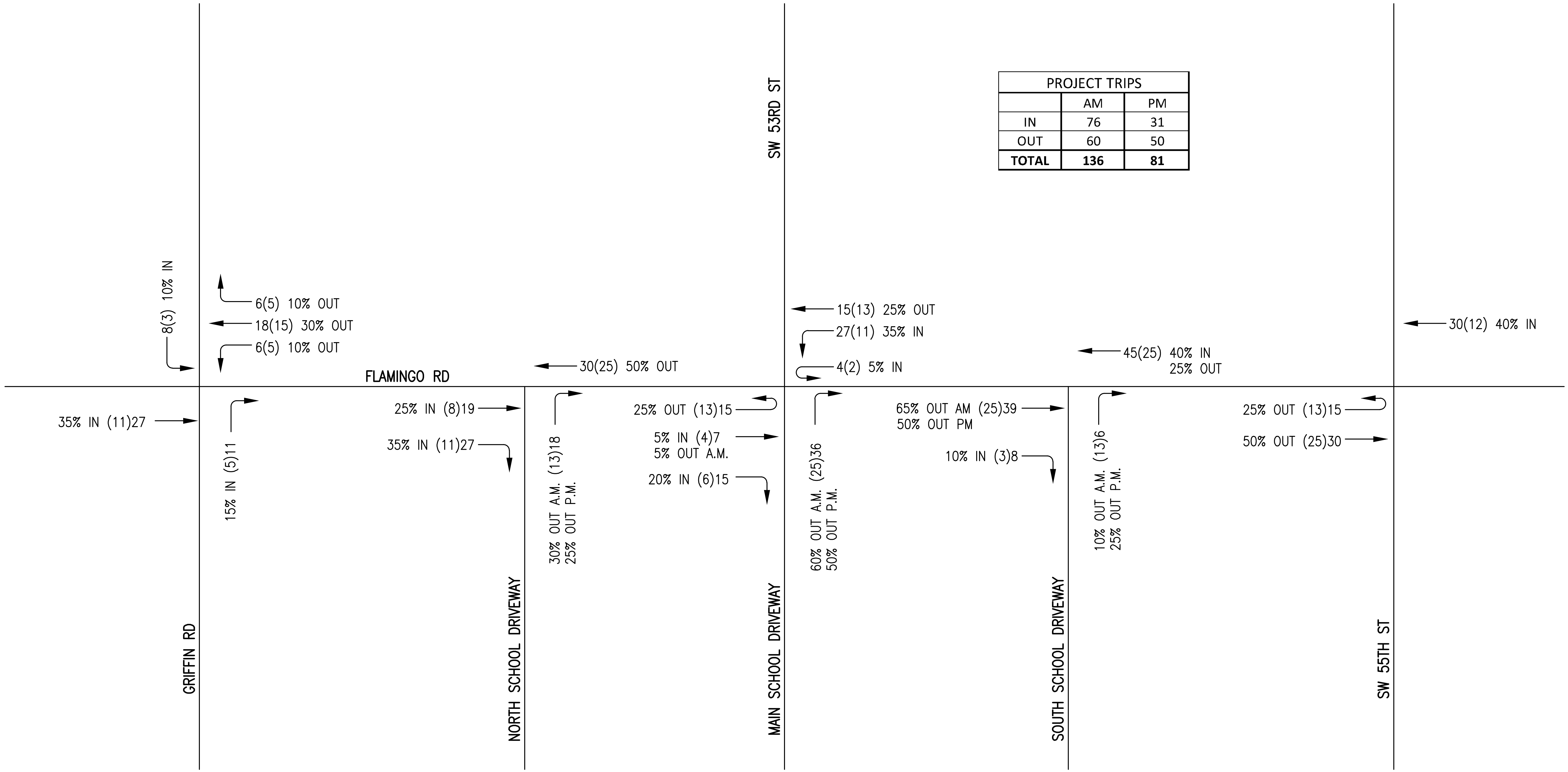

PROJECT TRIPS		
	AM	PM
IN	76	31
OUT	60	50
TOTAL	**136**	**81**

PROJECT TRIPS

LEGEND

160 A.M. PEAK HOUR TURNING MOVEMENT
(65) P.M. PEAK HOUR TURNING MOVEMENT

ARCHBISHOP MCCARTHY HIGHSCHOOL

19-105 BK 11-14-19
REVISED 03-23-20

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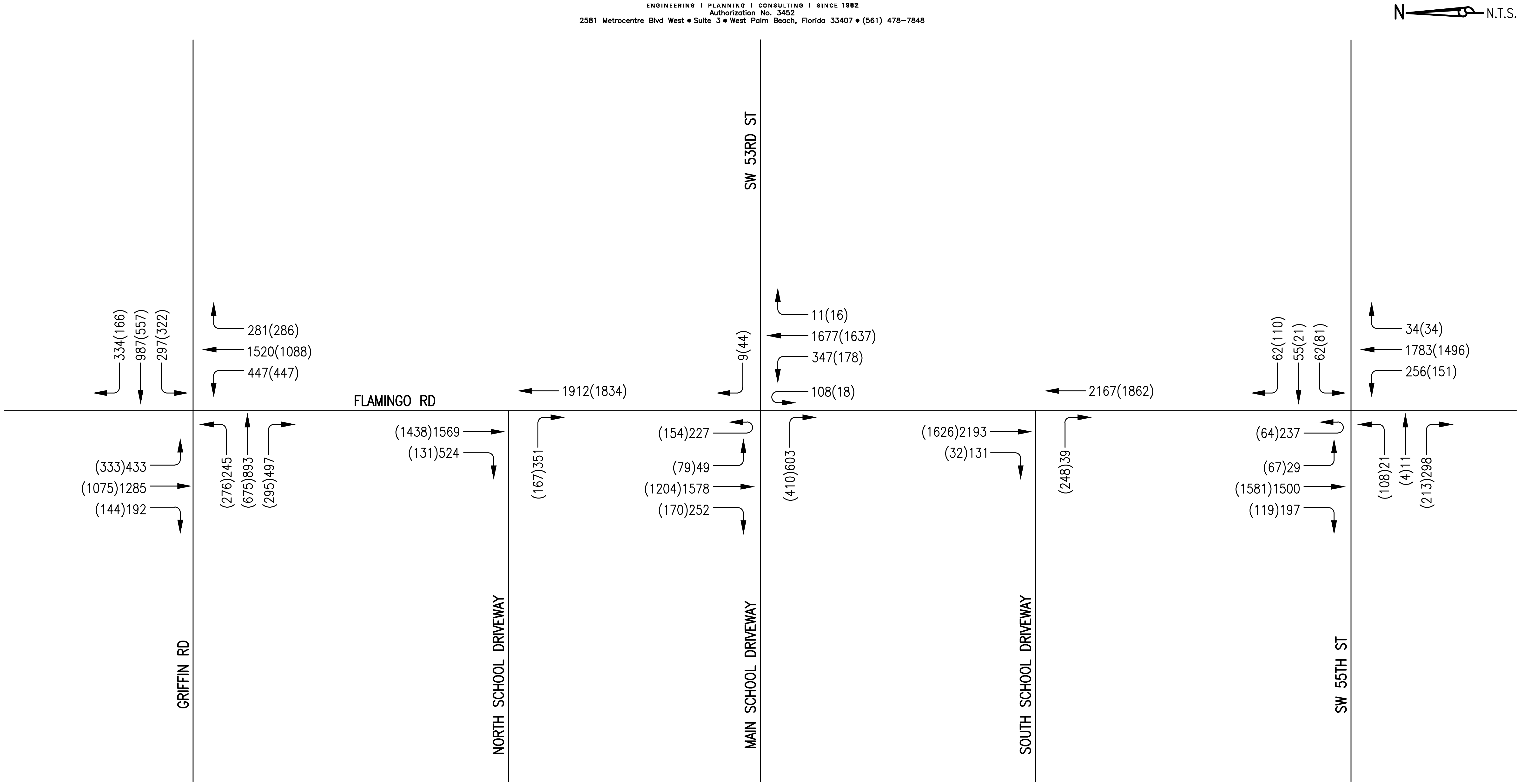


TOTAL (2021) VOLUMES

LEGEND

192 A.M. PEAK HOUR TURNING MOVEMENT
(144) P.M. PEAK HOUR TURNING MOVEMENT

ARCHBISHOP MCCARTHY HIGHSCHOOL

19-105 BK 11-14-19
REVISED 03-23-20

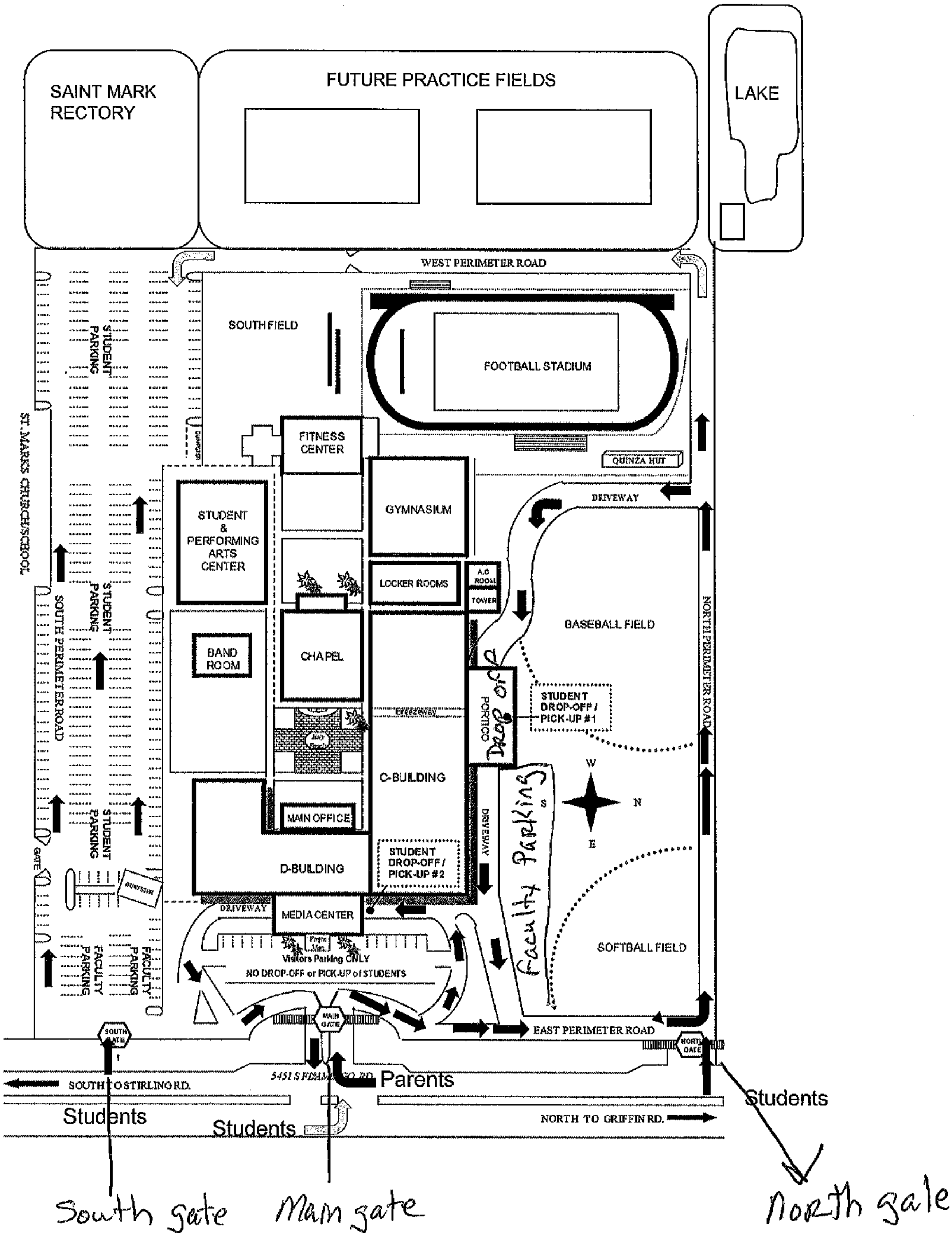
APPENDIX "A"

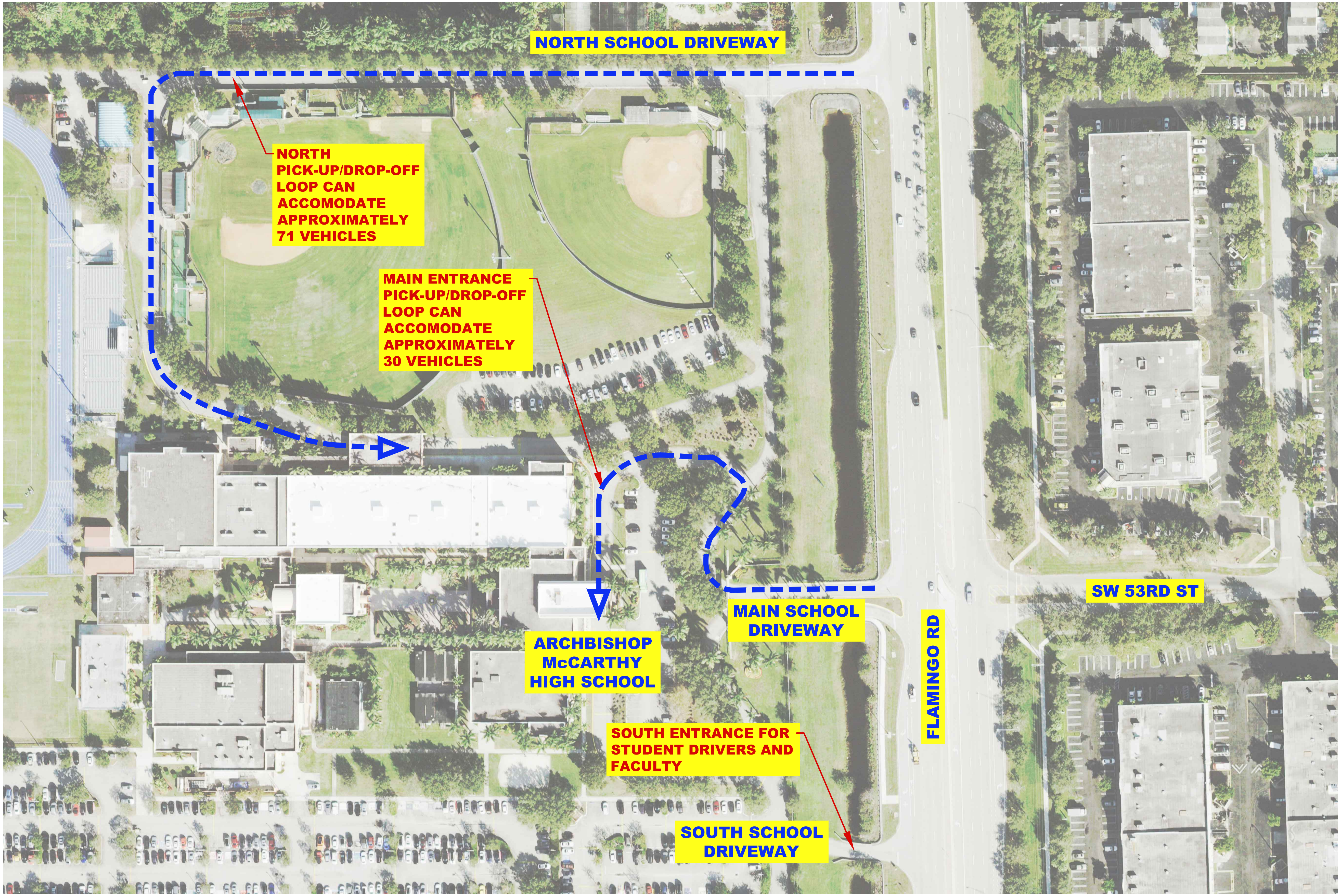
<u>SCHOOL ACCESS MAP</u>

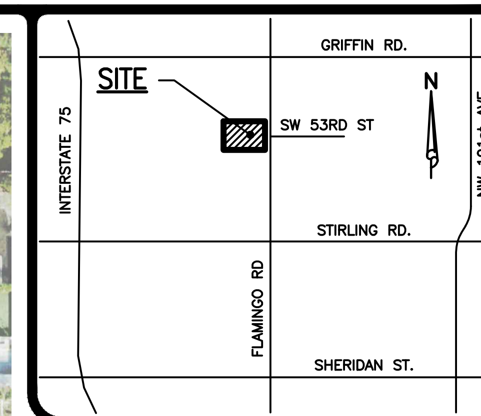
ARCHBISHOP EDWARD A. McCARTHY HIGH SCHOOL

ACCESS TO STUDENT PARKING LOT

Main Gate and North Gate, South Gate







LOCATION MAP
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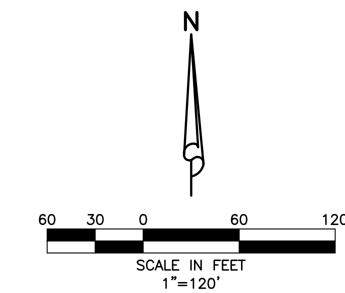

REVISIONS					

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DESIGN	DRAWN	CHECKED	APPROVED	DATE
B.K.	R.S.			

ARCHBISHOP McCARTHY HIGH SCHOOL
SECTION 35, TOWNSHIP 50S., RANGE 40E.
BROWARD COUNTY, FLORIDA
EXISTING ON-SITE QUEING CAPACITY

JOB NO.	DRAWING NO.	SHEET	OF
19-105	19105EXH01	1	4

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APPENDIX “B”

TRAFFIC COUNTS, QUEUE DATA, AND FDOT PSCF

KMF Traffic Group, LLC
www.kmftraffic.net - Stuart, FL
(772) 221-7971

Manual Traffic Count - All Traffic
Flamingo Rd and Griffin Rd
Cooper City, FL

File Name : FLGRAMPM
Site Code : SW1920
Start Date : 9/19/2019
Page No : 1

Groups Printed- All Traffic

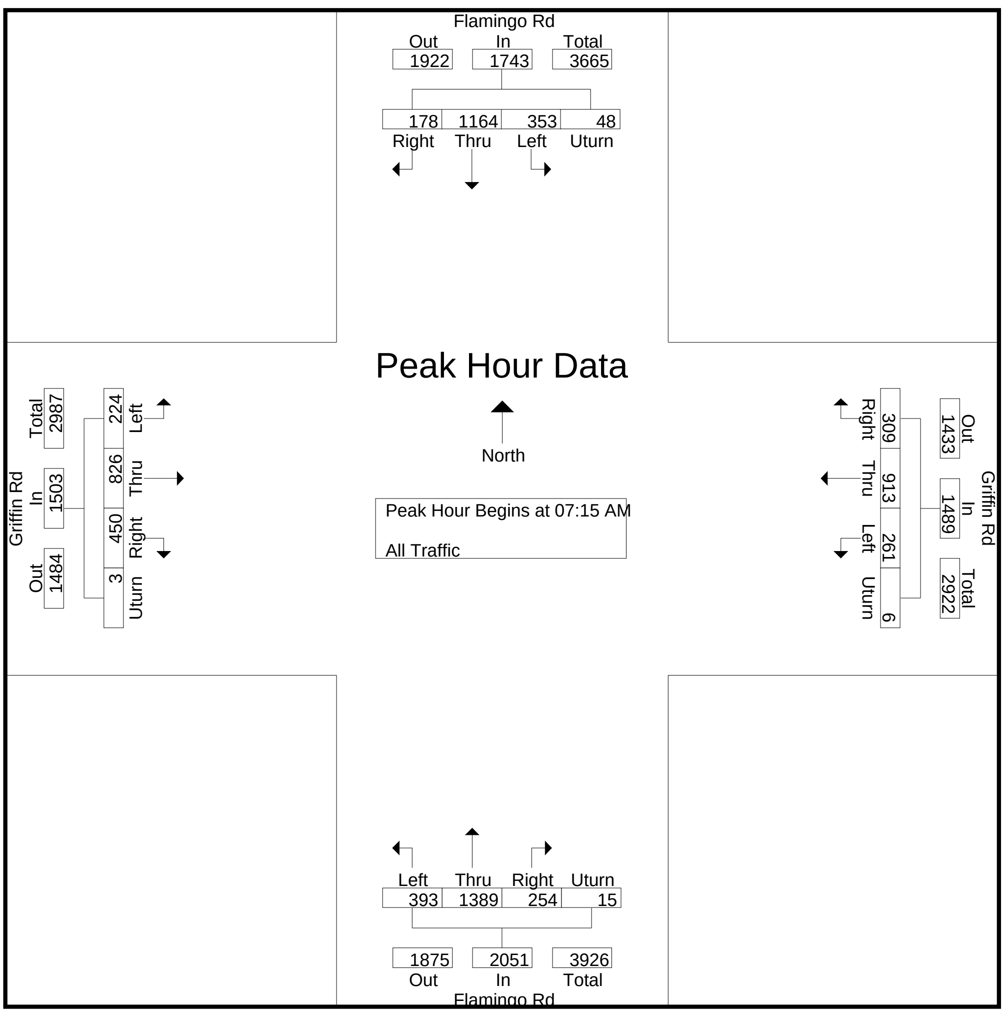
	Flamingo Rd NB					Flamingo Rd SB					Griffin Rd EB					Griffin Rd WB					
Start Time	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Int. Total
06:30 AM	22	187	48	1	258	29	191	31	2	253	31	78	19	2	130	32	101	34	1	168	809
06:45 AM	27	205	53	0	285	36	209	39	3	287	38	88	23	0	149	42	116	41	0	199	920
Total	49	392	101	1	543	65	400	70	5	540	69	166	42	2	279	74	217	75	1	367	1729
07:00 AM	57	254	65	3	379	44	288	50	9	391	61	176	49	4	290	58	157	39	1	255	1315
07:15 AM	64	301	89	5	459	26	301	90	8	425	162	238	56	1	457	61	192	57	2	312	1653
07:30 AM	66	359	105	2	532	42	326	95	15	478	155	234	40	0	429	55	207	80	2	344	1783
07:45 AM	65	382	106	4	557	64	295	100	11	470	71	177	64	2	314	92	254	61	0	407	1748
Total	252	1296	365	14	1927	176	1210	335	43	1764	449	825	209	7	1490	266	810	237	5	1318	6499
08:00 AM	59	347	93	4	503	46	242	68	14	370	62	177	64	0	303	101	260	63	2	426	1602
08:15 AM	26	188	66	1	281	26	159	39	10	234	30	143	29	1	203	43	109	46	1	199	917
*** BREAK ***																					
Total	85	535	159	5	784	72	401	107	24	604	92	320	93	1	506	144	369	109	3	625	2519
*** BREAK ***																					
01:30 PM	35	196	92	1	324	26	166	45	25	262	49	142	20	21	232	36	143	55	0	234	1052
01:45 PM	42	197	69	2	310	24	212	43	11	290	59	123	40	12	234	42	136	50	1	229	1063
Total	77	393	161	3	634	50	378	88	36	552	108	265	60	33	466	78	279	105	1	463	2115
02:00 PM	52	190	82	2	326	27	184	53	14	278	65	131	26	23	245	45	181	46	2	274	1123
02:15 PM	57	190	81	2	330	25	231	67	19	342	86	150	42	24	302	42	121	72	2	237	1211
02:30 PM	54	225	99	3	381	28	268	62	26	384	55	137	57	15	264	33	114	52	0	199	1228
02:45 PM	55	275	114	1	445	39	206	62	10	317	63	156	35	14	268	51	149	84	1	285	1315
Total	218	880	376	8	1482	119	889	244	69	1321	269	574	160	76	1079	171	565	254	5	995	4877
03:00 PM	77	230	86	2	395	37	245	54	19	355	73	155	54	9	291	30	130	81	3	244	1285
03:15 PM	74	263	104	0	441	29	265	60	15	369	77	176	57	14	324	40	122	72	2	236	1370
Grand Total	832	3989	1352	33	6206	548	3788	958	211	5505	1137	2481	675	142	4435	803	2492	933	20	4248	20394
Apprch %	13.4	64.3	21.8	0.5		10	68.8	17.4	3.8		25.6	55.9	15.2	3.2		18.9	58.7	22	0.5		
Total %	4.1	19.6	6.6	0.2	30.4	2.7	18.6	4.7	1	27	5.6	12.2	3.3	0.7	21.7	3.9	12.2	4.6	0.1	20.8	

KMF Traffic Group, LLC
www.kmftraffic.net - Stuart, FL
(772) 221-7971

Manual Traffic Count - All Traffic
Flamingo Rd and Griffin Rd
Cooper City, FL

File Name : FLGRAMPM
Site Code : SW1920
Start Date : 9/19/2019
Page No : 2

	Flamingo Rd NB					Flamingo Rd SB					Griffin Rd EB					Griffin Rd WB					
Start Time	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	64	301	89	5	459	26	301	90	8	425	162	238	56	1	457	61	192	57	2	312	1653
07:30 AM	66	359	105	2	532	42	326	95	15	478	155	234	40	0	429	55	207	80	2	344	1783
07:45 AM	65	382	106	4	557	64	295	100	11	470	71	177	64	2	314	92	254	61	0	407	1748
08:00 AM	59	347	93	4	503	46	242	68	14	370	62	177	64	0	303	101	260	63	2	426	1602
Total Volume	254	1389	393	15	2051	178	1164	353	48	1743	450	826	224	3	1503	309	913	261	6	1489	6786
% App. Total	12.4	67.7	19.2	0.7		10.2	66.8	20.3	2.8		29.9	55	14.9	0.2		20.8	61.3	17.5	0.4		
PHF	.962	.909	.927	.750	.921	.695	.893	.883	.800	.912	.694	.868	.875	.375	.822	.765	.878	.816	.750	.874	.951



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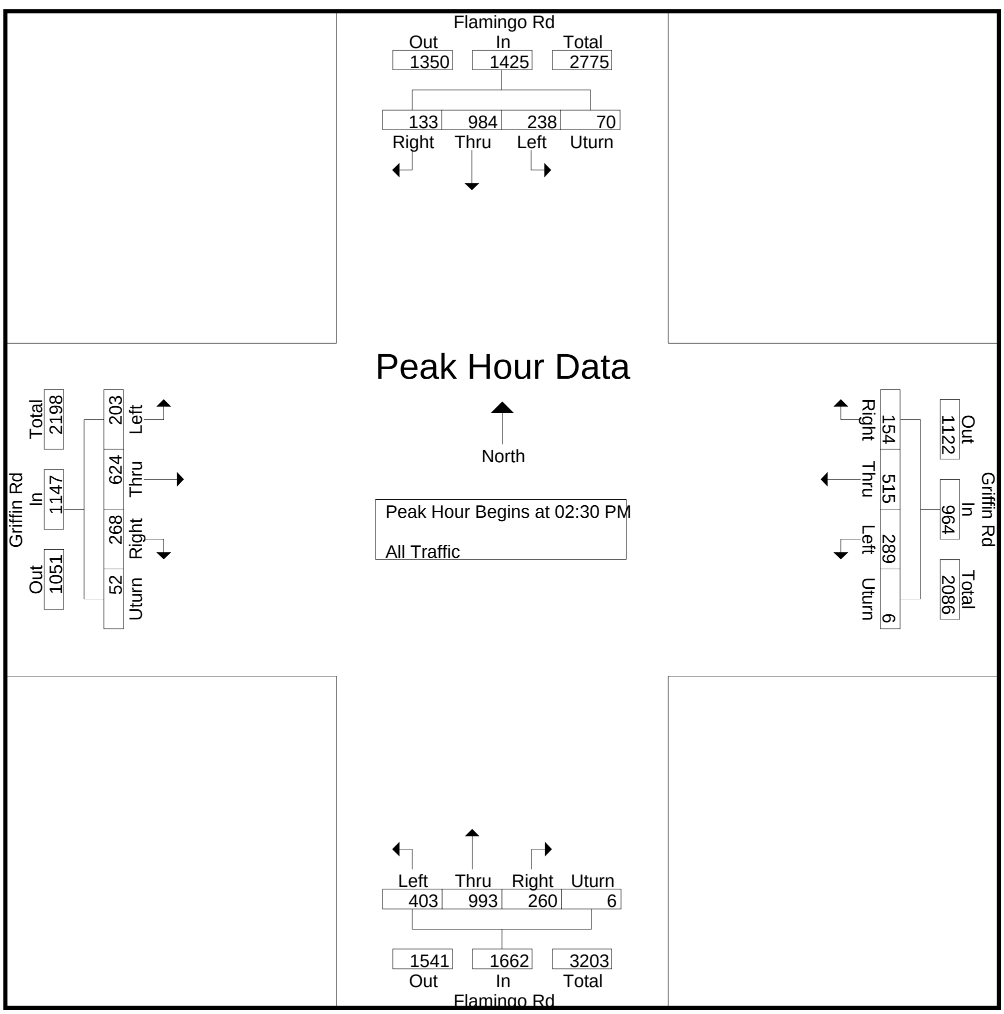
Manual Traffic Count - All Traffic
Flamingo Rd and Griffin Rd
Cooper City, FL

File Name : FLGRAMPM
Site Code : SW1920
Start Date : 9/19/2019
Page No : 3

	Flamingo Rd NB					Flamingo Rd SB					Griffin Rd EB					Griffin Rd WB					
Start Time	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	54	225	99	3	381	28	268	62	26	384	55	137	57	15	264	33	114	52	0	199	1228
02:45 PM	55	275	114	1	445	39	206	62	10	317	63	156	35	14	268	51	149	84	1	285	1315
03:00 PM	77	230	86	2	395	37	245	54	19	355	73	155	54	9	291	30	130	81	3	244	1285
03:15 PM	74	263	104	0	441	29	265	60	15	369	77	176	57	14	324	40	122	72	2	236	1370
Total Volume	260	993	403	6	1662	133	984	238	70	1425	268	624	203	52	1147	154	515	289	6	964	5198
% App. Total	15.6	59.7	24.2	0.4		9.3	69.1	16.7	4.9		23.4	54.4	17.7	4.5		16	53.4	30	0.6		
PHF	.844	.903	.884	.500	.934	.853	.918	.960	.673	.928	.870	.886	.890	.867	.885	.755	.864	.860	.500	.846	.949



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Manual Traffic Count - All Traffic
Flamingo Rd & AE McCarthy HS north Gate
Southwest Ranches, FL

File Name : FLNORTHGATE
Site Code : SW1920
Start Date : 9/19/2019
Page No : 1

Groups Printed- All Traffic

	Flamingo Rd SB			North Access EB		
Start Time	Right	Thru	App. Total	Right	App. Total	Int. Total
06:30 AM	1	0	1	0	0	1
06:45 AM	13	0	13	9	9	22
Total	14	0	14	9	9	23
07:00 AM	39	0	39	22	22	61
07:15 AM	144	0	144	59	59	203
07:30 AM	234	0	234	100	100	334
07:45 AM	80	0	80	152	152	232
Total	497	0	497	333	333	830
08:00 AM	0	0	0	3	3	3
08:15 AM	0	0	0	1	1	1
*** BREAK ***						
Total	0	0	0	4	4	4
*** BREAK ***						
01:30 PM	0	0	0	1	1	1
01:45 PM	3	0	3	0	0	3
Total	3	0	3	1	1	4
02:00 PM	3	0	3	0	0	3
02:15 PM	17	0	17	2	2	19
02:30 PM	31	0	31	1	1	32
02:45 PM	41	0	41	46	46	87
Total	92	0	92	49	49	141
03:00 PM	21	0	21	61	61	82
03:15 PM	27	0	27	46	46	73
03:30 PM	8	0	8	23	23	31
Grand Total	662	0	662	526	526	1188
Apprch %	100	0		100		
Total %	55.7	0	55.7	44.3	44.3	

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File Name : FLNORTHGATE
Site Code : SW1920
Start Date : 9/19/2019

	Flamingo Rd SB			North Access EB		
Start Time	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 07:00 AM						
07:00 AM	39	0	39	22	22	61
07:15 AM	144	0	144	59	59	203
07:30 AM	234	0	234	100	100	334
07:45 AM	80	0	80	152	152	232
Total Volume	497	0	497	333	333	830
% App. Total	100	0		100		
PHF	.531	.000	.531	.548	.548	.621

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File Name : FLNORTHGATE
Site Code : SW1920
Start Date : 9/19/2019

	Flamingo Rd SB			North Access EB		
Start Time	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 03:15 PM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 02:30 PM						
02:30 PM	31	0	31	1	1	32
02:45 PM	41	0	41	46	46	87
03:00 PM	21	0	21	61	61	82
03:15 PM	27	0	27	46	46	73
Total Volume	120	0	120	154	154	274
% App. Total	100	0		100		
PHF	.732	.000	.732	.631	.631	.787

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Manual Traffic Count - All Traffic
Flamingo Rd and School Access/SW 53rd
Southwest Ranches, FL

File Name : FLSCHMAIN
Site Code : SW1920
Start Date : 9/19/2019
Page No : 1

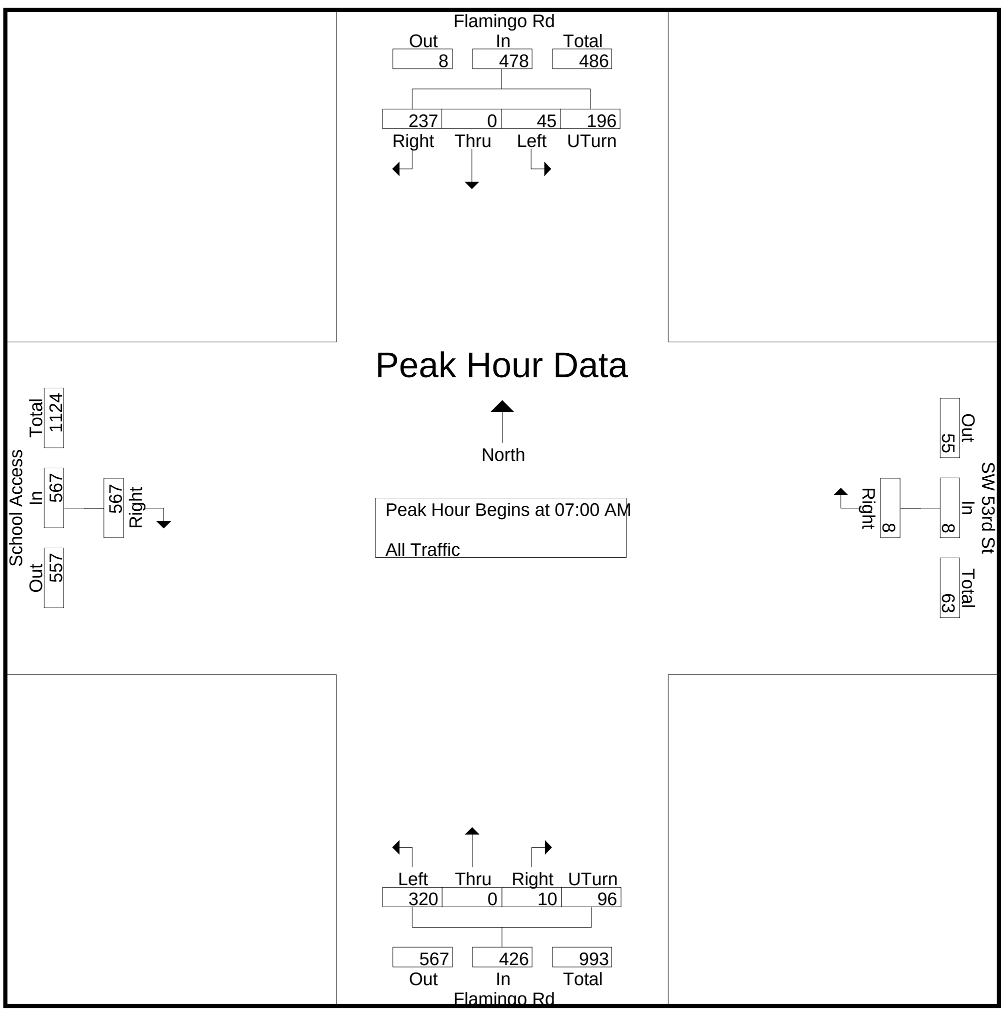
Groups Printed- All Traffic

	Flamingo Rd NB					Flamingo Rd SB					School Access EB		SW 53rd St WB		
Start Time	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	App. Total	Right	App. Total	Int. Total
06:30 AM	6	0	2	4	12	4	0	11	0	15	3	3	0	0	30
06:45 AM	13	0	14	4	31	19	0	31	7	57	11	11	8	8	107
Total	19	0	16	8	43	23	0	42	7	72	14	14	8	8	137
07:00 AM	5	0	35	11	51	33	0	12	10	55	71	71	6	6	183
07:15 AM	0	0	97	25	122	74	0	15	44	133	127	127	1	1	383
07:30 AM	1	0	109	37	147	102	0	6	63	171	195	195	0	0	513
07:45 AM	4	0	79	23	106	28	0	12	79	119	174	174	1	1	400
Total	10	0	320	96	426	237	0	45	196	478	567	567	8	8	1479
08:00 AM	0	0	4	2	6	9	0	8	26	43	16	16	0	0	65
08:15 AM	0	0	2	2	4	0	0	0	8	8	8	8	0	0	20
*** BREAK ***															
Total	0	0	6	4	10	9	0	8	34	51	24	24	0	0	85
*** BREAK ***															
01:30 PM	2	0	7	0	9	11	0	15	1	27	2	2	12	12	50
01:45 PM	6	0	17	2	25	12	0	7	3	22	12	12	9	9	68
Total	8	0	24	2	34	23	0	22	4	49	14	14	21	21	118
02:00 PM	7	0	21	8	36	17	0	7	2	26	7	7	7	7	76
02:15 PM	7	0	22	4	33	4	0	13	3	20	3	3	6	6	62
02:30 PM	7	0	30	0	37	22	0	9	50	81	97	97	11	11	226
02:45 PM	1	0	30	2	33	52	0	20	37	109	98	98	7	7	247
Total	22	0	103	14	139	95	0	49	92	236	205	205	31	31	611
03:00 PM	6	0	52	6	64	42	0	21	29	92	102	102	13	13	271
03:15 PM	8	0	55	7	70	48	0	23	14	85	88	88	10	10	253
Grand Total	73	0	576	137	786	477	0	210	376	1063	1014	1014	91	91	2954
Apprch %	9.3	0	73.3	17.4		44.9	0	19.8	35.4		100		100		
Total %	2.5	0	19.5	4.6	26.6	16.1	0	7.1	12.7	36	34.3	34.3	3.1	3.1	

Manual Traffic Count - All Traffic
Flamingo Rd and School Access/SW 53rd
Southwest Ranches, FL

File Name : FLSCHMAIN
Site Code : SW1920
Start Date : 9/19/2019

	Flamingo Rd NB					Flamingo Rd SB					School Access EB		SW 53rd St WB		
Start Time	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	5	0	35	11	51	33	0	12	10	55	71	71	6	6	183
07:15 AM	0	0	97	25	122	74	0	15	44	133	127	127	1	1	383
07:30 AM	1	0	109	37	147	102	0	6	63	171	195	195	0	0	513
07:45 AM	4	0	79	23	106	28	0	12	79	119	174	174	1	1	400
Total Volume	10	0	320	96	426	237	0	45	196	478	567	567	8	8	1479
% App. Total	2.3	0	75.1	22.5		49.6	0	9.4	41		100		100		
PHF	.500	.000	.734	.649	.724	.581	.000	.750	.620	.699	.727	.727	.333	.333	.721



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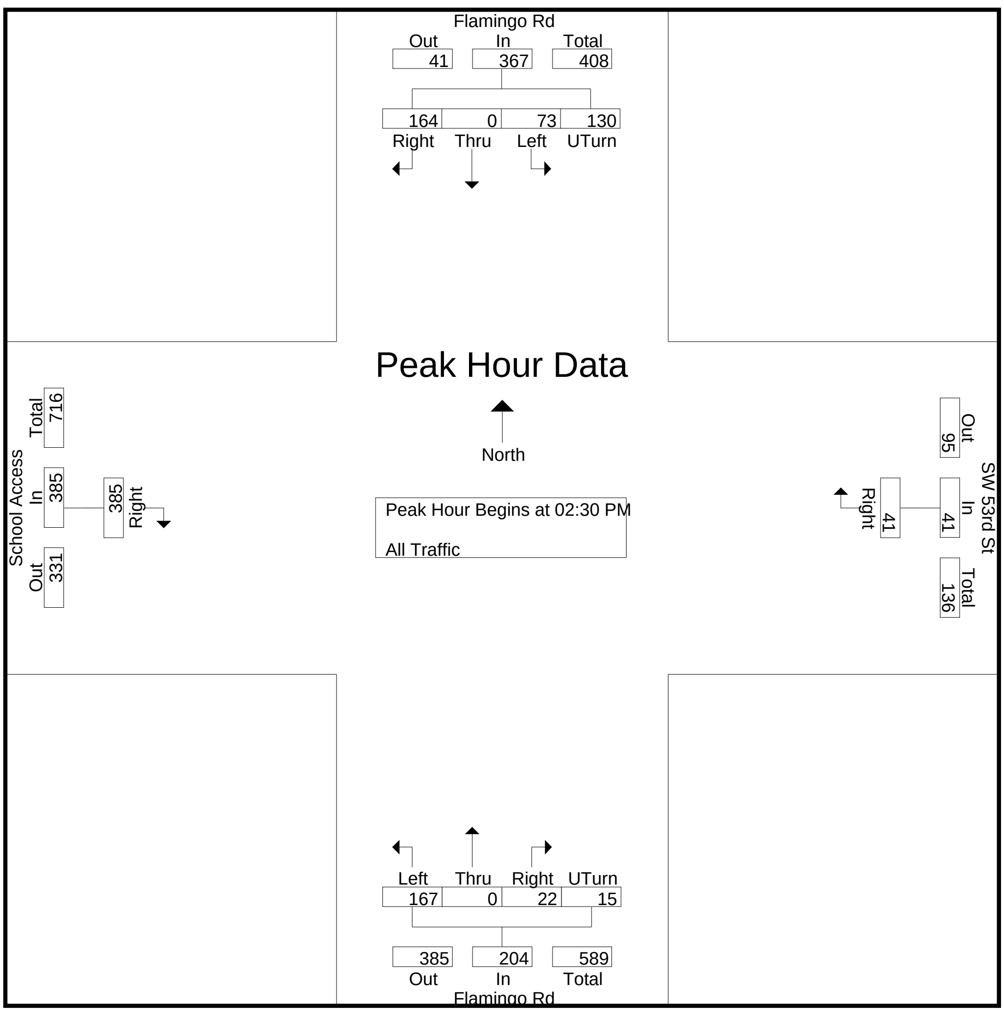
Manual Traffic Count - All Traffic
Flamingo Rd and School Access/SW 53rd
Southwest Ranches, FL

File Name : FLSCHMAIN
Site Code : SW1920
Start Date : 9/19/2019

	Flamingo Rd NB					Flamingo Rd SB					School Access EB		SW 53rd St WB		
Start Time	Right	Thru	Left	UTurn	App. Total	Right	Thru	Left	UTurn	App. Total	Right	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 03:15 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 02:30 PM															
02:30 PM	7	0	30	0	37	22	0	9	50	81	97	97	11	11	226
02:45 PM	1	0	30	2	33	52	0	20	37	109	98	98	7	7	247
03:00 PM	6	0	52	6	64	42	0	21	29	92	102	102	13	13	271
03:15 PM	8	0	55	7	70	48	0	23	14	85	88	88	10	10	253
Total Volume	22	0	167	15	204	164	0	73	130	367	385	385	41	41	997
% App. Total	10.8	0	81.9	7.4		44.7	0	19.9	35.4		100		100		
PHF	.688	.000	.759	.536	.729	.788	.000	.793	.650	.842	.944	.944	.788	.788	.920



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Manual Traffic Count - All Traffic
Flamingo Rd and South Gate

File Name : AM
Site Code : SW1920
Start Date : 9/19/2019
Page No : 1

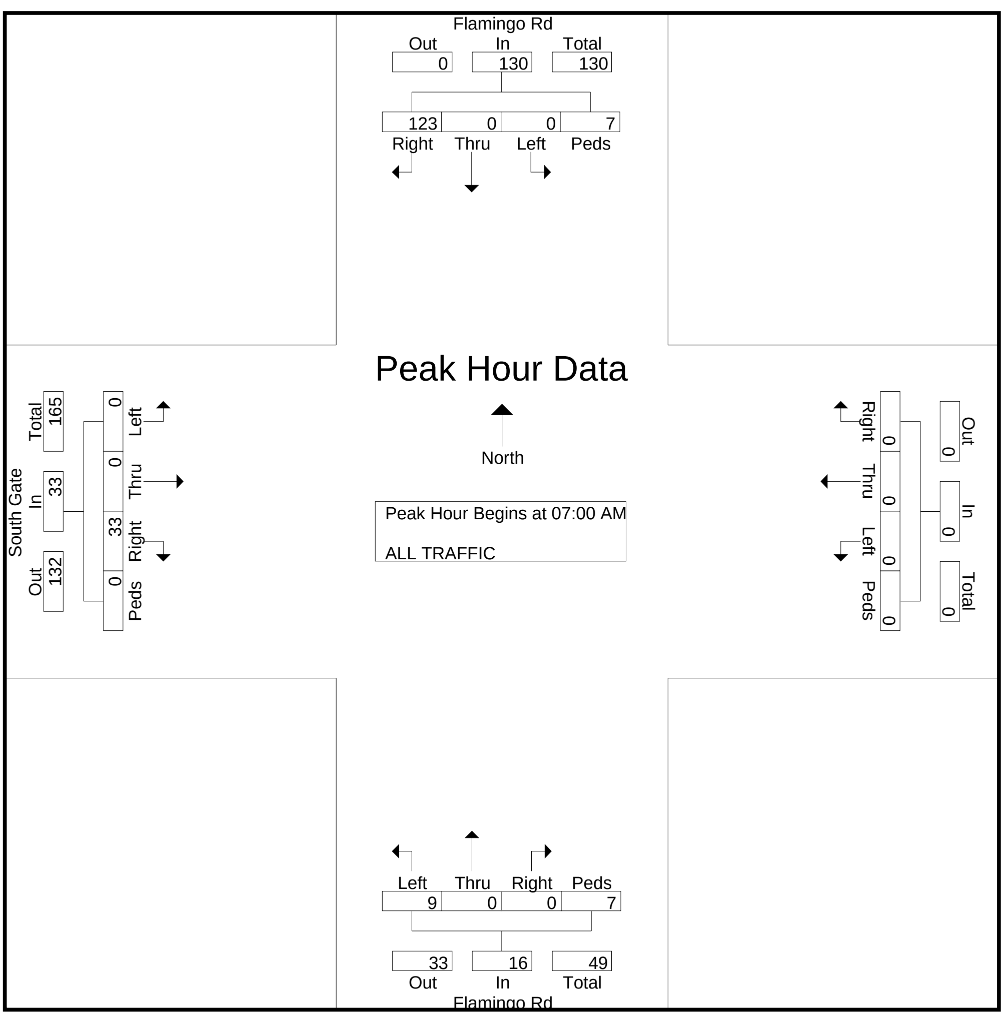
Groups Printed- ALL TRAFFIC

	Flamingo Rd NB					Flamingo Rd SB					South Gate EB					WB					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	4	0	0	0	4	1	0	0	1	2	0	0	0	0	0	6
06:45 AM	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	19
Total	0	0	0	0	0	23	0	0	0	23	1	0	0	1	2	0	0	0	0	0	25
07:00 AM	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	18
07:15 AM	0	0	0	0	0	42	0	0	0	42	0	0	0	0	0	0	0	0	0	0	42
07:30 AM	0	0	0	0	0	47	0	0	0	47	0	0	0	0	0	0	0	0	0	0	47
07:45 AM	0	0	9	7	16	16	0	0	7	23	33	0	0	0	33	0	0	0	0	0	72
Total	0	0	9	7	16	123	0	0	7	130	33	0	0	0	33	0	0	0	0	0	179
08:00 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	9	7	16	147	0	0	7	154	44	0	0	1	45	0	0	0	0	0	215
Apprch %	0	0	56.2	43.8		95.5	0	0	4.5		97.8	0	0	2.2		0	0	0	0		
Total %	0	0	4.2	3.3	7.4	68.4	0	0	3.3	71.6	20.5	0	0	0.5	20.9	0	0	0	0	0	

Manual Traffic Count - All Traffic
Flamingo Rd and South Gate

File Name : AM
Site Code : SW1920
Start Date : 9/19/2019
Page No : 2

	Flamingo Rd NB					Flamingo Rd SB					South Gate EB					WB					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	18
07:15 AM	0	0	0	0	0	42	0	0	0	42	0	0	0	0	0	0	0	0	0	0	42
07:30 AM	0	0	0	0	0	47	0	0	0	47	0	0	0	0	0	0	0	0	0	0	47
07:45 AM	0	0	9	7	16	16	0	0	7	23	33	0	0	0	33	0	0	0	0	0	72
Total Volume	0	0	9	7	16	123	0	0	7	130	33	0	0	0	33	0	0	0	0	0	179
% App. Total	0	0	56.2	43.8		94.6	0	0	5.4		100	0	0	0		0	0	0	0		
PHF	.000	.000	.250	.250	.250	.654	.000	.000	.250	.691	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.622



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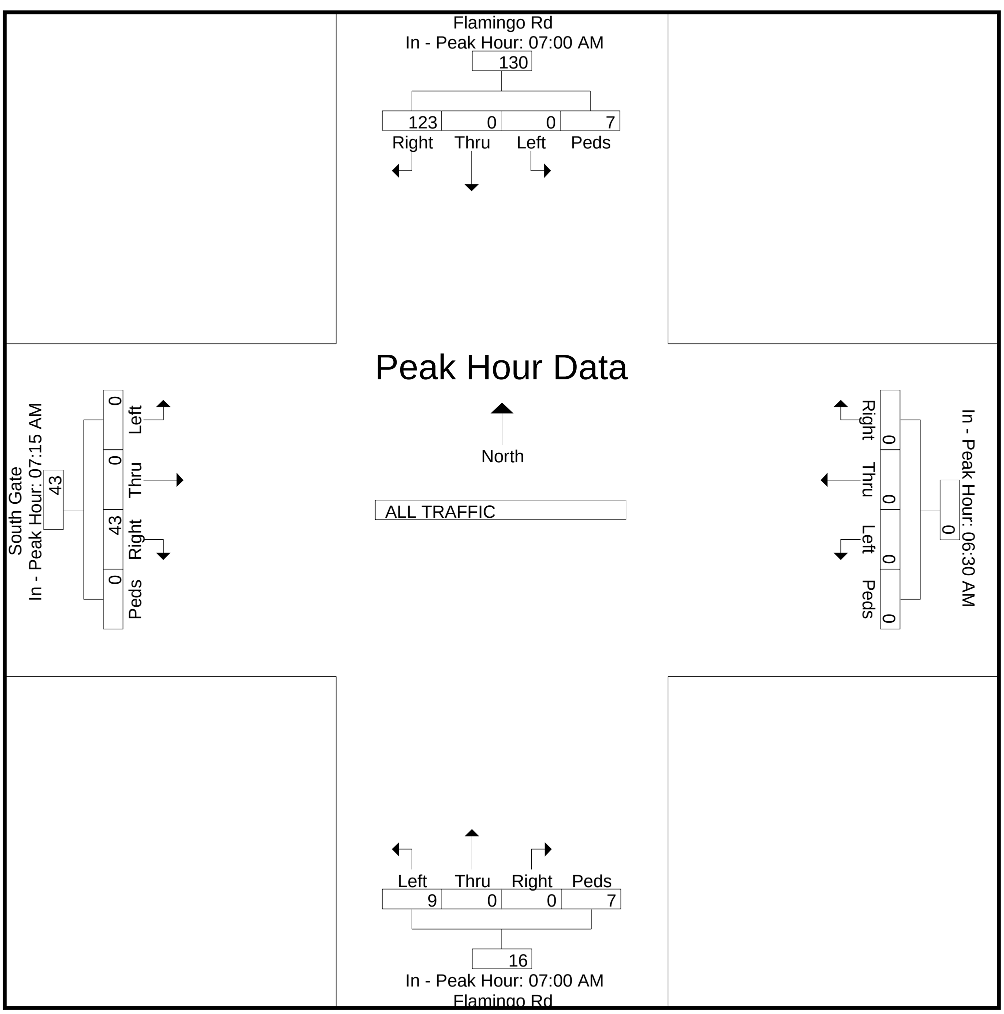
Manual Traffic Count - All Traffic
Flamingo Rd and South Gate

File Name : AM
Site Code : SW1920
Start Date : 9/19/2019
Page No : 3

	Flamingo Rd NB					Flamingo Rd SB					South Gate EB					WB					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:	07:00 AM					07:00 AM					07:15 AM					06:30 AM					
+0 mins.	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	42	0	0	0	42	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	47	0	0	0	47	33	0	0	0	33	0	0	0	0	0	
+45 mins.	0	0	9	7	16	16	0	0	7	23	10	0	0	0	10	0	0	0	0	0	
Total Volume	0	0	9	7	16	123	0	0	7	130	43	0	0	0	43	0	0	0	0	0	
% App. Total	0	0	56.2	43.8		94.6	0	0	5.4		100	0	0	0		0	0	0	0		
PHF	.000	.000	.250	.250	.250	.654	.000	.000	.250	.691	.326	.000	.000	.000	.326	.000	.000	.000	.000	.000	



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Manual Traffic Count - All Traffic
Flamingo SB and South Gate

File Name : PM
Site Code : SW1920
Start Date : 9/17/2019
Page No : 1

Groups Printed- all traffic

	FLA NB					FLA SB					SOU DR EB					SOU DR WB					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:00 PM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
02:15 PM	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	9
02:30 PM	0	0	0	0	0	3	0	0	0	3	61	0	0	0	61	0	0	0	0	0	64
02:45 PM	0	0	0	0	0	5	0	0	0	5	61	0	0	0	61	0	0	0	0	0	66
Total	0	0	0	0	0	25	0	0	0	25	122	0	0	0	122	0	0	0	0	0	147
03:00 PM	0	0	0	0	0	9	0	0	0	9	60	0	0	0	60	0	0	0	0	0	69
03:15 PM	0	0	0	0	0	12	0	0	0	12	53	0	0	0	53	0	0	0	0	0	65
Grand Total	0	0	0	0	0	49	0	0	0	49	235	0	0	0	235	0	0	0	0	0	284
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	17.3	0	0	0	17.3	82.7	0	0	0	82.7	0	0	0	0	0	

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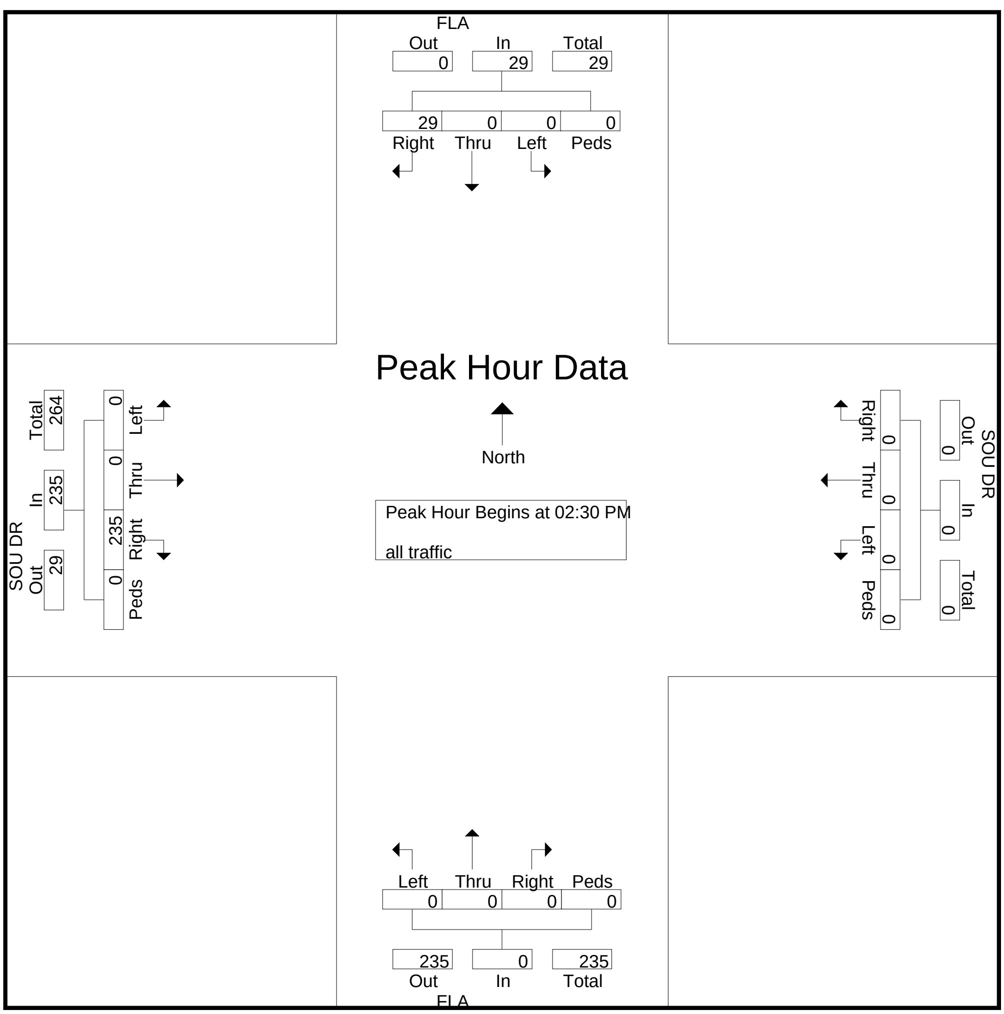
File Name : PM
Site Code : SW1920
Start Date : 9/17/2019
Page No : 2

	FLA NB					FLA SB					SOU DR EB					SOU DR WB					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	0	0	0	0	3	0	0	0	3	61	0	0	0	61	0	0	0	0	0	64
02:45 PM	0	0	0	0	0	5	0	0	0	5	61	0	0	0	61	0	0	0	0	0	66
03:00 PM	0	0	0	0	0	9	0	0	0	9	60	0	0	0	60	0	0	0	0	0	69
03:15 PM	0	0	0	0	0	12	0	0	0	12	53	0	0	0	53	0	0	0	0	0	65
Total Volume	0	0	0	0	0	29	0	0	0	29	235	0	0	0	235	0	0	0	0	0	264
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.604	.000	.000	.000	.604	.963	.000	.000	.000	.963	.000	.000	.000	.000	.000	.957



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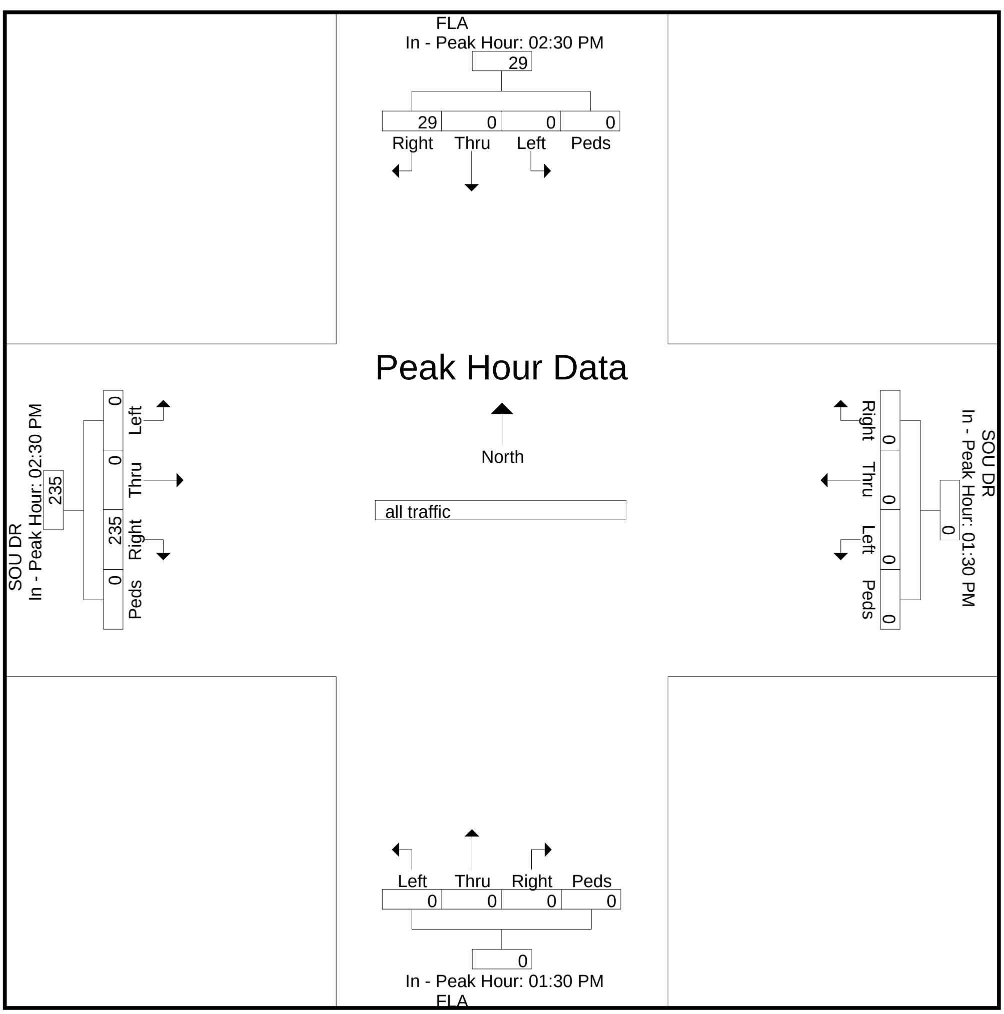
File Name : PM
Site Code : SW1920
Start Date : 9/17/2019
Page No : 3

	FLA NB					FLA SB					SOU DR EB					SOU DR WB					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	01:30 PM					02:30 PM					02:30 PM					01:30 PM					
+0 mins.	0	0	0	0	0	3	0	0	0	3	61	0	0	0	61	0	0	0	0	0	
+15 mins.	0	0	0	0	0	5	0	0	0	5	61	0	0	0	61	0	0	0	0	0	
+30 mins.	0	0	0	0	0	9	0	0	0	9	60	0	0	0	60	0	0	0	0	0	
+45 mins.	0	0	0	0	0	12	0	0	0	12	53	0	0	0	53	0	0	0	0	0	
Total Volume	0	0	0	0	0	29	0	0	0	29	235	0	0	0	235	0	0	0	0	0	
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.604	.000	.000	.000	.604	.963	.000	.000	.000	.963	.000	.000	.000	.000	.000	



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Manual Traffic Count - All Traffic
Flamingo Rd and SW55th St
Southwest Ranches, FL

File Name : AMPMTMC
Site Code : SW1920
Start Date : 9/19/2019
Page No : 1

Groups Printed- All Traffic

	Flamingo Rd NB					Flamingo Rd SB					SW 55th St EB				SW 55th St WB				
Start Time	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
06:30 AM	0	205	9	3	217	6	191	1	0	198	0	0	0	0	0	0	1	1	416
06:45 AM	5	225	50	0	280	41	196	4	3	244	10	0	0	10	1	0	1	2	536
Total	5	430	59	3	497	47	387	5	3	442	10	0	0	10	1	0	2	3	952
07:00 AM	8	360	24	1	393	27	333	2	24	386	21	0	2	23	9	6	9	24	826
07:15 AM	9	429	114	0	552	99	302	7	45	453	91	0	0	91	12	17	25	54	1150
07:30 AM	8	434	60	0	502	47	447	4	61	559	105	9	4	118	17	25	11	53	1232
07:45 AM	6	399	35	3	443	9	278	14	75	376	59	1	13	73	19	3	12	34	926
Total	31	1622	233	4	1890	182	1360	27	205	1774	276	10	19	305	57	51	57	165	4134
08:00 AM	6	386	5	5	402	12	322	6	6	346	2	0	2	4	14	1	8	23	775
*** BREAK ***																			
Total	6	386	5	5	402	12	322	6	6	346	2	0	2	4	14	1	8	23	775
*** BREAK ***																			
01:30 PM	0	220	16	1	237	2	212	19	2	235	3	0	2	5	36	1	18	55	532
01:45 PM	5	279	24	2	310	4	232	16	0	252	5	0	2	7	24	5	30	59	628
Total	5	499	40	3	547	6	444	35	2	487	8	0	4	12	60	6	48	114	1160
02:00 PM	8	301	15	4	328	3	219	9	3	234	6	0	2	8	20	4	20	44	614
02:15 PM	2	318	24	3	347	12	265	21	8	306	6	1	2	9	38	2	19	59	721
02:30 PM	11	326	12	14	363	15	334	15	12	376	21	0	4	25	15	1	24	40	804
02:45 PM	10	297	51	10	368	21	384	11	10	426	56	1	18	75	28	6	12	46	915
Total	31	1242	102	31	1406	51	1202	56	33	1342	89	2	26	117	101	13	75	189	3054
03:00 PM	4	372	32	4	412	43	377	13	13	446	66	3	39	108	29	9	23	61	1027
03:15 PM	6	378	13	4	401	31	344	23	12	410	54	0	39	93	30	3	16	49	953
Grand Total	88	4929	484	54	5555	372	4436	165	274	5247	505	15	129	649	292	83	229	604	12055
Apprch %	1.6	88.7	8.7	1		7.1	84.5	3.1	5.2		77.8	2.3	19.9		48.3	13.7	37.9		
Total %	0.7	40.9	4	0.4	46.1	3.1	36.8	1.4	2.3	43.5	4.2	0.1	1.1	5.4	2.4	0.7	1.9	5	

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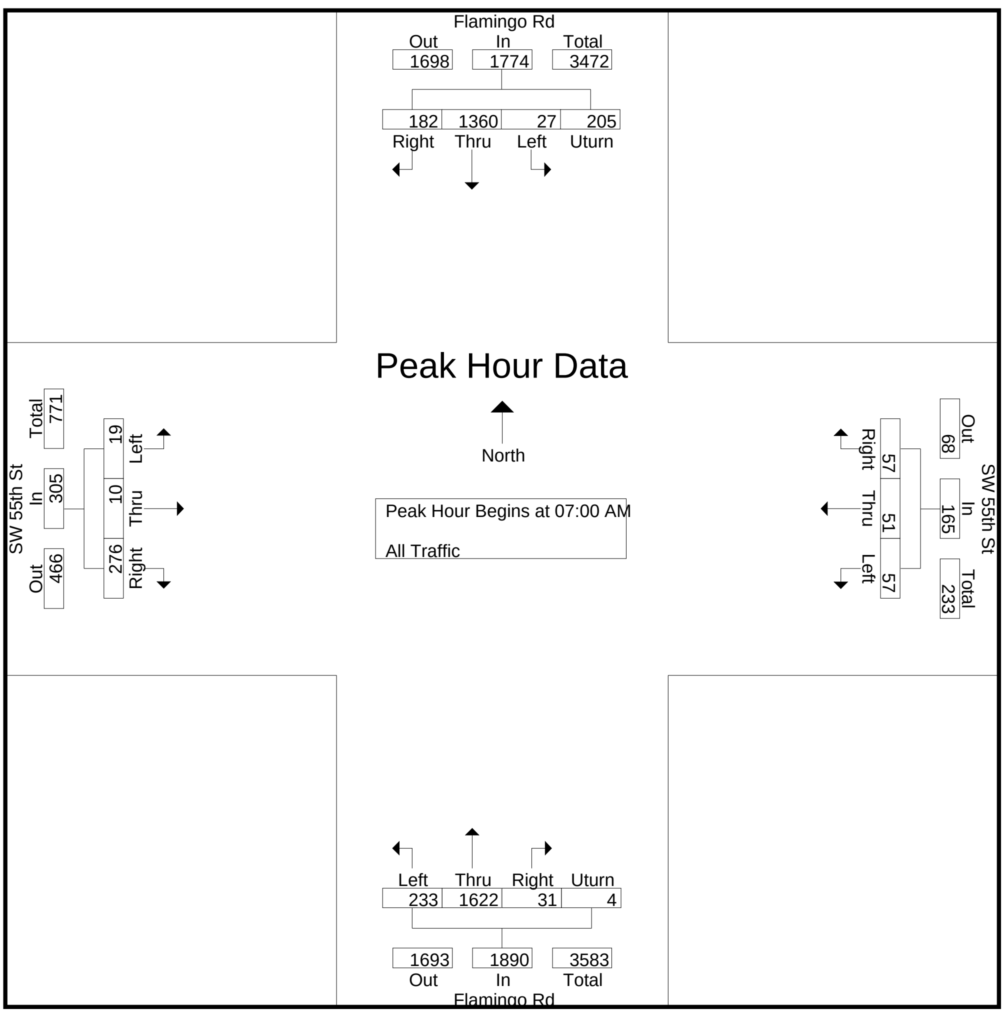
File Name : AMPMTMC
Site Code : SW1920
Start Date : 9/19/2019
Page No : 2

	Flamingo Rd NB					Flamingo Rd SB					SW 55th St EB				SW 55th St WB				
Start Time	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:00 AM																			
07:00 AM	8	360	24	1	393	27	333	2	24	386	21	0	2	23	9	6	9	24	826
07:15 AM	9	429	114	0	552	99	302	7	45	453	91	0	0	91	12	17	25	54	1150
07:30 AM	8	434	60	0	502	47	447	4	61	559	105	9	4	118	17	25	11	53	1232
07:45 AM	6	399	35	3	443	9	278	14	75	376	59	1	13	73	19	3	12	34	926
Total Volume	31	1622	233	4	1890	182	1360	27	205	1774	276	10	19	305	57	51	57	165	4134
% App. Total																			
PHF	.861	.934	.511	.333	.856	.460	.761	.482	.683	.793	.657	.278	.365	.646	.750	.510	.570	.764	.839



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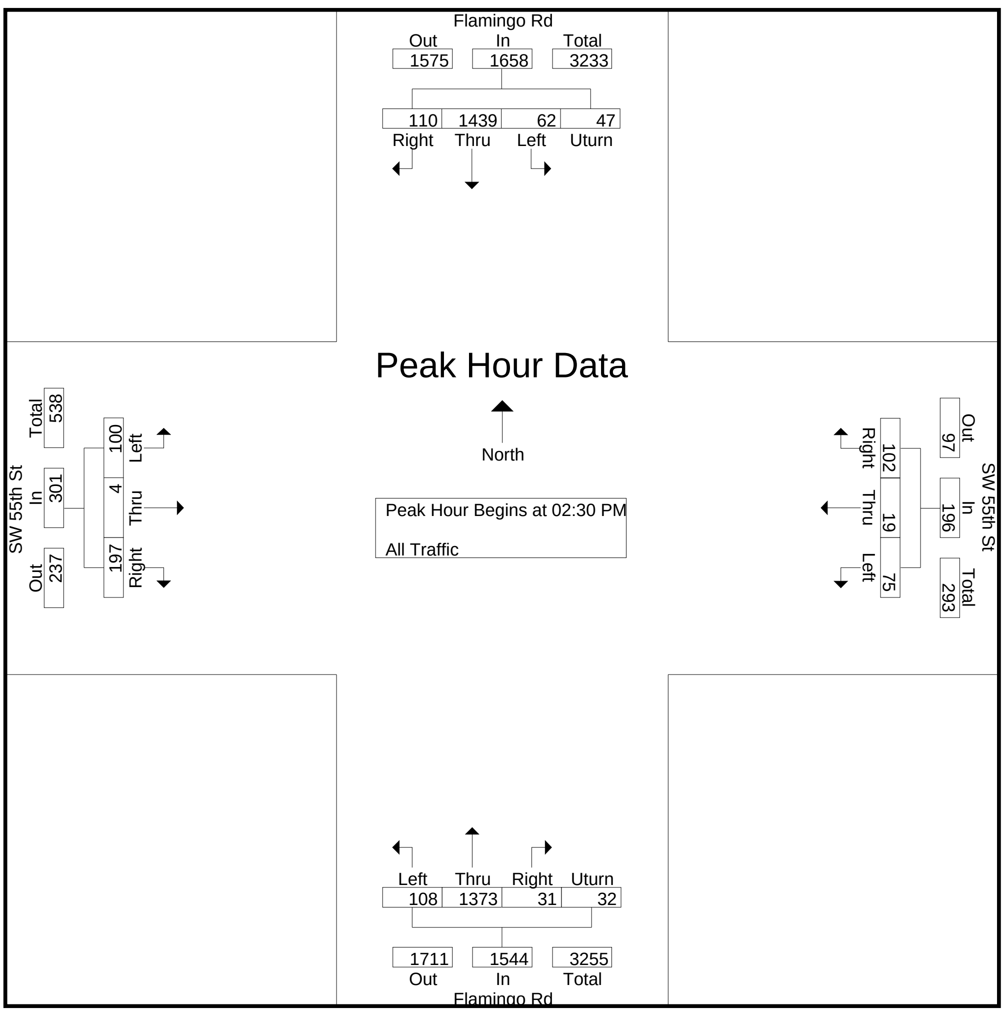
File Name : AMPMTMC
Site Code : SW1920
Start Date : 9/19/2019
Page No : 3

	Flamingo Rd NB					Flamingo Rd SB					SW 55th St EB					SW 55th St WB					
Start Time	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	Uturn	App. Total	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 01:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	11	326	12	14	363	15	334	15	12	376	21	0	4	25		15	1	24	40		804
02:45 PM	10	297	51	10	368	21	384	11	10	426	56	1	18	75		28	6	12	46		915
03:00 PM	4	372	32	4	412	43	377	13	13	446	66	3	39	108		29	9	23	61		1027
03:15 PM	6	378	13	4	401	31	344	23	12	410	54	0	39	93		30	3	16	49		953
Total Volume	31	1373	108	32	1544	110	1439	62	47	1658	197	4	100	301		102	19	75	196		3699
% App. Total																					
PHF	.705	.908	.529	.571	.937	.640	.937	.674	.904	.929	.746	.333	.641	.697		.850	.528	.781	.803		.900



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Flamingo 700 feet north oh sw 53rd st

Date Start: 9/19/2019
Date End: 9/19/2019
Site Code: SW1920

Start Time	9/19/2019 Thu	NB Flamin								
12:00 AM		32								
12:15		41								
12:30		28								
12:45		24								
01:00		19								
01:15		22								
01:30		15								
01:45		14								
02:00		19								
02:15		14								
02:30		11								
02:45		17								
03:00		12								
03:15		7								
03:30		16								
03:45		19								
04:00		12								
04:15		16								
04:30		34								
04:45		36								
05:00		24								
05:15		42								
05:30		73								
05:45		79								
06:00		106								
06:15		145								
06:30		201								
06:45		225								
07:00		348								
07:15		**407**								
07:30		**484**								
07:45		**502**								
08:00		**413**								
08:15		387								
08:30		386								
08:45		342								
09:00		275								
09:15		255								
09:30		262								
09:45		262								
10:00		241								
10:15		258								
10:30		256								
10:45		232								
11:00		232								
11:15		243								
11:30		241								
11:45		252								
Total		7581								
Peak	-	07:15	-	-	-	-	-	-	-	-
Vol.	-	1806	-	-	-	-	-	-	-	-
P.H.F.		0.899								

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Flamingo 700 feet north oh sw 53rd st

Date Start: 9/19/2019
Date End: 9/19/2019
Site Code: SW1920

Start Time	9/19/2019 Thu	NB Flamin								
12:00 PM		251								
12:15		255								
12:30		315								
12:45		271								
01:00		323								
01:15		268								
01:30		282								
01:45		248								
02:00		275								
02:15		262								
02:30		411								
02:45		**437**								
03:00		**437**								
03:15		**388**								
03:30		**418**								
03:45		427								
04:00		363								
04:15		372								
04:30		386								
04:45		413								
05:00		432								
05:15		403								
05:30		428								
05:45		410								
06:00		418								
06:15		412								
06:30		315								
06:45		303								
07:00		291								
07:15		285								
07:30		263								
07:45		270								
08:00		271								
08:15		259								
08:30		206								
08:45		192								
09:00		200								
09:15		214								
09:30		167								
09:45		140								
10:00		97								
10:15		136								
10:30		87								
10:45		73								
11:00		82								
11:15		59								
11:30		53								
11:45		46								
Total		13314								
Peak	-	14:45	-	-	-	-	-	-	-	-
Vol.	-	1680	-	-	-	-	-	-	-	-
P.H.F.		0.961								
Total Percent		20895								
ADT		ADT 20,864	AADT 20,864							

KMF Traffic Group, LLC
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(772) 221-7971

On Flamingo Rd approximatelly 270 feet north
of Archbishop Edward A. McCarthy HS north Access

Date Start: 9/19/2019
Date End: 9/19/2019
Site Code: SW1920

Start Time	9/19/2019 Thu	SB Flamin								
12:00 AM		34								
12:15		36								
12:30		26								
12:45		29								
01:00		17								
01:15		13								
01:30		13								
01:45		12								
02:00		15								
02:15		6								
02:30		6								
02:45		17								
03:00		7								
03:15		8								
03:30		7								
03:45		10								
04:00		6								
04:15		14								
04:30		22								
04:45		26								
05:00		37								
05:15		44								
05:30		64								
05:45		87								
06:00		95								
06:15		125								
06:30		187								
06:45		301								
07:00		**376**								
07:15		**526**								
07:30		**587**								
07:45		**442**								
08:00		327								
08:15		347								
08:30		336								
08:45		319								
09:00		264								
09:15		312								
09:30		246								
09:45		273								
10:00		216								
10:15		202								
10:30		231								
10:45		186								
11:00		247								
11:15		213								
11:30		231								
11:45		249								
Total		7394								
Peak	-	07:00	-	-	-	-	-	-	-	-
Vol.	-	1931	-	-	-	-	-	-	-	-
P.H.F.		0.822								

KMF Traffic Group, LLC
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(772) 221-7971

On Flamingo Rd approximately 270 feet north
of Archbishop Edward A. McCarthy HS north Access

Date Start: 9/19/2019
Date End: 9/19/2019
Site Code: SW1920

Start Time	9/19/2019 Thu	SB Flamin								
12:00 PM		251								
12:15		269								
12:30		252								
12:45		243								
01:00		261								
01:15		257								
01:30		253								
01:45		292								
02:00		288								
02:15		376								
02:30		396								
02:45		327								
03:00		365								
03:15		389								
03:30		382								
03:45		397								
04:00		318								
04:15		384								
04:30		402								
04:45		391								
05:00		431								
05:15		**500**								
05:30		**501**								
05:45		**514**								
06:00		**471**								
06:15		471								
06:30		390								
06:45		335								
07:00		304								
07:15		268								
07:30		267								
07:45		240								
08:00		228								
08:15		227								
08:30		224								
08:45		165								
09:00		137								
09:15		168								
09:30		143								
09:45		129								
10:00		114								
10:15		99								
10:30		81								
10:45		58								
11:00		70								
11:15		49								
11:30		62								
11:45		31								
Total		13170								
Peak	-	17:15	-	-	-	-	-	-	-	-
Vol.	-	1986	-	-	-	-	-	-	-	-
P.H.F.		0.966								
Total		20564								
Percent										
ADT		ADT 20,564	AADT 20,564							

KMF Traffic Group, LLC

AM Queue Study at Archbishop Edward A. McCarthy High School North Access

QUEUE	TIME OF DAY (h.m)
1	6:45
0	6:47
1	6:50
1	7:05
1	7:08
1	7:09
1	7:10
2	7:11
2	7:12
1	7:13
1	7:14
2	7:15
4	7:16
3	7:18
2	7:19
5	7:22
3	7:23
4	7:24
3	7:25
4	7:26
5	7:27
9	7:28
8	7:29
5	7:30
7	7:31

KMF Traffic Group, LLC

AM Queue Study at Archbishop Edward A. McCarthy High School North Access

QUEUE	TIME OF DAY (h.m)
10	7:33
5	7:34
6	7:35
10	7:36
10	7:37
10	7:38
10	7:39
12	7:40
10	7:42
6	7:44
11	7:45
13	7:46
16	7:47
10	7:48
7	7:49
6	7:50
5	7:55

KMF Traffic Group, LLC

PM Queue Study at Archbishop Edward A.
McCarthy High School North Access

QUEUE	TIME OF DAY (h.m)
6	2:00
7	2:05
8	2:10
15	2:15
20	2:20
25	2:30
27	2:45
31	2:47
25	2:50
18	2:52
9	2:55
6	2:54
3	3:00

KMF Traffic Group, LLC

AM Queue Study at Archbishop Edward A. McCarthy High School Main Access

QUEUE	TIME OF DAY (h.m)
0	6:45
1	6:47
1	6:49
1	6:51
2	6:53
2	6:55
1	7:00
2	7:05
3	7:05
3	7:06
4	7:08
2	7:11
4	7:12
6	7:14
4	7:15
1	7:16
4	7:18
2	7:19
8	7:20
6	7:22
8	7:23
12	7:24
6	7:25
4	7:26
10	7:27

KMF Traffic Group, LLC

AM Queue Study at Archbishop Edward A. McCarthy High School Main Access

QUEUE	TIME OF DAY (h.m)
13	7:28
11	7:29
6	7:30
7	7:31
12	7:33
14	7:34
14	7:35
15	7:36
13	7:37
12	7:38
13	7:39
16	7:40
16	7:41
18	7:42
22	7:43
20	7:45
24	7:46
20	7:47
27	7:48
27	7:49
20	7:50
28	7:51
15	7:52
8	7:54
3	7:56

KMF Traffic Group, LLC

AM Queue Study at Archbishop Edward A. McCarthy High School Main Access

QUEUE	TIME OF DAY (h.m)
3	7:59
2	8:00

KMF Traffic Group, LLC

PM Queue Study at Archbishop Edward A. McCarthy High School Main Access

QUEUE	TIME OF DAY (h.m)
2	2:02
3	2:04
4	2:06
5	2:08
6	2:10
7	2:11
8	2:13
9	2:14
10	2:15
11	2:16
12	2:17
13	2:18
14	2:19
24	2:24
25	2:25
28	2:28
29	2:29
30	2:30
30	3:13
20	3:15
20	3:17
14	3:19

KMF Traffic Group, LLC

PM Queue Study at Archbishop Edward A. McCarthy High School Main Access

QUEUE	TIME OF DAY (h.m)
10	3:20
6	3:22
4	3:25
4	3:27

Approximately between 2:30 PM and 3:13 PM the internal queue is replace from new traffic from Flamingo Road NBL and SBR:

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
0	06:30:11
1	06:32:40
0	06:32:43
1	06:34:47
0	06:34:50
1	06:35:50
0	06:35:52
1	06:38:30
0	06:38:38
1	06:40:38
0	06:40:43
1	06:41:45
0	06:41:53
1	06:42:44
0	06:42:47
1	06:42:52
0	06:42:58
1	06:53:35
0	06:53:37
1	06:54:44
0	06:55:06
1	06:55:47
2	06:55:48
1	06:56:00
2	06:56:02

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at
Archbishop Edward A. McCarthy High
School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
1	06:56:11
0	06:56:19
1	06:58:24
0	06:58:39
1	06:58:41
0	06:58:49
1	06:58:50
0	06:58:52
1	06:58:53
0	06:58:58
1	06:59:53
0	07:00:02
1	07:00:39
0	07:00:44
1	07:00:59
2	07:01:04
3	07:01:08
2	07:01:19
1	07:01:26
0	07:01:29
1	07:01:31
0	07:01:32
1	07:01:56
0	07:02:06
1	07:04:02

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
0	07:04:09
1	07:04:10
0	07:04:15
1	07:04:22
2	07:04:28
1	07:04:30
2	07:04:39
1	07:04:43
0	07:04:48
1	07:04:58
2	07:05:06
1	07:05:34
0	07:05:46
1	07:05:58
0	07:06:02
1	07:06:42
2	07:06:45
1	07:06:51
0	07:07:06
1	07:09:28
0	07:09:41
1	07:10:24
2	07:10:33
3	07:10:43
4	07:10:47

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at
Archbishop Edward A. McCarthy High
School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
5	07:11:34
4	07:11:38
3	07:12:03
2	07:12:04
1	07:12:11
2	07:12:16
3	07:12:17
4	07:12:18
5	07:12:23
6	07:12:28
7	07:12:29
5	07:12:33
4	07:12:39
3	07:12:43
4	07:12:51
3	07:13:03
4	07:13:12
3	07:13:38
2	07:13:50
3	07:14:12
4	07:14:16
5	07:14:20
4	07:14:22
3	07:14:25
2	07:14:30

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
1	07:14:39
0	07:14:45
1	07:14:58
2	07:15:08
1	07:15:12
0	07:15:15
1	07:15:27
2	07:15:48
3	07:16:44
4	07:16:46
3	07:17:02
2	07:17:17
1	07:17:25
0	07:17:29
1	07:17:32
0	07:17:40
1	07:17:46
0	07:17:56
1	07:18:00
2	07:18:04
3	07:18:05
4	07:18:09
5	07:18:10
6	07:18:17
5	07:18:20

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at
Archbishop Edward A. McCarthy High
School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
6	07:18:21
7	07:18:29
6	07:18:32
5	07:18:37
4	07:18:41
5	07:19:41
6	07:19:41
7	07:19:42
6	07:19:54
5	07:19:59
4	07:20:08
3	07:20:13
2	07:20:16
3	07:20:18
4	07:20:19
2	07:20:31
3	07:20:40
4	07:20:42
5	07:20:44
6	07:20:45
7	07:20:56
8	07:20:58
7	07:21:10
6	07:21:14
5	07:21:16

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
4	07:21:17
3	07:21:26
2	07:21:28
0	07:21:34
1	07:21:45
2	07:22:16
3	07:22:18
4	07:22:19
5	07:22:20
6	07:22:26
7	07:22:29
8	07:22:29
9	07:22:31
10	07:22:38
11	07:22:41
12	07:22:43
11	07:22:48
10	07:22:50
9	07:22:53
8	07:22:56
7	07:22:58
6	07:23:00
5	07:23:01
6	07:23:04
7	07:23:05

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
6	07:23:10
5	07:23:14
0	07:23:27
2	07:23:35
3	07:23:36
4	07:23:46
3	07:24:21
2	07:24:23
1	07:24:26
0	07:24:28
1	07:24:56
2	07:24:56
3	07:25:02
4	07:25:02
5	07:25:03
6	07:25:21
7	07:25:31
8	07:25:32
0	07:26:24
1	07:26:30
2	07:26:31
3	07:27:59
4	07:28:00
5	07:28:03
6	07:28:04

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
7	07:28:05
8	07:28:06
9	07:28:08
0	07:28:10
11	07:28:13
12	07:28:15
13	07:28:17
14	07:28:19
15	07:28:24
16	07:28:30
17	07:28:36
0	07:30:10
1	07:30:23
2	07:30:24
3	07:30:25
4	07:30:27
5	07:30:29
6	07:30:30
7	07:30:32
8	07:30:33
9	07:30:34
10	07:30:37
11	07:30:38
12	07:30:39
13	07:30:41

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at
Archbishop Edward A. McCarthy High
School main access/SW 53rd St

20 Vehicles represents the average number of vehicles queuing on the existing storage bay for the Flaming north bound left.

QUEUE	TIME OF DAY (h.m.s)
14	07:30:47
15	07:30:54
16	07:30:58
17	07:31:07
18	07:31:10
19	07:31:13
20	07:31:16
20	07:31:18
20	07:31:35
20	07:31:55
20	07:31:59
0	07:33:00
1	07:33:21
2	07:33:23
3	07:33:24
4	07:33:25
5	07:33:26
6	07:33:27
7	07:33:28
8	07:33:29
9	07:33:30
10	07:33:33
11	07:33:36
12	07:33:37
13	07:33:40

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
14	07:33:42
15	07:33:43
16	07:33:45
17	07:33:48
18	07:33:50
19	07:33:52
20	07:33:54
20	07:33:56
20	07:33:57
20	07:33:59
20	07:34:01
0	07:35:46
12	07:35:56
13	07:36:00
14	07:36:04
15	07:36:08
16	07:36:09
17	07:36:11
18	07:36:14
19	07:36:16
20	07:36:18
20	07:36:20
20	07:36:21
20	07:36:22
20	07:36:24

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
0	07:38:20
20	07:36:24
12	07:39:58
13	07:40:04
14	07:40:05
15	07:40:06
16	07:40:08
17	07:40:10
18	07:40:13
19	07:40:15
20	07:40:16
20	07:40:18
20	07:40:18
20	07:40:20
20	07:40:21
12	07:42:25
13	07:42:26
14	07:42:27
15	07:42:32
16	07:42:37
17	07:42:39
18	07:42:41
19	07:42:51
20	07:42:53
20	07:42:54

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
20	07:42:55
20	07:42:56
20	07:42:57
12	07:44:20
13	07:44:31
14	07:44:33
15	07:44:34
16	07:44:35
17	07:44:37
18	07:44:38
19	07:44:40
20	07:44:42
20	07:44:43
20	07:44:44
20	07:44:45
20	07:44:46
0	07:46:45
1	07:46:48
2	07:46:49
3	07:46:49
4	07:46:50
5	07:46:50
6	07:46:50
7	07:46:51
8	07:46:51

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at
Archbishop Edward A. McCarthy High
School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
9	07:46:53
10	07:46:57
11	07:46:58
12	07:46:59
13	07:47:00
14	07:47:01
15	07:47:03
16	07:47:04
17	07:47:06
18	07:47:08
19	07:47:10
20	07:47:12
20	07:47:14
20	07:47:14
20	07:47:15
20	07:47:16
1	07:50:08
2	07:50:09
3	07:50:10
4	07:50:11
5	07:50:11
6	07:50:12
7	07:50:12
8	07:50:13
9	07:50:13

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
10	07:50:18
11	07:50:19
12	07:50:20
13	07:50:22
14	07:50:23
15	07:50:25
16	07:50:27
17	07:50:28
18	07:50:30
19	07:50:32
20	07:50:34
20	07:50:35
20	07:50:36
20	07:50:37
20	07:50:38
0	07:51:58
1	07:52:00
2	07:52:02
3	07:52:03
4	07:52:04
5	07:52:05
6	07:52:06
7	07:52:08
8	07:52:08
9	07:52:09

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
10	07:52:12
11	07:52:13
12	07:52:14
13	07:52:16
14	07:52:18
15	07:52:20
16	07:52:22
17	07:52:24
18	07:52:28
19	07:52:30
0	07:53:54
1	07:55:20
2	07:55:55
1	07:56:12
0	07:56:24
1	07:57:11
0	07:57:36
1	07:58:01
2	07:58:06
1	07:59:39
0	07:59:41
1	07:59:59
2	08:00:33
1	08:00:39
0	08:00:48

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
1	08:05:09
0	08:05:27
1	08:06:50
0	08:06:54
1	08:07:05
0	08:08:14
1	08:09:49
0	08:10:20
1	08:10:37
0	08:10:52
1	08:11:31
0	08:11:43
1	08:15:08
0	08:15:10
1	08:15:13
0	08:15:15
1	08:15:26
0	08:15:27
1	08:19:15
0	08:19:16
1	08:19:25
0	08:19:26
1	08:19:48
0	08:20:46
1	08:21:41

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd NBL at
Archbishop Edward A. McCarthy High
School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m.s)
0	08:21:57
1	08:29:19
0	08:29:26
0	08:30:01

KMF Traffic Group, LLC

PM Queue Study for Flamingo Rd NBL at
Archbishop Edward A. McCarthy High
School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m)
1	2:26
2	
3	
0	2:27
0	2:28
1	2:30
2	2:31
3	
4	
4	2:32
5	
6	
7	
8	
5	2:33
6	2:34
7	
8	
9	2:35
10	
11	2:36
5	
3	
7	2:37
8	

KMF Traffic Group, LLC

AM Queue Study for Flamingo Rd SBL at SW 53rd St

QUEUE	TIME OF DAY (h.m)
2	7:18
2	7:19
8	7:20
3	7:21
12	7:22
8	7:24
8	7:27
13	7:30
13	7:33
13	7:36
14	7:39
14	7:40
12	7:44
13	7:46
13	7:52
12	7:54
9	7:56
12	7:57
13	7:59
5	8:00
7	8:02
2	8:04

KMF Traffic Group, LLC

PM Queue Study for Flamingo Rd NBL at
Archbishop Edward A. McCarthy High
School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m)
4	
5	2:38
3	
5	2:39
6	
8	2:40
5	
6	2:41
4	2:42
2	
3	
2	
0	2:43
2	
1	
0	2:44

KMF Traffic Group, LLC

PM Queue Study for Flamingo Rd SBR at Archbishop Edward A. McCarthy High School main access/SW 53rd St

QUEUE	TIME OF DAY (h.m)
2	2:10
1	2:12
2	2:14
7	2:16
10	2:18
10	2:20
11	2:22
14	2:24
15	2:26
22	2:28
24	2:30
22	2:32
23	2:34
22	2:36
20	2:40
17	2:42
14	2:44
10	2:46
5	2:48
0	2:50
Queue Clear	

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.02	1.05
2	01/07/2018 - 01/13/2018	1.02	1.05
3	01/14/2018 - 01/20/2018	1.01	1.04
4	01/21/2018 - 01/27/2018	1.00	1.03
* 5	01/28/2018 - 02/03/2018	0.98	1.01
* 6	02/04/2018 - 02/10/2018	0.97	1.00
* 7	02/11/2018 - 02/17/2018	0.95	0.98
* 8	02/18/2018 - 02/24/2018	0.95	0.98
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.96	0.99
*11	03/11/2018 - 03/17/2018	0.96	0.99
*12	03/18/2018 - 03/24/2018	0.97	1.00
*13	03/25/2018 - 03/31/2018	0.97	1.00
*14	04/01/2018 - 04/07/2018	0.97	1.00
*15	04/08/2018 - 04/14/2018	0.97	1.00
*16	04/15/2018 - 04/21/2018	0.97	1.00
*17	04/22/2018 - 04/28/2018	0.99	1.02
18	04/29/2018 - 05/05/2018	1.00	1.03
19	05/06/2018 - 05/12/2018	1.02	1.05
20	05/13/2018 - 05/19/2018	1.03	1.06
21	05/20/2018 - 05/26/2018	1.03	1.06
22	05/27/2018 - 06/02/2018	1.04	1.07
23	06/03/2018 - 06/09/2018	1.04	1.07
24	06/10/2018 - 06/16/2018	1.04	1.07
25	06/17/2018 - 06/23/2018	1.04	1.07
26	06/24/2018 - 06/30/2018	1.05	1.08
27	07/01/2018 - 07/07/2018	1.05	1.08
28	07/08/2018 - 07/14/2018	1.05	1.08
29	07/15/2018 - 07/21/2018	1.06	1.09
30	07/22/2018 - 07/28/2018	1.04	1.07
31	07/29/2018 - 08/04/2018	1.03	1.06
32	08/05/2018 - 08/11/2018	1.02	1.05
33	08/12/2018 - 08/18/2018	1.01	1.04
34	08/19/2018 - 08/25/2018	1.01	1.04
35	08/26/2018 - 09/01/2018	1.01	1.04
36	09/02/2018 - 09/08/2018	1.01	1.04
37	09/09/2018 - 09/15/2018	1.01	1.04
38	09/16/2018 - 09/22/2018	1.01	1.04
39	09/23/2018 - 09/29/2018	1.00	1.03
40	09/30/2018 - 10/06/2018	1.00	1.03
41	10/07/2018 - 10/13/2018	0.99	1.02
42	10/14/2018 - 10/20/2018	0.99	1.02
43	10/21/2018 - 10/27/2018	0.99	1.02
44	10/28/2018 - 11/03/2018	1.00	1.03
45	11/04/2018 - 11/10/2018	1.00	1.03
46	11/11/2018 - 11/17/2018	1.00	1.03
47	11/18/2018 - 11/24/2018	1.01	1.04
48	11/25/2018 - 12/01/2018	1.01	1.04
49	12/02/2018 - 12/08/2018	1.02	1.05
50	12/09/2018 - 12/15/2018	1.02	1.05
51	12/16/2018 - 12/22/2018	1.02	1.05
52	12/23/2018 - 12/29/2018	1.01	1.04
53	12/30/2018 - 12/31/2018	1.01	1.04

* PEAK SEASON

APPENDIX “C”

FDOT LEVEL OF SERVICE TABLE

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

APPENDIX "D"

SYNCHRO PRINTOUTS

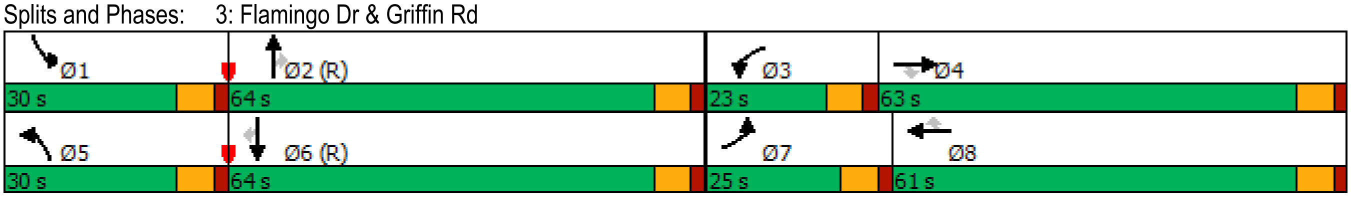
EXISTING CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	859	468	278	950	321	424	1445	264	417	1211	185
Future Volume (vph)	236	859	468	278	950	321	424	1445	264	417	1211	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		550	420		300	300		280	290		210
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			220			250		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			266			269			178			115
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1085			1206			2451			1027	
Travel Time (s)		24.7			27.4			55.7			23.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	248	904	493	293	1000	338	446	1521	278	439	1275	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	248	904	493	293	1000	338	446	1521	278	439	1275	195
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	13.0	13.0	12.0	13.0	13.0	12.0	17.0	17.0	12.0	17.0	17.0
Total Split (s)	25.0	63.0	63.0	23.0	61.0	61.0	30.0	64.0	64.0	30.0	64.0	64.0
Total Split (%)	13.9%	35.0%	35.0%	12.8%	33.9%	33.9%	16.7%	35.6%	35.6%	16.7%	35.6%	35.6%
Maximum Green (s)	18.0	56.0	56.0	16.0	54.0	54.0	23.0	57.0	57.0	23.0	57.0	57.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.8	48.1	48.1	16.0	47.3	47.3	27.7	60.8	60.8	27.1	60.2	60.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.27	0.27	0.09	0.26	0.26	0.15	0.34	0.34	0.15	0.33	0.33
v/c Ratio	0.78	0.67	0.80	0.96	0.75	0.55	0.84	0.89	0.43	0.85	0.75	0.32
Control Delay	96.5	60.8	37.1	122.0	64.4	15.0	88.2	63.9	18.7	89.2	57.1	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.5	60.8	37.1	122.0	64.4	15.0	88.2	63.9	18.7	89.2	57.1	20.0
LOS	F	E	D	F	E	B	F	E	B	F	E	C
Approach Delay		59.1			64.5			63.2			60.7	
Approach LOS		E			E			E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 61.9	Intersection LOS: E
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Flamingo Dr & Griffin Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	859	468	278	950	321	424	1445	264	417	1211	185
Future Volume (veh/h)	236	859	468	278	950	321	424	1445	264	417	1211	185
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	248	904	493	293	1000	338	446	1521	278	439	1275	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	1589	493	307	1616	502	442	1617	502	442	1617	502
Arrive On Green	0.08	0.31	0.31	0.09	0.32	0.32	0.13	0.32	0.32	0.13	0.32	0.32
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	248	904	493	293	1000	338	446	1521	278	439	1275	195
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	12.8	26.7	56.0	15.2	30.0	33.3	23.0	52.2	26.2	22.8	40.9	17.3
Cycle Q Clear(g_c), s	12.8	26.7	56.0	15.2	30.0	33.3	23.0	52.2	26.2	22.8	40.9	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	1589	493	307	1616	502	442	1617	502	442	1617	502
V/C Ratio(X)	0.86	0.57	1.00	0.95	0.62	0.67	1.01	0.94	0.55	0.99	0.79	0.39
Avail Cap(c_a), veh/h	346	1589	493	307	1616	502	442	1617	502	442	1617	502
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	81.5	51.9	62.0	81.6	52.3	53.4	78.5	59.9	51.0	78.4	56.0	47.9
Incr Delay (d2), s/veh	16.9	0.5	40.5	39.0	0.7	3.5	45.4	12.1	4.4	41.2	4.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	17.2	36.8	13.3	19.0	20.0	19.1	32.5	16.6	18.6	25.3	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.3	52.4	102.5	120.7	53.0	57.0	123.9	72.0	55.3	119.7	60.0	50.2
LnGrp LOS	F	D	F	F	D	E	F	E	E	F	E	D
Approach Vol, veh/h		1645			1631			2245			1909	
Approach Delay, s/veh		74.3			66.0			80.2			72.7	
Approach LOS		E			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	64.0	23.0	63.0	30.0	64.0	22.0	64.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	23.0	57.0	16.0	56.0	23.0	57.0	18.0	54.0				
Max Q Clear Time (g_c+I1), s	24.8	54.2	17.2	58.0	25.0	42.9	14.8	35.3				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.0	8.1	0.3	8.2				
Intersection Summary												
HCM 6th Ctrl Delay			73.9									
HCM 6th LOS			E									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	333	0	1811	1491	497
Future Volume (vph)	0	333	0	1811	1491	497
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	502			664	2451	
Travel Time (s)	11.4			15.1	55.7	
Peak Hour Factor	0.62	0.62	0.86	0.86	0.86	0.62
Adj. Flow (vph)	0	537	0	2106	1734	802
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	537	0	2106	1734	802
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	333	0	1811	1491	497
Future Vol, veh/h	0	333	0	1811	1491	497
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	-	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	86	86	86	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	537	0	2106	1734	802

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	867	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*560	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*560	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	55.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	560	-	-
HCM Lane V/C Ratio	-	0.959	-	-
HCM Control Delay (s)	-	55.7	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	12.8	-	-

Notes

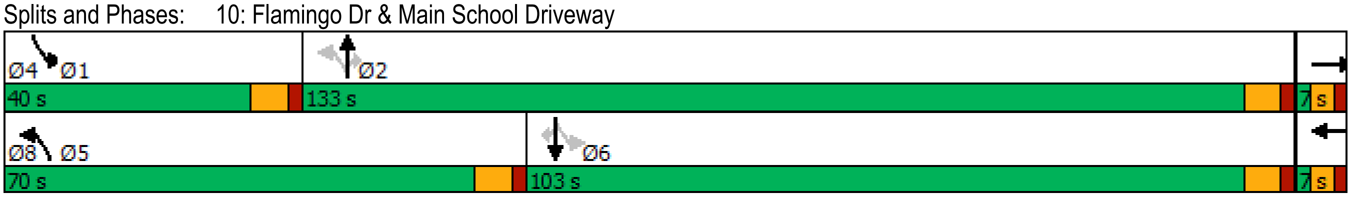
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	8	416	1598	10	251	1511	237
Future Volume (vph)	0	0	0	0	0	8	416	1598	10	251	1511	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	480		180	180		200
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt					0.865				0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1863	0	0	1611	0	1770	5085	1583	1770	3539	1583
Flt Permitted							0.038			0.110		
Satd. Flow (perm)	0	1863	0	0	1611	0	71	5085	1583	205	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					260				55			137
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			521			638			664	
Travel Time (s)		13.2			11.8			14.5			15.1	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.86	0.72	0.72	0.86	0.72
Adj. Flow (vph)	0	0	0	0	0	11	578	1858	14	349	1757	329
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	578	1858	14	349	1757	329
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases							2		2	6		6
Detector Phase		4			8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)		2.0			2.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		7.0			7.0		12.0	22.5	22.5	12.0	22.5	22.5
Total Split (s)		7.0			7.0		70.0	133.0	133.0	40.0	103.0	103.0
Total Split (%)		3.9%			3.9%		38.9%	73.9%	73.9%	22.2%	57.2%	57.2%
Maximum Green (s)		2.0			2.0		63.0	126.0	126.0	33.0	96.0	96.0
Yellow Time (s)		3.0			3.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)		2.0			2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		None			None		None	Max	Max	None	Max	Max
Act Effct Green (s)					2.0		159.2	126.5	126.5	124.0	98.2	98.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.01		0.94	0.75	0.75	0.73	0.58	0.58
v/c Ratio					0.04		0.95	0.49	0.01	0.90	0.85	0.34
Control Delay					0.2		74.6	9.8	0.0	72.0	36.3	12.5
Queue Delay					0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay					0.2		74.6	9.8	0.0	72.0	36.3	12.5
LOS					A		E	A	A	E	D	B
Approach Delay					0.3			25.0			38.2	
Approach LOS					A			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 168.9	
Natural Cycle: 100	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 31.5	Intersection LOS: C
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Flamingo Dr & Main School Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	8	416	1598	10	251	1511	237
Future Volume (veh/h)	0	0	0	0	0	8	416	1598	10	251	1511	237
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	11	578	1858	14	349	1757	329
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.86	0.72	0.72	0.86	0.72
Percent Heavy Veh, %	0	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	14	0	0	0	12	606	3938	1222	375	2064	921
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.01	0.30	0.77	0.77	0.11	0.58	0.58
Sat Flow, veh/h	0	1870	0	0	0	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	11	578	1858	14	349	1757	329
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.1	45.2	21.6	0.3	14.6	67.7	18.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	1.1	45.2	21.6	0.3	14.6	67.7	18.1
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	14	0	0	0	12	606	3938	1222	375	2064	921
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.92	0.95	0.47	0.01	0.93	0.85	0.36
Avail Cap(c_a), veh/h	0	23	0	0	0	19	756	3938	1222	541	2064	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	82.0	50.5	6.8	4.4	21.7	28.7	18.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	126.6	19.9	0.4	0.0	18.2	4.7	1.1
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(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	1.6	34.2	12.1	0.2	12.4	38.7	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	208.6	70.4	7.2	4.4	39.9	33.4	19.4
LnGrp LOS	A	A	A	A	A	F	E	A	A	D	C	B
Approach Vol, veh/h		0			11			2450			2435	
Approach Delay, s/veh		0.0			208.6			22.1			32.4	
Approach LOS					F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.6	134.4		6.2	56.0	103.0		6.2				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		5.0				
Max Green Setting (Gmax), s	33.0	126.0		2.0	63.0	96.0		2.0				
Max Q Clear Time (g_c+I1), s	16.6	23.6		0.0	47.2	69.7		3.1				
Green Ext Time (p_c), s	1.0	29.7		0.0	1.8	18.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			27.6
HCM 6th LOS			C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	33	0	2042	2073	123
Future Volume (vph)	0	33	0	2042	2073	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			125
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			662	638	
Travel Time (s)	10.3			15.0	14.5	
Peak Hour Factor	0.62	0.62	0.62	0.86	0.86	0.62
Adj. Flow (vph)	0	53	0	2374	2410	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	53	0	2374	2410	198
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	33	0	2042	2073	123
Future Vol, veh/h	0	33	0	2042	2073	123
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	-	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	86	86	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	2374	2410	198

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1205	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	151	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	151	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	151	-	-
HCM Lane V/C Ratio	-	0.352	-	-
HCM Control Delay (s)	-	41.3	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	1.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	10	287	59	53	59	246	1687	32	241	1414	189
Future Volume (vph)	20	10	287	59	53	59	246	1687	32	241	1414	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		160	170		170
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			170			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.968			0.974		0.950			0.950		
Satd. Flow (prot)	0	1803	1583	0	1814	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.622			0.816		0.950			0.950		
Satd. Flow (perm)	0	1159	1583	0	1520	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			308			123			68			116
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			396			1986			662	
Travel Time (s)		12.3			9.0			45.1			15.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	24	12	342	70	63	70	293	2008	38	287	1683	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	342	0	133	70	293	2008	38	287	1683	225
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	27.0	27.0	12.0	27.0	27.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	40.0	89.0	89.0	25.0	74.0	74.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	28.8%	25.0%	55.6%	55.6%	15.6%	46.3%	46.3%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	33.0	82.0	82.0	18.0	67.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		19.3	19.3		19.3	19.3	31.9	82.0	82.0	38.7	88.7	88.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.12	0.12		0.12	0.12	0.20	0.51	0.51	0.24	0.55	0.55
v/c Ratio		0.26	0.74		0.73	0.23	0.83	0.77	0.05	0.67	0.60	0.24
Control Delay		66.1	19.8		88.9	1.8	80.6	34.0	0.8	64.6	26.5	10.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		66.1	19.8		88.9	1.8	80.6	34.0	0.8	64.6	26.5	10.9
LOS		E	B		F	A	F	C	A	E	C	B
Approach Delay		24.2			58.9			39.3			29.9	
Approach LOS		C			E			D			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Flamingo Dr & SW 55th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	287	59	53	59	246	1687	32	241	1414	189
Future Volume (veh/h)	20	10	287	59	53	59	246	1687	32	241	1414	189
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	12	271	70	63	70	293	2008	38	287	1683	225
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	96	294	182	154	294	315	2945	914	200	2615	812
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.18	0.58	0.58	0.11	0.51	0.51
Sat Flow, veh/h	909	517	1585	793	827	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	36	0	271	133	0	70	293	2008	38	287	1683	225
Grp Sat Flow(s),veh/h/ln	1426	0	1585	1619	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	26.9	8.0	0.0	6.0	25.9	43.9	1.7	18.0	38.4	12.9
Cycle Q Clear(g_c), s	3.3	0.0	26.9	11.3	0.0	6.0	25.9	43.9	1.7	18.0	38.4	12.9
Prop In Lane	0.67		1.00	0.53		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	0	294	335	0	294	315	2945	914	200	2615	812
V/C Ratio(X)	0.12	0.00	0.92	0.40	0.00	0.24	0.93	0.68	0.04	1.43	0.64	0.28
Avail Cap(c_a), veh/h	397	0	396	437	0	396	367	2945	914	200	2615	812
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	0.0	64.0	57.5	0.0	55.5	64.8	23.6	14.7	71.0	28.4	22.2
Incr Delay (d2), s/veh	0.2	0.0	22.1	0.8	0.0	0.4	27.4	1.3	0.1	220.7	1.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	18.5	8.5	0.0	4.4	20.4	24.9	1.2	31.9	22.6	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	86.1	58.2	0.0	55.9	92.3	24.9	14.8	291.7	29.6	23.0
LnGrp LOS	D	A	F	E	A	E	F	C	B	F	C	C
Approach Vol, veh/h		307			203			2339			2195	
Approach Delay, s/veh		82.4			57.4			33.2			63.2	
Approach LOS		F			E			C			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	25.0	99.3		35.7	35.3	89.0		35.7
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0
Max Green Setting (Gmax), s	18.0	82.0		40.0	33.0	67.0		40.0
Max Q Clear Time (g_c+I1), s	20.0	45.9		28.9	27.9	40.4		13.3
Green Ext Time (p_c), s	0.0	22.7		0.8	0.4	16.1		0.9

Intersection Summary			
HCM 6th Ctrl Delay			50.2
HCM 6th LOS			D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	649	279	307	536	160	425	1033	270	320	1023	138
Future Volume (vph)	265	649	279	307	536	160	425	1033	270	320	1023	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		550	420		300	300		280	290		210
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			220			250		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271			170			275			170
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1085			1206			2451			1027	
Travel Time (s)		24.7			27.4			55.7			23.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	279	683	294	323	564	168	447	1087	284	337	1077	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	683	294	323	564	168	447	1087	284	337	1077	145
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	13.0	13.0	12.0	13.0	13.0	12.0	17.0	17.0	12.0	17.0	17.0
Total Split (s)	23.0	38.0	38.0	28.0	43.0	43.0	35.0	68.0	68.0	26.0	59.0	59.0
Total Split (%)	14.4%	23.8%	23.8%	17.5%	26.9%	26.9%	21.9%	42.5%	42.5%	16.3%	36.9%	36.9%
Maximum Green (s)	16.0	31.0	31.0	21.0	36.0	36.0	28.0	61.0	61.0	19.0	52.0	52.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.6	28.6	28.6	19.1	32.1	32.1	25.1	65.5	65.5	18.8	59.2	59.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.10	0.18	0.18	0.12	0.20	0.20	0.16	0.41	0.41	0.12	0.37	0.37
v/c Ratio	0.84	0.75	0.58	0.79	0.55	0.37	0.83	0.52	0.35	0.83	0.57	0.21
Control Delay	91.7	67.9	13.1	82.5	59.2	8.7	79.1	37.4	5.1	86.9	43.0	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.7	67.9	13.1	82.5	59.2	8.7	79.1	37.4	5.1	86.9	43.0	3.4
LOS	F	E	B	F	E	A	E	D	A	F	D	A
Approach Delay		60.4			58.3			42.6			48.8	
Approach LOS		E			E			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Flamingo Dr & Griffin Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	649	279	307	536	160	425	1033	270	320	1023	138
Future Volume (veh/h)	265	649	279	307	536	160	425	1033	270	320	1023	138
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	279	683	294	323	564	168	447	1087	284	337	1077	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	989	307	371	1063	330	501	2113	656	380	1935	601
Arrive On Green	0.09	0.19	0.19	0.11	0.21	0.21	0.14	0.41	0.41	0.11	0.38	0.38
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	279	683	294	323	564	168	447	1087	284	337	1077	145
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	12.7	19.9	29.4	14.7	15.7	15.0	20.3	25.4	20.5	15.4	26.6	10.0
Cycle Q Clear(g_c), s	12.7	19.9	29.4	14.7	15.7	15.0	20.3	25.4	20.5	15.4	26.6	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	989	307	371	1063	330	501	2113	656	380	1935	601
V/C Ratio(X)	0.87	0.69	0.96	0.87	0.53	0.51	0.89	0.51	0.43	0.89	0.56	0.24
Avail Cap(c_a), veh/h	346	989	307	454	1149	357	605	2113	656	410	1935	601
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	71.6	60.0	63.8	70.3	56.4	56.1	67.2	34.9	33.5	70.2	39.1	34.0
Incr Delay (d2), s/veh	19.4	2.1	39.9	14.3	0.4	1.2	13.7	0.9	2.1	19.3	1.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	13.7	21.7	11.7	11.2	10.3	15.1	16.2	13.1	12.5	17.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.0	62.1	103.7	84.6	56.8	57.3	80.9	35.8	35.6	89.5	40.3	34.9
LnGrp LOS	F	E	F	F	E	E	F	D	D	F	D	C
Approach Vol, veh/h		1256			1055			1818			1559	
Approach Delay, s/veh		78.3			65.4			46.9			50.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	73.2	24.2	38.0	30.2	67.6	21.9	40.3
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	19.0	61.0	21.0	31.0	28.0	52.0	16.0	36.0
Max Q Clear Time (g_c+I1), s	17.4	27.4	16.7	31.4	22.3	28.6	14.7	17.7
Green Ext Time (p_c), s	0.2	11.1	0.5	0.0	0.9	9.0	0.1	4.3

Intersection Summary			
HCM 6th Ctrl Delay			58.2
HCM 6th LOS			E

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	154	0	1740	1376	120
Future Volume (vph)	0	154	0	1740	1376	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	502			664	2451	
Travel Time (s)	11.4			15.1	55.7	
Peak Hour Factor	0.79	0.79	0.95	0.95	0.95	0.79
Adj. Flow (vph)	0	195	0	1832	1448	152
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	195	0	1832	1448	152
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 42.8%	ICU Level of Service A
Analysis Period (min) 15	

Intersection						
Int Delay, s/veh	0.7					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	154	0	1740	1376	120
Future Vol, veh/h	0	154	0	1740	1376	120
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	-	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	95	95	95	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	195	0	1832	1448	152

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	724	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*598	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*598	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	598	-	-
HCM Lane V/C Ratio	-	0.326	-	-
HCM Control Delay (s)	-	13.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	1.4	-	-

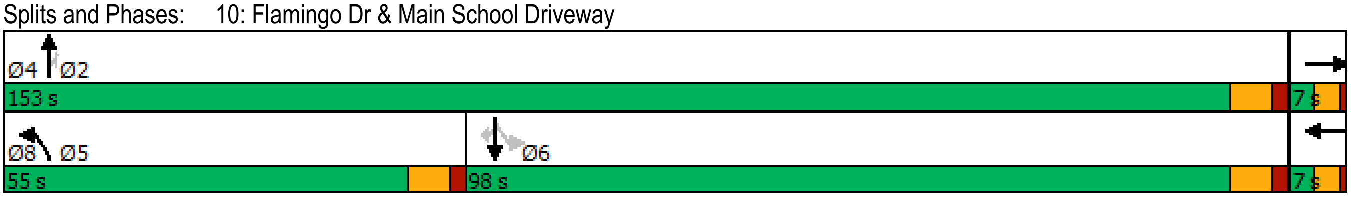
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	43	183	1562	16	211	1154	164
Future Volume (vph)	0	0	0	0	0	43	183	1562	16	211	1154	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	480		180	180		200
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt					0.865				0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1863	0	0	1611	0	1770	5085	1583	1770	3539	1583
Flt Permitted							0.950			0.139		
Satd. Flow (perm)	0	1863	0	0	1611	0	1770	5085	1583	259	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					100				17			131
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			521			638			664	
Travel Time (s)		13.2			11.8			14.5			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Adj. Flow (vph)	0	0	0	0	0	47	199	1644	17	229	1215	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	47	0	199	1644	17	229	1215	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA		Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases									2	6		6
Detector Phase		4			8		5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)		2.0			2.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		7.0			7.0		12.0	22.5	22.5	22.5	22.5	22.5
Total Split (s)		7.0			7.0		55.0	153.0	153.0	98.0	98.0	98.0
Total Split (%)		4.4%			4.4%		34.4%	95.6%	95.6%	61.3%	61.3%	61.3%
Maximum Green (s)		3.0			3.0		48.0	146.0	146.0	91.0	91.0	91.0
Yellow Time (s)		3.0			3.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)		1.0			1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		None			None		None	Max	Max	Max	Max	Max
Act Effct Green (s)					3.0		23.3	147.5	147.5	115.7	115.7	115.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.02		0.15	0.93	0.93	0.73	0.73	0.73
v/c Ratio					0.37		0.77	0.35	0.01	1.22	0.47	0.15
Control Delay					7.9		83.6	1.0	0.2	160.1	10.4	2.7
Queue Delay					0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay					7.9		83.6	1.0	0.2	160.1	10.4	2.7
LOS					A		F	A	A	F	B	A
Approach Delay					7.9			9.8			30.7	
Approach LOS					A			A			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 158.6	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Flamingo Dr & Main School Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	43	183	1562	16	211	1154	164
Future Volume (veh/h)	0	0	0	0	0	43	183	1562	16	211	1154	164
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	47	199	1644	17	229	1215	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	35	0	0	0	30	224	4659	1446	268	2640	1177
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.02	0.13	0.91	0.91	0.74	0.74	0.74
Sat Flow, veh/h	0	1870	0	0	0	1585	1781	5106	1585	300	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	47	199	1644	17	229	1215	178
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	0	1585	1781	1702	1585	300	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.0	17.6	6.6	0.2	118.8	21.4	5.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	3.0	17.6	6.6	0.2	118.8	21.4	5.2
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	35	0	0	0	30	224	4659	1446	268	2640	1177
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	1.58	0.89	0.35	0.01	0.86	0.46	0.15
Avail Cap(c_a), veh/h	0	35	0	0	0	30	534	4659	1446	268	2640	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	78.5	68.8	0.9	0.6	22.3	8.0	6.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	376.2	11.2	0.2	0.0	27.9	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	7.8	13.6	1.6	0.0	15.7	12.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	454.7	80.0	1.1	0.6	50.2	8.6	6.2
LnGrp LOS	A	A	A	A	A	F	E	A	A	D	A	A
Approach Vol, veh/h		0			47			1860			1622	
Approach Delay, s/veh		0.0			454.7			9.5			14.2	
Approach LOS					F			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		153.0		7.0	27.2	125.8		7.0				
Change Period (Y+Rc), s		7.0		4.0	7.0	7.0		4.0				
Max Green Setting (Gmax), s		146.0		3.0	48.0	91.0		3.0				
Max Q Clear Time (g_c+I1), s		8.6		0.0	19.6	120.8		5.0				
Green Ext Time (p_c), s		23.1		0.0	0.6	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			17.6
HCM 6th LOS			B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	235	0	1767	1540	29
Future Volume (vph)	0	235	0	1767	1540	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			125
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			662	638	
Travel Time (s)	10.3			15.0	14.5	
Peak Hour Factor	0.96	0.96	0.95	0.95	0.95	0.96
Adj. Flow (vph)	0	245	0	1860	1621	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	245	0	1860	1621	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 51.0%	ICU Level of Service A
Analysis Period (min) 15	

Intersection						
Int Delay, s/veh	4.5					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	235	0	1767	1540	29
Future Vol, veh/h	0	235	0	1767	1540	29
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	-	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	95	95	95	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	245	0	1860	1621	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	811	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	277	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	277	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	68.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	277	-	-
HCM Lane V/C Ratio	-	0.884	-	-
HCM Control Delay (s)	-	68.3	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	7.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	4	205	78	20	106	146	1428	32	113	1497	114
Future Volume (vph)	104	4	205	78	20	106	146	1428	32	113	1497	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		160	170		170
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			170			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954			0.962		0.950			0.950		
Satd. Flow (prot)	0	1777	1583	0	1792	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.568			0.568		0.950			0.950		
Satd. Flow (perm)	0	1058	1583	0	1058	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			228			123			68			116
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			396			1986			662	
Travel Time (s)		12.3			9.0			45.1			15.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	116	4	228	87	22	118	162	1587	36	126	1663	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	228	0	109	118	162	1587	36	126	1663	127
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	27.0	27.0	12.0	27.0	27.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	40.0	89.0	89.0	25.0	74.0	74.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	28.8%	25.0%	55.6%	55.6%	15.6%	46.3%	46.3%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	33.0	82.0	82.0	18.0	67.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		21.9	21.9		21.9	21.9	19.9	101.4	101.4	16.6	98.1	98.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.12	0.63	0.63	0.10	0.61	0.61
v/c Ratio		0.83	0.55		0.75	0.37	0.74	0.49	0.04	0.68	0.53	0.13
Control Delay		105.9	11.6		95.1	10.9	86.2	17.6	0.4	87.3	20.1	3.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		105.9	11.6		95.1	10.9	86.2	17.6	0.4	87.3	20.1	3.9
LOS		F	B		F	B	F	B	A	F	C	A
Approach Delay		44.1			51.3			23.5			23.5	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 26.6	Intersection LOS: C
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Flamingo Dr & SW 55th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	4	205	78	20	106	146	1428	32	113	1497	114
Future Volume (veh/h)	104	4	205	78	20	106	146	1428	32	113	1497	114
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	4	161	87	22	118	162	1587	36	126	1663	127
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	6	189	201	41	189	186	3436	1067	147	3326	1032
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.10	0.67	0.67	0.08	0.65	0.65
Sat Flow, veh/h	1414	49	1585	1347	341	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	120	0	161	109	0	118	162	1587	36	126	1663	127
Grp Sat Flow(s),veh/h/ln	1462	0	1585	1687	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.2	0.0	15.9	0.0	0.0	11.3	14.3	23.6	1.2	11.2	26.9	4.9
Cycle Q Clear(g_c), s	12.3	0.0	15.9	9.1	0.0	11.3	14.3	23.6	1.2	11.2	26.9	4.9
Prop In Lane	0.97		1.00	0.80		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	0	189	242	0	189	186	3436	1067	147	3326	1032
V/C Ratio(X)	0.55	0.00	0.85	0.45	0.00	0.62	0.87	0.46	0.03	0.85	0.50	0.12
Avail Cap(c_a), veh/h	402	0	396	436	0	396	367	3436	1067	200	3326	1032
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.4	0.0	69.1	66.1	0.0	67.0	70.6	12.4	8.8	72.4	14.4	10.6
Incr Delay (d2), s/veh	2.1	0.0	10.2	1.3	0.0	3.3	11.8	0.4	0.1	22.4	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	0.0	11.4	7.7	0.0	8.4	11.6	14.0	0.8	10.1	15.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	0.0	79.3	67.4	0.0	70.4	82.4	12.9	8.8	94.8	15.0	10.8
LnGrp LOS	E	A	E	E	A	E	F	B	A	F	B	B
Approach Vol, veh/h		281			227			1785			1916	
Approach Delay, s/veh		75.1			68.9			19.1			19.9	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.2	114.7		25.1	23.7	111.2		25.1				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	82.0		40.0	33.0	67.0		40.0				
Max Q Clear Time (g_c+I1), s	13.2	25.6		17.9	16.3	28.9		13.3				
Green Ext Time (p_c), s	0.1	19.4		1.2	0.4	18.8		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			25.9									
HCM 6th LOS			C									

Broward County **Signal Timing Sheet** **9/23/2019**

4069 : 3063 - Flamingo Rd & Griffin Rd (Upload File)

Skdvh#^41414`

	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	36	0	46	0	39	0	45	0	0	0	0	0	0	0	0
Min Green	5	10	5	6	5	10	5	6	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2	0	0	0	0	0	0	0	0
Max1	20	50	20	40	20	50	20	40	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	5	5	5	5	5	5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Skdvh#Rswlrq#^41415`

	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call	ON		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk		ON				ON										

Ghwhfwru/#Yhklfoh#Sdudphwhuv#4049#^814`

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ghwhfwru/#Yhklfoh#Sdudphwhuv#4:065#^814`

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	2	0	4	0	6	0	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ghwhfwru/#Yhklfoh#Sdudphwhuv#6607;#^814`

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	2	0	4	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ghwhfwru/#Yhklfoh#Sdudphwhuv#7<097#^814`

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved By: Carmen Li **Date:** ________________

Broward County **System Timing Sheet** **9/23/2019**

4069 : 3063 - Flamingo Rd & Griffin Rd (Upload File)

WE#Frru/#Gd|#Sodq#^717`

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	20											
Minute																
Action	100	2	3	4	3											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	21													
Minute		30														
Action	100	5	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	20													
Minute		30														
Action	100	5	100													

Frruglqdwlrq/#Sdwwhuq#4049#^514`2Frruglqdwlrq/#Dow#Wdeohv.#^519`

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		180	160	180												
Offset Time		59	122	33												
Split Number		2	3	4												
Seq Number	1	5	3	5	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Frruglqdwlrq/#Vsolw#^51:4`

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	64	23	63	30	64	25	61								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	26	68	28	38	35	59	23	43								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	78	35	38	45	62	35	38								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: Carmen Li **Date:** ________________

Broward County **Preempt & Overlap Timing Sheet** **9/23/2019**

4069 : 3063 - Flamingo Rd & Griffin Rd (Upload File)

Suhhp swlrq#Wlp hv^614'2Skdvhv^615'2Rswlrqv^616'

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Suhhp swlrq#Wlp hv.^617'2Ryhuodsv.^618'2Rswlrqv.^619'

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1	9	9	9	9	9	9
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Ryhuods#Surjudp #Sdudp hwhuv#41B514'

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 9	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

Approved By: Carmen Li **Date:** ________________

Broward County **Alternate Timing Sheet** **9/23/2019**

4069 : 3063 - Flamingo Rd & Griffin Rd (Upload File)

Dowhuqdwh#Skdvh#Surjudp #4/#Lqwhuydo#Wlp hv#^4141914`

Skdvh	Z don	Shg# Fohdu	P lq# Juhhq	Sdvvdjh	P d{4	P d{5	\hoorz	Uhg# Fohdu	Dvvljq# Sk	#Elnh# Fohdu
4	3	3	3	3	3	3	3	3	3	
5	3	3	3	3	3	3	3	3	3	
6	3	3	3	3	3	3	3	3	3	
7	3	3	3	3	3	3	3	3	3	
8	3	3	3	3	3	3	3	3	3	
9	3	3	3	3	3	3	3	3	3	
:	3	3	3	3	3	3	3	3	3	
;	3	3	3	3	3	3	3	3	3	

Dowhuqdwh#Skdvh#Surjudp #5/#Lqwhuydo#Wlp hv#^4141914`

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Dowhuqdwh#Skdvh#Surjudp #6/#Lqwhuydo#Wlp hv#^4141914`

Skdvh	Z don	Shg# Fohdu	P lq# Juhhq	Sdvvdjh	P d{4	P d{5	\hoorz	Uhg# Fohdu	Dvvljq# Sk	#Elnh# Fohdu
4	3	3	3	3	3	3	3	3	3	
5	3	3	3	3	3	3	3	3	3	
6	3	3	3	3	3	3	3	3	3	
7	3	3	3	3	3	3	3	3	3	
8	3	3	3	3	3	3	3	3	3	
9	3	3	3	3	3	3	3	3	3	
:	3	3	3	3	3	3	3	3	3	
;	3	3	3	3	3	3	3	3	3	

Dowhuqdwh#Skdvh#Surjudp #7/#Lqwhuydo#Wlp hv#^4141914`

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Dowhuqdwh#Skdvh#Surjudp #8/#Lqwhuydo#Wlp hv#^4141914`

Skdvh	Z don	Shg# Fohdu	P lq# Juhhq	Sdvvdjh	P d{4	P d{5	\hoorz	Uhg# Fohdu	Dvvljq# Sk	#Elnh# Fohdu

WE#Frru/#Gd|#Sodq#^717`

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: Carmen Li **Date:** ________________

Broward County **Special System Timing Sheet** **9/23/2019**

4069 : 3063 - Flamingo Rd & Griffin Rd (Upload File)

Frruglqdwlrq/#Vsolw#^51:14`

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: Carmen Li **Date:** ________________

Broward County **Signal Timing Sheet** **9/23/2019**

3994 : 3355 - Flamingo Rd & SW 55 St (Upload File)

Skdvh#^4144`

	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	15	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	20	0	6	5	20	0	6	0	0	0	0	0	0	0	0
Gap Ext	1.5	3	0	2	1.5	3	0	2	0	0	0	0	0	0	0	0
Max1	15	50	0	25	22	50	0	25	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	5	5	0	4	5	5	0	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	0	2	2	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

Skdvh#Rswlrq#^4145`

	1 (SL)	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8 (WT)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk		ON				ON										

Ghwhfwru/#Yhklfoh#Sdudphwhuv#4049#^814`

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ghwhfwru/#Yhklfoh#Sdudphwhuv#4:065#^814`

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	6	0	8	0	2	0	4	0	6	0	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ghwhfwru/#Yhklfoh#Sdudphwhuv#6607;#^814`

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase	0	2	0	4	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ghwhfwru/#Yhklfoh#Sdudphwhuv#7<097#^814`

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Approved By: Carmen Li **Date:** ________________

Broward County **System Timing Sheet** **9/23/2019**

3994 : 3355 - Flamingo Rd & SW 55 St (Upload File)

WE#Frru/#Gd|#Sodq#^717`

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	20											
Minute																
Action	100	2	3	4	3											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		1	6													
Minute			30													
Action	3	100	3													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		1	6	23												
Minute			30													
Action	3	100	3	100												

Frruglqdwlrq/#Sdwwhuq#4049#^514`2Frruglqdwlrq/#Dow#Wdeohv.#^519`

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		160	160	160												
Offset Time		134	98	110												
Split Number		2	3	4												
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Alt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Frruglqdwlrq/#Vsolw#^51:4`

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	89		46	40	74		46								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	89		46	40	74		46								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	89		46	40	74		46								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: Carmen Li **Date:** ________________

Broward County **Preempt & Overlap Timing Sheet** **9/23/2019**

3994 : 3355 - Flamingo Rd & SW 55 St (Upload File)

Suhhp swlrq#Wlp hv^614`2Skdvhv^615`2R swlrqv^616`

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						ON
Override Higher Preempt						ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6		6	
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8		8	
Max Presence	180	180	180		180	
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1		2	
Dwell Cyc Veh 2	6	8	6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	4	1	2		2	
Exit 2	8	5	6		6	
Exit 3						
Exit 4						

Suhhp swlrq#Wlp hv. ^617`2R yhuodsv. ^618`2R swlrqv. ^619`

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON		ON	
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON		ON	
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

R yhuods#Surjudp #Sdudp hwhuv#^41B5B14`

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5
Overlap 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NORMAL	0	3.5	1.5

Approved By: Carmen Li **Date:** ________________

Broward County **Alternate Timing Sheet** **9/23/2019**

3994 : 3355 - Flamingo Rd & SW 55 St (Upload File)

Dowhuqdwh#Skdvh#Surjudp #4/#Lqwhuydo#Wlphv#^414914`

Skdvh	Zdon	Shg# Fohdu	Plq# Juhhq	Sdvvdjh	Pd{4	Pd{5	\hoorz	Uhg# Fohdu	Dvvljq# Sk	Elnh# Fohdu
4	3	3	3	3	3	3	3	3	3	
5	3	3	3	3	3	3	3	3	3	
6	3	3	3	3	3	3	3	3	3	
7	3	3	3	3	3	3	3	3	3	
8	3	3	3	3	3	3	3	3	3	
9	3	3	3	3	3	3	3	3	3	
:	3	3	3	3	3	3	3	3	3	
;	3	3	3	3	3	3	3	3	3	

Dowhuqdwh#Skdvh#Surjudp #5/#Lqwhuydo#Wlphv#^414914`

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Dowhuqdwh#Skdvh#Surjudp #6/#Lqwhuydo#Wlphv#^414914`

Skdvh	Zdon	Shg# Fohdu	Plq# Juhhq	Sdvvdjh	Pd{4	Pd{5	\hoorz	Uhg# Fohdu	Dvvljq# Sk	Elnh# Fohdu
4	3	3	3	3	3	3	3	3	3	
5	3	3	3	3	3	3	3	3	3	
6	3	3	3	3	3	3	3	3	3	
7	3	3	3	3	3	3	3	3	3	
8	3	3	3	3	3	3	3	3	3	
9	3	3	3	3	3	3	3	3	3	
:	3	3	3	3	3	3	3	3	3	
;	3	3	3	3	3	3	3	3	3	

Dowhuqdwh#Skdvh#Surjudp #7/#Lqwhuydo#Wlphv#^414914`

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear

Dowhuqdwh#Skdvh#Surjudp #8/#Lqwhuydo#Wlphv#^414914`

Skdvh	Zdon	Shg# Fohdu	Plq# Juhhq	Sdvvdjh	Pd{4	Pd{5	\hoorz	Uhg# Fohdu	Dvvljq# Sk	Elnh# Fohdu

WE#Frru/#Gd|#Sodq#^717`

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: Carmen Li **Date:** ________________

Broward County **Special System Timing Sheet** **9/23/2019**

3994 : 3355 - Flamingo Rd & SW 55 St (Upload File)

Frruglqdwlrq#Vsdw#51:14‘

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Approved By: Carmen Li **Date:** ________________

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APPENDIX "E"

INTERSECTION DEVELOPMENT SHEETS

INTERSECTION DEVELOPMENT SHEET
ARCHBISHOP MCCARTHY HIGH SCHOOL
FLAMINGO ROAD AND GRIFFIN ROAD

INPUT DATA

Comments:

Growth Rate = 1.0% Peak Season = 1.04 Current Year = 2019 Buildout Year = 2021

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	408	1389	254	401	1164	178	227	826	450	267	913	309
Peak Adjusted Existing Volume	424	1445	264	417	1211	185	236	859	468	278	950	321
Background Traffic Growth	17	57	10	16	48	7	9	34	18	11	37	13
2021 Background Traffic	441	1502	275	433	1258	192	245	893	486	289	987	334
Project Traffic	6	18	6	0	27	0	0	0	11	8	0	0
2021 Total Traffic	**447**	**1520**	**281**	**433**	**1285**	**192**	**245**	**893**	**497**	**297**	**987**	**334**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	409	993	260	308	984	133	255	624	268	295	515	154
Peak Adjusted Existing Volume	425	1033	270	320	1023	138	265	649	279	307	536	160
Background Traffic Growth	17	41	11	13	40	5	10	26	11	12	21	6
2021 Background Traffic	442	1073	281	333	1064	144	276	675	290	319	557	166
Project Traffic	5	15	5	0	11	0	0	0	5	3	0	0
2021 Total Traffic	**447**	**1088**	**286**	**333**	**1075**	**144**	**276**	**675**	**295**	**322**	**557**	**166**

INTERSECTION DEVELOPMENT SHEET
ARCHBISHOP MCCARTHY HIGH SCHOOL
FLAMINGO ROAD AND NORTH SCHOOL DRIVEWAY

INPUT DATA

Comments:

Growth Rate = 1.0%   Peak Season = 1.04   Current Year = 2019   Buildout Year = 2021

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	0	1741	0	0	1434	497	0	0	333	0	0	0
Peak Adjusted Existing Volume	0	1811	0	0	1491	497	0	0	333	0	0	0
Background Traffic Growth	0	71	0	0	59	0	0	0	0	0	0	0
2021 Background Traffic	0	1882	0	0	1550	497	0	0	333	0	0	0
Project Traffic	0	30	0	0	19	27	0	0	18	0	0	0
2021 Total Traffic	**0**	**1912**	**0**	**0**	**1569**	**524**	**0**	**0**	**351**	**0**	**0**	**0**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	0	1673	0	0	1323	120	0	0	154	0	0	0
Peak Adjusted Existing Volume	0	1740	0	0	1376	120	0	0	154	0	0	0
Background Traffic Growth	0	69	0	0	54	0	0	0	0	0	0	0
2021 Background Traffic	0	1809	0	0	1430	120	0	0	154	0	0	0
Project Traffic	0	25	0	0	8	11	0	0	13	0	0	0
2021 Total Traffic	**0**	**1834**	**0**	**0**	**1438**	**131**	**0**	**0**	**167**	**0**	**0**	**0**

Note:
The northbound and southbound through volumes determined by 24-hour directional tube counts.
SBT at north school driveway = SBT tube counts minus EBR turn at driveway
PSCF and background growth not applied for driveway volumes

INTERSECTION DEVELOPMENT SHEET
ARCHBISHOP MCCARTHY HIGH SCHOOL
FLAMINGO ROAD AND MAIN SCHOOL DRIVEWAY

INPUT DATA

Comments:

Growth Rate = 1.0% Peak Season = 1.04 Current Year = 2019 Buildout Year = 2021

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound				Southbound				Eastbound			Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	96	320	1537	10	196	45	1453	237	0	0	567	0	0	8
Peak Adjusted Existing Volume	100	320	1598	10	204	47	1511	237	0	0	567	0	0	8
Background Traffic Growth	4	0	63	0	8	2	60	0	0	0	0	0	0	0
2021 Background Traffic	104	320	1662	11	212	49	1571	237	0	0	567	0	0	9
Project Traffic	4	27	15	0	15	0	7	15	0	0	36	0	0	0
2021 Total Traffic	**108**	**347**	**1677**	**11**	**227**	**49**	**1578**	**252**	**0**	**0**	**603**	**0**	**0**	**9**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound				Southbound				Eastbound			Westbound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	15	167	1502	15	130	73	1110	164	0	0	385	0	0	41
Peak Adjusted Existing Volume	16	167	1562	16	135	76	1154	164	0	0	385	0	0	43
Background Traffic Growth	1	0	62	1	5	3	46	0	0	0	0	0	0	2
2021 Background Traffic	16	167	1624	16	141	79	1200	164	0	0	385	0	0	44
Project Traffic	2	11	13	0	13	0	4	6	0	0	25	0	0	0
2021 Total Traffic	**18**	**178**	**1637**	**16**	**154**	**79**	**1204**	**170**	**0**	**0**	**410**	**0**	**0**	**44**

Note:
The northbound and southbound through volumes determined by 24-hour directional tube counts.
SBT = SBT tube counts - SBR - SBU - SBL at school driveway
NBT = NBT tube counts - WBR - SBU
PSCF and background growth not applied for driveway volumes

INTERSECTION DEVELOPMENT SHEET
ARCHBISHOP MCCARTHY HIGH SCHOOL
FLAMINGO ROAD AND SOUTH SCHOOL DRIVEWAY

INPUT DATA

Comments:

Growth Rate = 1.0%   Peak Season = 1.04   Current Year = 2019   Buildout Year = 2021

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	0	1963	0	0	1993	123	0	0	33	0	0	0
Peak Adjusted Existing Volume	0	2042	0	0	2073	123	0	0	33	0	0	0
Background Traffic Growth	0	80	0	0	82	0	0	0	0	0	0	0
2021 Background Traffic	0	2122	0	0	2154	123	0	0	33	0	0	0
Project Traffic	0	45	0	0	39	8	0	0	6	0	0	0
2021 Total Traffic	**0**	**2167**	**0**	**0**	**2193**	**131**	**0**	**0**	**39**	**0**	**0**	**0**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	0	1699	0	0	1481	29	0	0	235	0	0	0
Peak Adjusted Existing Volume	0	1767	0	0	1540	29	0	0	235	0	0	0
Background Traffic Growth	0	70	0	0	61	0	0	0	0	0	0	0
2021 Background Traffic	0	1837	0	0	1601	29	0	0	235	0	0	0
Project Traffic	0	25	0	0	25	3	0	0	13	0	0	0
2021 Total Traffic	**0**	**1862**	**0**	**0**	**1626**	**32**	**0**	**0**	**248**	**0**	**0**	**0**

Note:
The northbound and southbound through volumes determined by directional volumes on Flamingo Road at the main school driveway
PSCF and background growth not applied for driveway volumes

INTERSECTION DEVELOPMENT SHEET
ARCHBISHOP MCCARTHY HIGH SCHOOL
FLAMINGO ROAD AND SW 55TH STREET

INPUT DATA

Comments:

Growth Rate = 1.0% | Peak Season = 1.04 | Current Year = 2019 | Buildout Year = 2021

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound				Eastbound			Westbound		
	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	237	1622	31	205	27	1360	182	19	10	276	57	51	57
Peak Adjusted Existing Volume	246	1687	32	213	28	1414	189	20	10	287	59	53	59
Background Traffic Growth	10	67	1	8	1	56	7	1	0	11	2	2	2
2021 Background Traffic	256	1753	34	222	29	1470	197	21	11	298	62	55	62
Project Traffic	0	30	0	15	0	30	0	0	0	0	0	0	0
2021 Total Traffic	**256**	**1783**	**34**	**237**	**29**	**1500**	**197**	**21**	**11**	**298**	**62**	**55**	**62**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound				Eastbound			Westbound		
	Left	Thru	Right	U-Turn	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2019)	140	1373	31	47	62	1439	110	100	4	197	75	19	102
Peak Adjusted Existing Volume	146	1428	32	49	64	1497	114	104	4	205	78	20	106
Background Traffic Growth	6	56	1	2	3	59	5	4	0	8	3	1	4
2021 Background Traffic	151	1484	34	51	67	1556	119	108	4	213	81	21	110
Project Traffic	0	12	0	13	0	25	0	0	0	0	0	0	0
2021 Total Traffic	**151**	**1496**	**34**	**64**	**67**	**1581**	**119**	**108**	**4**	**213**	**81**	**21**	**110**

APPENDIX “F”

SYNCHRO PRINTOUTS

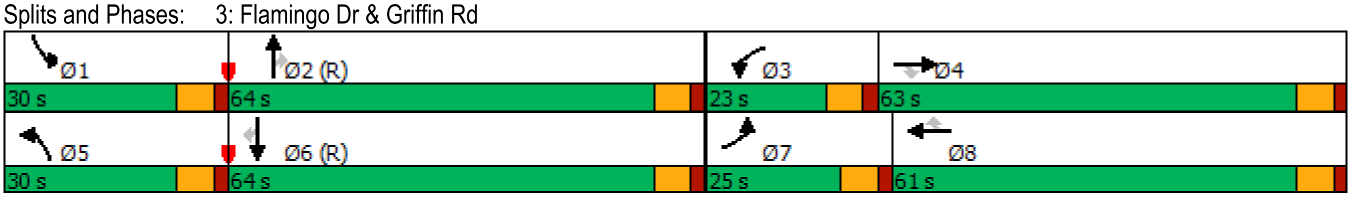
BACKGROUND CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	893	486	289	987	334	441	1502	275	433	1258	192
Future Volume (vph)	245	893	486	289	987	334	441	1502	275	433	1258	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		550	420		300	300		280	290		210
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			220			250		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			265			267			178			115
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1085			1206			2451			1027	
Travel Time (s)		24.7			27.4			55.7			23.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	258	940	512	304	1039	352	464	1581	289	456	1324	202
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	940	512	304	1039	352	464	1581	289	456	1324	202
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	13.0	13.0	12.0	13.0	13.0	12.0	17.0	17.0	12.0	17.0	17.0
Total Split (s)	25.0	63.0	63.0	23.0	61.0	61.0	30.0	64.0	64.0	30.0	64.0	64.0
Total Split (%)	13.9%	35.0%	35.0%	12.8%	33.9%	33.9%	16.7%	35.6%	35.6%	16.7%	35.6%	35.6%
Maximum Green (s)	18.0	56.0	56.0	16.0	54.0	54.0	23.0	57.0	57.0	23.0	57.0	57.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.0	49.9	49.9	16.0	48.9	48.9	28.0	58.5	58.5	27.6	58.1	58.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.28	0.28	0.09	0.27	0.27	0.16	0.32	0.32	0.15	0.32	0.32
v/c Ratio	0.80	0.67	0.81	1.00	0.75	0.56	0.87	0.96	0.46	0.87	0.81	0.34
Control Delay	97.9	59.7	38.8	130.1	63.5	16.5	89.6	73.0	20.4	90.0	60.7	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.9	59.7	38.8	130.1	63.5	16.5	89.6	73.0	20.4	90.0	60.7	21.3
LOS	F	E	D	F	E	B	F	E	C	F	E	C
Approach Delay		59.2			65.7			69.8			63.4	
Approach LOS		E			E			E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 64.9	Intersection LOS: E
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Flamingo Dr & Griffin Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	893	486	289	987	334	441	1502	275	433	1258	192
Future Volume (veh/h)	245	893	486	289	987	334	441	1502	275	433	1258	192
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	940	512	304	1039	352	464	1581	289	456	1324	202
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	1589	493	307	1603	497	442	1617	502	442	1617	502
Arrive On Green	0.09	0.31	0.31	0.09	0.31	0.31	0.13	0.32	0.32	0.13	0.32	0.32
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	258	940	512	304	1039	352	464	1581	289	456	1324	202
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.3	28.0	56.0	15.8	31.6	35.3	23.0	55.2	27.4	23.0	43.1	18.0
Cycle Q Clear(g_c), s	13.3	28.0	56.0	15.8	31.6	35.3	23.0	55.2	27.4	23.0	43.1	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	1589	493	307	1603	497	442	1617	502	442	1617	502
V/C Ratio(X)	0.87	0.59	1.04	0.99	0.65	0.71	1.05	0.98	0.58	1.03	0.82	0.40
Avail Cap(c_a), veh/h	346	1589	493	307	1603	497	442	1617	502	442	1617	502
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	81.2	52.3	62.0	81.9	53.2	54.5	78.5	60.9	51.4	78.5	56.7	48.2
Incr Delay (d2), s/veh	18.2	0.6	50.8	48.4	0.9	4.6	56.8	17.7	4.7	51.5	4.8	2.4
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(95%),veh/ln	11.0	17.9	39.5	14.1	19.9	21.2	20.3	35.0	17.3	19.8	26.6	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.4	52.9	112.8	130.3	54.1	59.1	135.3	78.6	56.1	130.0	61.5	50.6
LnGrp LOS	F	D	F	F	D	E	F	E	E	F	E	D
Approach Vol, veh/h		1710			1695			2334			1982	
Approach Delay, s/veh		77.9			68.8			87.1			76.1	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	64.0	23.0	63.0	30.0	64.0	22.5	63.5
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	57.0	16.0	56.0	23.0	57.0	18.0	54.0
Max Q Clear Time (g_c+I1), s	25.0	57.2	17.8	58.0	25.0	45.1	15.3	37.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	7.5	0.2	8.1

Intersection Summary			
HCM 6th Ctrl Delay			78.2
HCM 6th LOS			E

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	333	0	1882	1550	497
Future Volume (vph)	0	333	0	1882	1550	497
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	502			664	2451	
Travel Time (s)	11.4			15.1	55.7	
Peak Hour Factor	0.62	0.62	0.86	0.86	0.86	0.62
Adj. Flow (vph)	0	537	0	2188	1802	802
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	537	0	2188	1802	802
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	333	0	1882	1550	497
Future Vol, veh/h	0	333	0	1882	1550	497
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	-	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	86	86	86	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	537	0	2188	1802	802

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	901	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*545	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*545	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	62.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	545	-	-
HCM Lane V/C Ratio	-	0.985	-	-
HCM Control Delay (s)	-	62.6	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	13.7	-	-

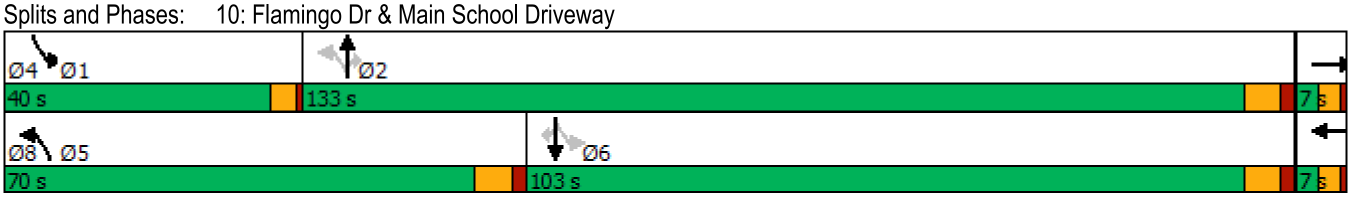
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	9	424	1662	11	261	1571	237
Future Volume (vph)	0	0	0	0	0	9	424	1662	11	261	1571	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	480		180	180		200
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt					0.865				0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1863	0	0	1611	0	1770	5085	1583	1770	3539	1583
Flt Permitted							0.038			0.102		
Satd. Flow (perm)	0	1863	0	0	1611	0	71	5085	1583	190	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					271				33			132
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			521			638			664	
Travel Time (s)		13.2			11.8			14.5			15.1	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.86	0.72	0.72	0.86	0.72
Adj. Flow (vph)	0	0	0	0	0	13	589	1933	15	363	1827	329
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	589	1933	15	363	1827	329
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases							2		2	6		6
Detector Phase		4			8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)		2.0			2.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		6.0			6.0		12.0	22.5	22.5	9.5	22.5	22.5
Total Split (s)		7.0			7.0		70.0	133.0	133.0	40.0	103.0	103.0
Total Split (%)		3.9%			3.9%		38.9%	73.9%	73.9%	22.2%	57.2%	57.2%
Maximum Green (s)		3.0			3.0		63.0	126.0	126.0	35.5	96.0	96.0
Yellow Time (s)		3.0			3.0		5.0	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)		1.0			1.0		2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		7.0	7.0	7.0	4.5	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		None			None		None	Max	Max	None	Max	Max
Act Effct Green (s)					3.0		159.0	126.6	126.6	127.7	97.2	97.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.02		0.94	0.75	0.75	0.76	0.58	0.58
v/c Ratio					0.04		0.95	0.51	0.01	0.90	0.90	0.34
Control Delay					0.3		75.0	10.0	0.5	72.2	39.6	13.0
Queue Delay					0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay					0.3		75.0	10.0	0.5	72.2	39.6	13.0
LOS					A		E	A	A	E	D	B
Approach Delay					0.3			25.0			40.9	
Approach LOS					A			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 168.7	
Natural Cycle: 110	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 85.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Flamingo Dr & Main School Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	9	424	1662	11	261	1571	237
Future Volume (veh/h)	0	0	0	0	0	9	424	1662	11	261	1571	237
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	12	589	1933	15	362	1827	329
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.86	0.72	0.72	0.86	0.72
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	16	0	0	0	13	616	3975	1234	388	2045	912
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.01	0.31	0.78	0.78	0.12	0.58	0.58
Sat Flow, veh/h	0	1870	0	0	0	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	12	589	1933	15	362	1827	329
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.3	47.7	22.5	0.4	17.0	75.0	18.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	1.3	47.7	22.5	0.4	17.0	75.0	18.6
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	16	0	0	0	13	616	3975	1234	388	2045	912
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.91	0.96	0.49	0.01	0.93	0.89	0.36
Avail Cap(c_a), veh/h	0	34	0	0	0	28	739	3975	1234	552	2045	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	82.7	51.3	6.6	4.1	26.4	31.0	19.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	90.8	21.1	0.4	0.0	18.6	6.5	1.1
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(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	1.5	35.2	12.4	0.2	13.7	42.9	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	173.5	72.4	7.0	4.1	44.9	37.5	20.1
LnGrp LOS	A	A	A	A	A	F	E	A	A	D	D	C
Approach Vol, veh/h		0			12			2537			2518	
Approach Delay, s/veh		0.0			173.5			22.2			36.3	
Approach LOS					F			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.6	136.9		5.4	58.5	103.0		5.4				
Change Period (Y+Rc), s	4.5	7.0		4.0	7.0	7.0		4.0				
Max Green Setting (Gmax), s	35.5	126.0		3.0	63.0	96.0		3.0				
Max Q Clear Time (g_c+I1), s	19.0	24.5		0.0	49.7	77.0		3.3				
Green Ext Time (p_c), s	1.0	32.5		0.0	1.8	14.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	33	0	2122	2154	123
Future Volume (vph)	0	33	0	2122	2154	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			125
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			662	638	
Travel Time (s)	10.3			15.0	14.5	
Peak Hour Factor	0.62	0.62	0.62	0.86	0.86	0.62
Adj. Flow (vph)	0	53	0	2467	2505	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	53	0	2467	2505	198
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	33	0	2122	2154	123
Future Vol, veh/h	0	33	0	2122	2154	123
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	-	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	86	86	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	2467	2505	198

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1253	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	140	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	140	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	140	-	-
HCM Lane V/C Ratio	-	0.38	-	-
HCM Control Delay (s)	-	45.7	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	1.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	11	298	62	55	62	256	1753	34	251	1470	197
Future Volume (vph)	21	11	298	62	55	62	256	1753	34	251	1470	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		160	170		170
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			170			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.968			0.974		0.950			0.950		
Satd. Flow (prot)	0	1803	1583	0	1814	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.613			0.813		0.950			0.950		
Satd. Flow (perm)	0	1142	1583	0	1514	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307			123			68			116
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			396			1986			662	
Travel Time (s)		12.3			9.0			45.1			15.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	25	13	355	74	65	74	305	2087	40	299	1750	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	355	0	139	74	305	2087	40	299	1750	235
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	27.0	27.0	12.0	27.0	27.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	40.0	89.0	89.0	25.0	74.0	74.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	28.8%	25.0%	55.6%	55.6%	15.6%	46.3%	46.3%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	33.0	82.0	82.0	18.0	67.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		20.0	20.0		20.0	20.0	33.2	82.0	82.0	38.0	86.8	86.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.12	0.12		0.12	0.12	0.21	0.51	0.51	0.24	0.54	0.54
v/c Ratio		0.27	0.76		0.74	0.24	0.83	0.80	0.05	0.71	0.63	0.26
Control Delay		65.8	22.1		88.8	2.3	79.6	35.2	1.1	67.0	28.6	12.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		65.8	22.1		88.8	2.3	79.6	35.2	1.1	67.0	28.6	12.0
LOS		E	C		F	A	E	D	A	E	C	B
Approach Delay		26.3			58.7			40.2			31.9	
Approach LOS		C			E			D			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Flamingo Dr & SW 55th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	11	298	62	55	62	256	1753	34	251	1470	197
Future Volume (veh/h)	21	11	298	62	55	62	256	1753	34	251	1470	197
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	13	284	74	65	74	305	2087	40	299	1750	235
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	103	307	190	157	307	327	2904	901	200	2542	789
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.18	0.57	0.57	0.11	0.50	0.50
Sat Flow, veh/h	898	530	1585	804	812	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	38	0	284	139	0	74	305	2087	40	299	1750	235
Grp Sat Flow(s),veh/h/ln	1428	0	1585	1616	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	28.2	8.3	0.0	6.3	27.0	47.7	1.8	18.0	41.9	14.0
Cycle Q Clear(g_c), s	3.4	0.0	28.2	11.8	0.0	6.3	27.0	47.7	1.8	18.0	41.9	14.0
Prop In Lane	0.66		1.00	0.53		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	0	307	348	0	307	327	2904	901	200	2542	789
V/C Ratio(X)	0.12	0.00	0.92	0.40	0.00	0.24	0.93	0.72	0.04	1.49	0.69	0.30
Avail Cap(c_a), veh/h	397	0	396	437	0	396	367	2904	901	200	2542	789
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	0.0	63.4	56.6	0.0	54.5	64.4	25.2	15.3	71.0	30.7	23.7
Incr Delay (d2), s/veh	0.2	0.0	23.6	0.7	0.0	0.4	28.8	1.6	0.1	245.9	1.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	19.4	8.8	0.0	4.7	21.2	26.8	1.2	34.1	24.5	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	86.9	57.3	0.0	54.9	93.2	26.7	15.4	316.9	32.2	24.7
LnGrp LOS	D	A	F	E	A	D	F	C	B	F	C	C
Approach Vol, veh/h		322			213			2432			2284	
Approach Delay, s/veh		83.0			56.5			34.9			68.7	
Approach LOS		F			E			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	98.0		37.0	36.4	86.6		37.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	82.0		40.0	33.0	67.0		40.0				
Max Q Clear Time (g_c+I1), s	20.0	49.7		30.2	29.0	43.9		13.8				
Green Ext Time (p_c), s	0.0	22.1		0.8	0.4	15.3		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			53.4									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	675	290	319	557	166	442	1073	281	333	1064	144
Future Volume (vph)	276	675	290	319	557	166	442	1073	281	333	1064	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		550	420		300	300		280	290		210
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			220			250		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			269			175			273			170
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1085			1206			2451			1027	
Travel Time (s)		24.7			27.4			55.7			23.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	291	711	305	336	586	175	465	1129	296	351	1120	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	291	711	305	336	586	175	465	1129	296	351	1120	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	13.0	13.0	12.0	13.0	13.0	12.0	17.0	17.0	12.0	17.0	17.0
Total Split (s)	23.0	38.0	38.0	28.0	43.0	43.0	35.0	68.0	68.0	26.0	59.0	59.0
Total Split (%)	14.4%	23.8%	23.8%	17.5%	26.9%	26.9%	21.9%	42.5%	42.5%	16.3%	36.9%	36.9%
Maximum Green (s)	16.0	31.0	31.0	21.0	36.0	36.0	28.0	61.0	61.0	19.0	52.0	52.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.7	29.3	29.3	19.5	33.0	33.0	25.6	64.4	64.4	18.8	57.7	57.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.10	0.18	0.18	0.12	0.21	0.21	0.16	0.40	0.40	0.12	0.36	0.36
v/c Ratio	0.86	0.76	0.60	0.81	0.56	0.38	0.85	0.55	0.37	0.87	0.61	0.22
Control Delay	94.7	67.9	14.7	83.6	58.8	8.8	80.2	38.6	6.2	90.7	44.7	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.7	67.9	14.7	83.6	58.8	8.8	80.2	38.6	6.2	90.7	44.7	4.2
LOS	F	E	B	F	E	A	F	D	A	F	D	A
Approach Delay		61.5			58.4			43.8			50.9	
Approach LOS		E			E			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 52.3	Intersection LOS: D
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Flamingo Dr & Griffin Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	675	290	319	557	166	442	1073	281	333	1064	144
Future Volume (veh/h)	276	675	290	319	557	166	442	1073	281	333	1064	144
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	291	711	305	336	586	175	465	1129	296	351	1120	152
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	989	307	383	1065	331	518	2077	645	393	1892	587
Arrive On Green	0.10	0.19	0.19	0.11	0.21	0.21	0.15	0.41	0.41	0.11	0.37	0.37
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	291	711	305	336	586	175	465	1129	296	351	1120	152
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.3	20.9	30.7	15.3	16.4	15.7	21.2	26.9	21.8	16.0	28.3	10.7
Cycle Q Clear(g_c), s	13.3	20.9	30.7	15.3	16.4	15.7	21.2	26.9	21.8	16.0	28.3	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	989	307	383	1065	331	518	2077	645	393	1892	587
V/C Ratio(X)	0.88	0.72	0.99	0.88	0.55	0.53	0.90	0.54	0.46	0.89	0.59	0.26
Avail Cap(c_a), veh/h	346	989	307	454	1149	357	605	2077	645	410	1892	587
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	71.4	60.4	64.4	70.0	56.6	56.3	66.8	36.2	34.6	70.0	40.6	35.1
Incr Delay (d2), s/veh	21.0	2.5	49.4	15.4	0.5	1.3	14.8	1.0	2.3	20.8	1.4	1.1
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(95%),veh/ln	11.2	14.3	23.3	12.2	11.6	10.6	15.7	17.1	13.9	13.0	18.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.3	63.0	113.8	85.5	57.1	57.6	81.6	37.2	37.0	90.8	42.0	36.1
LnGrp LOS	F	E	F	F	E	E	F	D	D	F	D	D
Approach Vol, veh/h		1307			1097			1890			1623	
Approach Delay, s/veh		81.4			65.9			48.1			52.0	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.2	72.1	24.8	38.0	31.0	66.3	22.4	40.4				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	19.0	61.0	21.0	31.0	28.0	52.0	16.0	36.0				
Max Q Clear Time (g_c+I1), s	18.0	28.9	17.3	32.7	23.2	30.3	15.3	18.4				
Green Ext Time (p_c), s	0.1	11.5	0.4	0.0	0.8	9.1	0.1	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			59.8									
HCM 6th LOS			E									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	154	0	1809	1430	120
Future Volume (vph)	0	154	0	1809	1430	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	502			664	2451	
Travel Time (s)	11.4			15.1	55.7	
Peak Hour Factor	0.79	0.79	0.95	0.95	0.95	0.79
Adj. Flow (vph)	0	195	0	1904	1505	152
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	195	0	1904	1505	152
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	154	0	1809	1430	120
Future Vol, veh/h	0	154	0	1809	1430	120
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	-	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	95	95	95	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	195	0	1904	1505	152

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	753	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*581	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*581	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	581	-	-
HCM Lane V/C Ratio	-	0.336	-	-
HCM Control Delay (s)	-	14.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	1.5	-	-

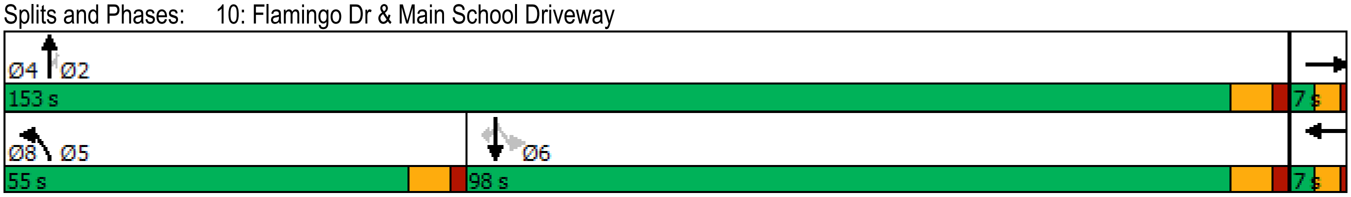
Notes
~: Volume exceeds capacity $: Delay exceeds 300s   +: Computation Not Defined   *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	44	183	1624	16	220	1200	164
Future Volume (vph)	0	0	0	0	0	44	183	1624	16	220	1200	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	480		180	180		200
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt					0.865				0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1863	0	0	1611	0	1770	5085	1583	1770	3539	1583
Flt Permitted							0.950			0.130		
Satd. Flow (perm)	0	1863	0	0	1611	0	1770	5085	1583	242	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					91				17			126
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			521			638			664	
Travel Time (s)		13.2			11.8			14.5			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Adj. Flow (vph)	0	0	0	0	0	48	199	1709	17	239	1263	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	48	0	199	1709	17	239	1263	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA		Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases									2	6		6
Detector Phase		4			8		5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)		3.0			3.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		7.0			7.0		12.0	22.5	22.5	22.5	22.5	22.5
Total Split (s)		7.0			7.0		55.0	153.0	153.0	98.0	98.0	98.0
Total Split (%)		4.4%			4.4%		34.4%	95.6%	95.6%	61.3%	61.3%	61.3%
Maximum Green (s)		3.0			3.0		48.0	146.0	146.0	91.0	91.0	91.0
Yellow Time (s)		3.0			3.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)		1.0			1.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		None			None		None	Max	Max	Max	Max	Max
Act Effct Green (s)					3.0		23.3	147.5	147.5	115.7	115.7	115.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.02		0.15	0.93	0.93	0.73	0.73	0.73
v/c Ratio					0.40		0.77	0.36	0.01	1.36	0.49	0.15
Control Delay					9.8		83.6	1.0	0.2	217.9	10.6	2.9
Queue Delay					0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay					9.8		83.6	1.0	0.2	217.9	10.6	2.9
LOS					A		F	A	A	F	B	A
Approach Delay					9.8			9.5			39.3	
Approach LOS					A			A			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 158.6	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Flamingo Dr & Main School Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	44	183	1624	16	220	1200	164
Future Volume (veh/h)	0	0	0	0	0	44	183	1624	16	220	1200	164
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	48	199	1709	17	239	1263	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	35	0	0	0	30	224	4659	1446	254	2640	1177
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.02	0.13	0.91	0.91	0.74	0.74	0.74
Sat Flow, veh/h	0	1870	0	0	0	1585	1781	5106	1585	281	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	48	199	1709	17	239	1263	178
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	0	1585	1781	1702	1585	281	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.0	17.6	7.0	0.2	118.8	22.7	5.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	3.0	17.6	7.0	0.2	118.8	22.7	5.2
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	35	0	0	0	30	224	4659	1446	254	2640	1177
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	1.62	0.89	0.37	0.01	0.94	0.48	0.15
Avail Cap(c_a), veh/h	0	35	0	0	0	30	534	4659	1446	254	2640	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	78.5	68.8	0.9	0.6	28.1	8.2	6.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	389.7	11.2	0.2	0.0	43.1	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	8.0	13.6	1.7	0.0	18.9	13.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	468.2	80.0	1.1	0.6	71.2	8.8	6.2
LnGrp LOS	A	A	A	A	A	F	E	A	A	E	A	A
Approach Vol, veh/h		0			48			1925			1680	
Approach Delay, s/veh		0.0			468.2			9.3			17.4	
Approach LOS					F			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		153.0		7.0	27.2	125.8		7.0				
Change Period (Y+Rc), s		7.0		4.0	7.0	7.0		4.0				
Max Green Setting (Gmax), s		146.0		3.0	48.0	91.0		3.0				
Max Q Clear Time (g_c+I1), s		9.0		0.0	19.6	120.8		5.0				
Green Ext Time (p_c), s		25.2		0.0	0.6	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		19.1
HCM 6th LOS		B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	235	0	1837	1601	29
Future Volume (vph)	0	235	0	1837	1601	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			125
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			662	638	
Travel Time (s)	10.3			15.0	14.5	
Peak Hour Factor	0.96	0.96	0.95	0.95	0.95	0.96
Adj. Flow (vph)	0	245	0	1934	1685	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	245	0	1934	1685	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Intersection						
Int Delay, s/veh	5					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	235	0	1837	1601	29
Future Vol, veh/h	0	235	0	1837	1601	29
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	-	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	95	95	95	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	245	0	1934	1685	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	843	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	264	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	264	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	79.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	264	-	-
HCM Lane V/C Ratio	-	0.927	-	-
HCM Control Delay (s)	-	79.5	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	8.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	4	213	81	21	110	151	1484	34	118	1556	119
Future Volume (vph)	108	4	213	81	21	110	151	1484	34	118	1556	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		160	170		170
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			170			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954			0.962		0.950			0.950		
Satd. Flow (prot)	0	1777	1583	0	1792	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.560			0.562		0.950			0.950		
Satd. Flow (perm)	0	1043	1583	0	1047	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			237			123			68			116
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			396			1986			662	
Travel Time (s)		12.3			9.0			45.1			15.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	4	237	90	23	122	168	1649	38	131	1729	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	237	0	113	122	168	1649	38	131	1729	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	27.0	27.0	12.0	27.0	27.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	40.0	89.0	89.0	25.0	74.0	74.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	28.8%	25.0%	55.6%	55.6%	15.6%	46.3%	46.3%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	33.0	82.0	82.0	18.0	67.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		22.7	22.7		22.7	22.7	20.5	100.2	100.2	17.1	96.8	96.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.13	0.63	0.63	0.11	0.60	0.60
v/c Ratio		0.84	0.55		0.76	0.37	0.74	0.52	0.04	0.69	0.56	0.13
Control Delay		106.5	11.3		95.2	11.4	86.1	18.7	0.7	87.2	21.5	4.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		106.5	11.3		95.2	11.4	86.1	18.7	0.7	87.2	21.5	4.4
LOS		F	B		F	B	F	B	A	F	C	A
Approach Delay		44.0			51.7			24.5			24.7	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 68.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Flamingo Dr & SW 55th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	4	213	81	21	110	151	1484	34	118	1556	119
Future Volume (veh/h)	108	4	213	81	21	110	151	1484	34	118	1556	119
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	4	170	90	23	122	168	1649	38	131	1729	132
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	6	198	208	43	198	192	3392	1053	152	3279	1018
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.11	0.66	0.66	0.09	0.64	0.64
Sat Flow, veh/h	1411	47	1585	1342	343	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	124	0	170	113	0	122	168	1649	38	131	1729	132
Grp Sat Flow(s),veh/h/ln	1458	0	1585	1685	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.3	0.0	16.8	0.0	0.0	11.7	14.9	25.6	1.3	11.6	29.3	5.2
Cycle Q Clear(g_c), s	12.7	0.0	16.8	9.4	0.0	11.7	14.9	25.6	1.3	11.6	29.3	5.2
Prop In Lane	0.97		1.00	0.80		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	0	198	251	0	198	192	3392	1053	152	3279	1018
V/C Ratio(X)	0.55	0.00	0.86	0.45	0.00	0.62	0.88	0.49	0.04	0.86	0.53	0.13
Avail Cap(c_a), veh/h	401	0	396	437	0	396	367	3392	1053	200	3279	1018
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	0.0	68.6	65.3	0.0	66.3	70.3	13.3	9.2	72.2	15.5	11.2
Incr Delay (d2), s/veh	2.1	0.0	10.2	1.3	0.0	3.1	11.7	0.5	0.1	24.0	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	11.9	7.9	0.0	8.6	11.9	15.1	0.9	10.5	17.1	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	0.0	78.7	66.6	0.0	69.4	82.1	13.8	9.3	96.2	16.1	11.4
LnGrp LOS	E	A	E	E	A	E	F	B	A	F	B	B
Approach Vol, veh/h		294			235			1855			1992	
Approach Delay, s/veh		74.5			68.1			19.9			21.1	
Approach LOS		E			E			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.7	113.3		26.0	24.2	109.7		26.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	82.0		40.0	33.0	67.0		40.0				
Max Q Clear Time (g_c+I1), s	13.6	27.6		18.8	16.9	31.3		13.7				
Green Ext Time (p_c), s	0.1	20.6		1.2	0.4	19.2		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									

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APPENDIX "G"

SYNCHRO PRINTOUTS

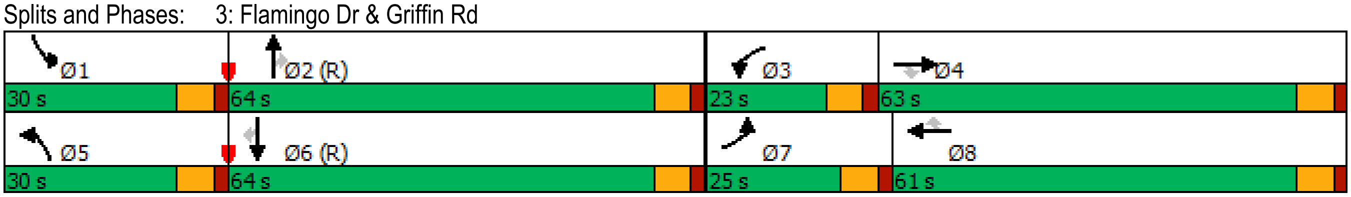
TOTAL CONDITIONS
(NO SIGNAL TIMING OPTIMIZATION)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	893	497	297	987	334	447	1520	281	433	1285	192
Future Volume (vph)	245	893	497	297	987	334	447	1520	281	433	1285	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		550	420		300	300		280	290		210
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			220			250		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			264			267			180			112
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1085			1206			2451			1027	
Travel Time (s)		24.7			27.4			55.7			23.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	258	940	523	313	1039	352	471	1600	296	456	1353	202
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	940	523	313	1039	352	471	1600	296	456	1353	202
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	13.0	13.0	12.0	13.0	13.0	12.0	17.0	17.0	12.0	17.0	17.0
Total Split (s)	25.0	63.0	63.0	23.0	61.0	61.0	30.0	64.0	64.0	30.0	64.0	64.0
Total Split (%)	13.9%	35.0%	35.0%	12.8%	33.9%	33.9%	16.7%	35.6%	35.6%	16.7%	35.6%	35.6%
Maximum Green (s)	18.0	56.0	56.0	16.0	54.0	54.0	23.0	57.0	57.0	23.0	57.0	57.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.0	49.9	49.9	16.0	48.9	48.9	28.4	58.5	58.5	27.6	57.7	57.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.28	0.28	0.09	0.27	0.27	0.16	0.32	0.32	0.15	0.32	0.32
v/c Ratio	0.80	0.67	0.83	1.03	0.75	0.56	0.87	0.97	0.47	0.87	0.83	0.35
Control Delay	97.9	59.7	41.1	135.6	63.5	16.5	89.4	74.9	20.9	90.0	62.1	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.9	59.7	41.1	135.6	63.5	16.5	89.4	74.9	20.9	90.0	62.1	22.1
LOS	F	E	D	F	E	B	F	E	C	F	E	C
Approach Delay		59.8			67.0			71.0			64.4	
Approach LOS		E			E			E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 66.0	Intersection LOS: E
Intersection Capacity Utilization 91.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Flamingo Dr & Griffin Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	893	497	297	987	334	447	1520	281	433	1285	192
Future Volume (veh/h)	245	893	497	297	987	334	447	1520	281	433	1285	192
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	940	523	313	1039	352	471	1600	296	456	1353	202
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	1589	493	307	1603	497	442	1617	502	442	1617	502
Arrive On Green	0.09	0.31	0.31	0.09	0.31	0.31	0.13	0.32	0.32	0.13	0.32	0.32
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	258	940	523	313	1039	352	471	1600	296	456	1353	202
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.3	28.0	56.0	16.0	31.6	35.3	23.0	56.1	28.2	23.0	44.3	18.0
Cycle Q Clear(g_c), s	13.3	28.0	56.0	16.0	31.6	35.3	23.0	56.1	28.2	23.0	44.3	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	1589	493	307	1603	497	442	1617	502	442	1617	502
V/C Ratio(X)	0.87	0.59	1.06	1.02	0.65	0.71	1.07	0.99	0.59	1.03	0.84	0.40
Avail Cap(c_a), veh/h	346	1589	493	307	1603	497	442	1617	502	442	1617	502
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	81.2	52.3	62.0	82.0	53.2	54.5	78.5	61.2	51.7	78.5	57.2	48.2
Incr Delay (d2), s/veh	18.2	0.6	57.5	56.3	0.9	4.6	61.7	20.0	5.0	51.5	5.3	2.4
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(95%),veh/ln	11.0	17.9	41.1	14.8	19.9	21.2	20.8	35.8	17.8	19.8	27.3	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.4	52.9	119.5	138.3	54.1	59.1	140.2	81.2	56.7	130.0	62.5	50.6
LnGrp LOS	F	D	F	F	D	E	F	F	E	F	E	D
Approach Vol, veh/h		1721			1704			2367			2011	
Approach Delay, s/veh		80.1			70.6			89.9			76.6	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	64.0	23.0	63.0	30.0	64.0	22.5	63.5
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	57.0	16.0	56.0	23.0	57.0	18.0	54.0
Max Q Clear Time (g_c+I1), s	25.0	58.1	18.0	58.0	25.0	46.3	15.3	37.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	7.0	0.2	8.1

Intersection Summary		
HCM 6th Ctrl Delay		80.1
HCM 6th LOS		F

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↑↑↑	↑↑↑	↱
Traffic Volume (vph)	0	443	0	1912	1569	524
Future Volume (vph)	0	443	0	1912	1569	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	502			664	2451	
Travel Time (s)	11.4			15.1	55.7	
Peak Hour Factor	0.62	0.62	0.86	0.86	0.86	0.62
Adj. Flow (vph)	0	715	0	2223	1824	845
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	715	0	2223	1824	845
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	22.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	443	0	1912	1569	524
Future Vol, veh/h	0	443	0	1912	1569	524
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	-	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	86	86	86	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	715	0	2223	1824	845

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	912	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*~ 545	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*~ 545	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	175.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	545	-	-
HCM Lane V/C Ratio	-	1.311	-	-
HCM Control Delay (s)	-	175.4	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	30.1	-	-

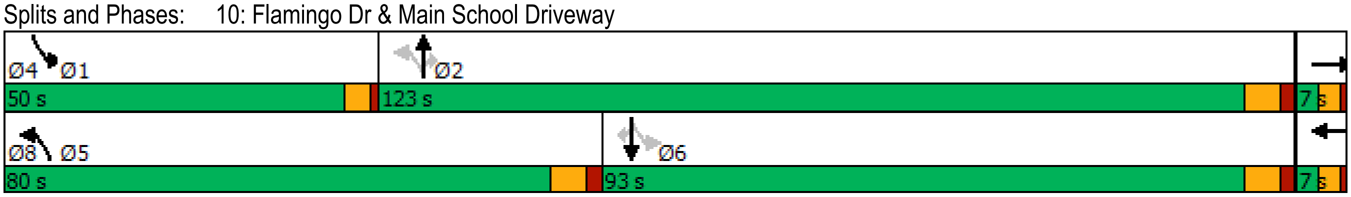
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	9	455	1677	11	276	1578	252
Future Volume (vph)	0	0	0	0	0	9	455	1677	11	276	1578	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	480		180	180		200
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt					0.865				0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1863	0	0	1611	0	1770	5085	1583	1770	3539	1583
Flt Permitted							0.042			0.100		
Satd. Flow (perm)	0	1863	0	0	1611	0	78	5085	1583	186	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					334				33			125
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			521			638			664	
Travel Time (s)		13.2			11.8			14.5			15.1	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.86	0.72	0.72	0.86	0.72
Adj. Flow (vph)	0	0	0	0	0	13	632	1950	15	383	1835	350
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	632	1950	15	383	1835	350
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases							2		2	6		6
Detector Phase		4			8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)		2.0			2.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		7.0			7.0		12.0	22.5	22.5	9.5	22.5	22.5
Total Split (s)		7.0			7.0		80.0	123.0	123.0	50.0	93.0	93.0
Total Split (%)		3.9%			3.9%		44.4%	68.3%	68.3%	27.8%	51.7%	51.7%
Maximum Green (s)		3.0			3.0		73.0	116.0	116.0	45.5	86.0	86.0
Yellow Time (s)		3.0			3.0		5.0	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)		1.0			1.0		2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		7.0	7.0	7.0	4.5	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		None			None		None	Max	Max	None	Max	Max
Act Effct Green (s)					3.0		152.8	117.3	117.3	121.9	88.4	88.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.02		0.94	0.72	0.72	0.75	0.54	0.54
v/c Ratio					0.04		0.94	0.53	0.01	0.87	0.95	0.38
Control Delay					0.2		67.6	12.3	0.5	65.6	47.9	16.3
Queue Delay					0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay					0.2		67.6	12.3	0.5	65.6	47.9	16.3
LOS					A		E	B	A	E	D	B
Approach Delay					0.2			25.7			46.2	
Approach LOS					A			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 162.4	
Natural Cycle: 130	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 35.8	Intersection LOS: D
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: Flamingo Dr & Main School Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	9	455	1677	11	276	1578	252
Future Volume (veh/h)	0	0	0	0	0	9	455	1677	11	276	1578	252
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	12	632	1950	15	383	1835	350
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.86	0.72	0.72	0.86	0.72
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	16	0	0	0	13	662	3864	1199	411	1909	852
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.01	0.34	0.76	0.76	0.14	0.54	0.54
Sat Flow, veh/h	0	1870	0	0	0	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	12	632	1950	15	383	1835	350
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.2	50.6	24.1	0.4	18.9	79.1	21.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	1.2	50.6	24.1	0.4	18.9	79.1	21.0
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	16	0	0	0	13	662	3864	1199	411	1909	852
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.91	0.95	0.50	0.01	0.93	0.96	0.41
Avail Cap(c_a), veh/h	0	35	0	0	0	30	865	3864	1199	671	1909	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	79.3	47.7	7.7	4.8	27.8	35.4	22.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	92.3	17.7	0.5	0.0	13.6	13.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	1.5	35.2	13.3	0.2	12.7	47.1	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	171.6	65.4	8.1	4.8	41.4	48.7	23.5
LnGrp LOS	A	A	A	A	A	F	E	A	A	D	D	C
Approach Vol, veh/h		0			12			2597			2568	
Approach Delay, s/veh		0.0			171.6			22.1			44.2	
Approach LOS					F			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.6	128.1		5.3	61.7	93.0		5.3				
Change Period (Y+Rc), s	4.5	7.0		4.0	7.0	7.0		4.0				
Max Green Setting (Gmax), s	45.5	116.0		3.0	73.0	86.0		3.0				
Max Q Clear Time (g_c+I1), s	20.9	26.1		0.0	52.6	81.1		3.2				
Green Ext Time (p_c), s	1.2	32.3		0.0	2.2	4.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			33.4									
HCM 6th LOS			C									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	39	0	2167	2193	131
Future Volume (vph)	0	39	0	2167	2193	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			125
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			662	638	
Travel Time (s)	10.3			15.0	14.5	
Peak Hour Factor	0.62	0.62	0.62	0.86	0.86	0.62
Adj. Flow (vph)	0	63	0	2520	2550	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	63	0	2520	2550	211
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 52.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection						
Int Delay, s/veh	0.6					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↑↑↑	↑↑↑	↱
Traffic Vol, veh/h	0	39	0	2167	2193	131
Future Vol, veh/h	0	39	0	2167	2193	131
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	-	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	62	86	86	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	63	0	2520	2550	211

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1275	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	135	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	135	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	135	-	-
HCM Lane V/C Ratio	-	0.466	-	-
HCM Control Delay (s)	-	53	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	2.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	11	298	62	55	62	256	1783	34	266	1500	197
Future Volume (vph)	21	11	298	62	55	62	256	1783	34	266	1500	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		160	170		170
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			170			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.968			0.974		0.950			0.950		
Satd. Flow (prot)	0	1803	1583	0	1814	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.613			0.813		0.950			0.950		
Satd. Flow (perm)	0	1142	1583	0	1514	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			307			123			68			116
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			396			1986			662	
Travel Time (s)		12.3			9.0			45.1			15.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	25	13	355	74	65	74	305	2123	40	317	1786	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	355	0	139	74	305	2123	40	317	1786	235
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	27.0	27.0	12.0	27.0	27.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	40.0	89.0	89.0	25.0	74.0	74.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	28.8%	25.0%	55.6%	55.6%	15.6%	46.3%	46.3%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	33.0	82.0	82.0	18.0	67.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		20.0	20.0		20.0	20.0	33.2	82.0	82.0	38.0	86.8	86.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.12	0.12		0.12	0.12	0.21	0.51	0.51	0.24	0.54	0.54
v/c Ratio		0.27	0.76		0.74	0.24	0.83	0.81	0.05	0.75	0.65	0.26
Control Delay		65.8	22.1		88.8	2.3	79.6	35.9	1.1	69.5	28.9	12.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		65.8	22.1		88.8	2.3	79.6	35.9	1.1	69.5	28.9	12.0
LOS		E	C		F	A	E	D	A	E	C	B
Approach Delay		26.3			58.7			40.7			32.7	
Approach LOS		C			E			D			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Flamingo Dr & SW 55th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	11	298	62	55	62	256	1783	34	266	1500	197
Future Volume (veh/h)	21	11	298	62	55	62	256	1783	34	266	1500	197
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	13	284	74	65	74	305	2123	40	317	1786	235
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	103	307	190	157	307	327	2904	901	200	2542	789
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.18	0.57	0.57	0.11	0.50	0.50
Sat Flow, veh/h	898	530	1585	804	812	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	38	0	284	139	0	74	305	2123	40	317	1786	235
Grp Sat Flow(s),veh/h/ln	1428	0	1585	1616	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	28.2	8.3	0.0	6.3	27.0	49.1	1.8	18.0	43.2	14.0
Cycle Q Clear(g_c), s	3.4	0.0	28.2	11.8	0.0	6.3	27.0	49.1	1.8	18.0	43.2	14.0
Prop In Lane	0.66		1.00	0.53		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	0	307	348	0	307	327	2904	901	200	2542	789
V/C Ratio(X)	0.12	0.00	0.92	0.40	0.00	0.24	0.93	0.73	0.04	1.58	0.70	0.30
Avail Cap(c_a), veh/h	397	0	396	437	0	396	367	2904	901	200	2542	789
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	0.0	63.4	56.6	0.0	54.5	64.4	25.5	15.3	71.0	31.0	23.7
Incr Delay (d2), s/veh	0.2	0.0	23.6	0.7	0.0	0.4	28.8	1.7	0.1	284.3	1.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	19.4	8.8	0.0	4.7	21.2	27.6	1.2	37.6	25.2	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	86.9	57.3	0.0	54.9	93.2	27.1	15.4	355.3	32.7	24.7
LnGrp LOS	D	A	F	E	A	D	F	C	B	F	C	C
Approach Vol, veh/h		322			213			2468			2338	
Approach Delay, s/veh		83.0			56.5			35.1			75.6	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	98.0		37.0	36.4	86.6		37.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	82.0		40.0	33.0	67.0		40.0				
Max Q Clear Time (g_c+I1), s	20.0	51.1		30.2	29.0	45.2		13.8				
Green Ext Time (p_c), s	0.0	21.8		0.8	0.4	15.0		1.0				

Intersection Summary			
HCM 6th Ctrl Delay			56.6
HCM 6th LOS			E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	675	295	322	557	166	447	1088	286	333	1075	144
Future Volume (vph)	276	675	295	322	557	166	447	1088	286	333	1075	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		550	420		300	300		280	290		210
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			220			250		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			269			175			273			170
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1085			1206			2451			1027	
Travel Time (s)		24.7			27.4			55.7			23.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	291	711	311	339	586	175	471	1145	301	351	1132	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	291	711	311	339	586	175	471	1145	301	351	1132	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	13.0	13.0	12.0	13.0	13.0	12.0	17.0	17.0	12.0	17.0	17.0
Total Split (s)	23.0	38.0	38.0	28.0	43.0	43.0	35.0	68.0	68.0	26.0	59.0	59.0
Total Split (%)	14.4%	23.8%	23.8%	17.5%	26.9%	26.9%	21.9%	42.5%	42.5%	16.3%	36.9%	36.9%
Maximum Green (s)	16.0	31.0	31.0	21.0	36.0	36.0	28.0	61.0	61.0	19.0	52.0	52.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.7	29.2	29.2	19.6	33.1	33.1	25.8	64.4	64.4	18.8	57.4	57.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.10	0.18	0.18	0.12	0.21	0.21	0.16	0.40	0.40	0.12	0.36	0.36
v/c Ratio	0.86	0.77	0.61	0.81	0.56	0.38	0.85	0.56	0.38	0.87	0.62	0.22
Control Delay	94.7	68.0	15.5	83.8	58.7	8.8	80.6	38.8	6.5	90.7	45.1	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.7	68.0	15.5	83.8	58.7	8.8	80.6	38.8	6.5	90.7	45.1	4.2
LOS	F	E	B	F	E	A	F	D	A	F	D	A
Approach Delay		61.5			58.5			44.0			51.1	
Approach LOS		E			E			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 52.5	Intersection LOS: D
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Flamingo Dr & Griffin Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	675	295	322	557	166	447	1088	286	333	1075	144
Future Volume (veh/h)	276	675	295	322	557	166	447	1088	286	333	1075	144
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	291	711	311	339	586	175	471	1145	301	351	1132	152
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	989	307	386	1069	332	523	2072	643	393	1880	583
Arrive On Green	0.10	0.19	0.19	0.11	0.21	0.21	0.15	0.41	0.41	0.11	0.37	0.37
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	291	711	311	339	586	175	471	1145	301	351	1132	152
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.3	20.9	31.0	15.5	16.4	15.7	21.4	27.5	22.3	16.0	28.8	10.7
Cycle Q Clear(g_c), s	13.3	20.9	31.0	15.5	16.4	15.7	21.4	27.5	22.3	16.0	28.8	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	989	307	386	1069	332	523	2072	643	393	1880	583
V/C Ratio(X)	0.88	0.72	1.01	0.88	0.55	0.53	0.90	0.55	0.47	0.89	0.60	0.26
Avail Cap(c_a), veh/h	346	989	307	454	1149	357	605	2072	643	410	1880	583
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	71.4	60.4	64.5	70.0	56.5	56.2	66.7	36.4	34.9	70.0	41.0	35.3
Incr Delay (d2), s/veh	21.0	2.5	54.6	15.7	0.5	1.3	15.2	1.1	2.4	20.8	1.4	1.1
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(95%),veh/ln	11.2	14.3	24.2	12.3	11.5	10.6	15.9	17.4	14.1	13.0	18.3	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.3	63.0	119.1	85.7	57.0	57.5	81.9	37.5	37.3	90.8	42.5	36.4
LnGrp LOS	F	E	F	F	E	E	F	D	D	F	D	D
Approach Vol, veh/h		1313			1100			1917			1635	
Approach Delay, s/veh		82.8			65.9			48.4			52.3	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.2	71.9	24.9	38.0	31.2	65.9	22.4	40.5				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	19.0	61.0	21.0	31.0	28.0	52.0	16.0	36.0				
Max Q Clear Time (g_c+I1), s	18.0	29.5	17.5	33.0	23.4	30.8	15.3	18.4				
Green Ext Time (p_c), s	0.1	11.7	0.4	0.0	0.8	9.1	0.1	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			60.2									
HCM 6th LOS			E									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	167	0	1834	1438	131
Future Volume (vph)	0	167	0	1834	1438	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	502			664	2451	
Travel Time (s)	11.4			15.1	55.7	
Peak Hour Factor	0.79	0.79	0.95	0.95	0.95	0.79
Adj. Flow (vph)	0	211	0	1931	1514	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	211	0	1931	1514	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	

Intersection						
Int Delay, s/veh	0.8					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	167	0	1834	1438	131
Future Vol, veh/h	0	167	0	1834	1438	131
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	-	-	-	400
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	95	95	95	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	211	0	1931	1514	166

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	757	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*581	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*581	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	581	-	-
HCM Lane V/C Ratio	-	0.364	-	-
HCM Control Delay (s)	-	14.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	1.7	-	-

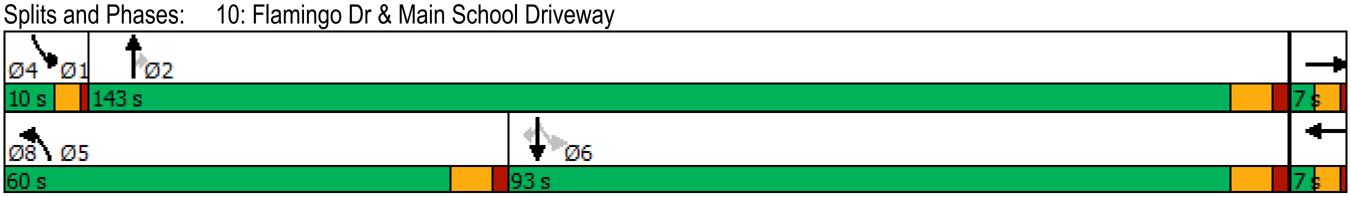
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	44	196	1637	16	233	1204	170
Future Volume (vph)	0	0	0	0	0	44	196	1637	16	233	1204	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	480		180	180		200
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt					0.865				0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	1863	0	0	1611	0	1770	5085	1583	1770	3539	1583
Flt Permitted							0.950			0.128		
Satd. Flow (perm)	0	1863	0	0	1611	0	1770	5085	1583	238	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					118				34			121
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			521			638			664	
Travel Time (s)		13.2			11.8			14.5			15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Adj. Flow (vph)	0	0	0	0	0	48	213	1723	17	253	1267	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	48	0	213	1723	17	253	1267	185
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA		Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases									2	6		6
Detector Phase		4			8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)		3.0			3.0		5.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)		22.5			22.5		12.0	22.5	22.5	7.0	22.5	22.5
Total Split (s)		7.0			7.0		60.0	143.0	143.0	10.0	93.0	93.0
Total Split (%)		4.4%			4.4%		37.5%	89.4%	89.4%	6.3%	58.1%	58.1%
Maximum Green (s)		3.0			3.0		53.0	136.0	136.0	6.0	86.0	86.0
Yellow Time (s)		3.0			3.0		5.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)		1.0			1.0		2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		7.0	7.0	7.0	4.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode		None			None		None	Max	Max	None	Max	Max
Act Effct Green (s)					3.0		24.7	136.0	136.0	123.3	114.3	114.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.02		0.16	0.86	0.86	0.78	0.72	0.72
v/c Ratio					0.33		0.77	0.40	0.01	1.04	0.50	0.16
Control Delay					6.0		82.5	2.8	0.2	94.8	11.3	3.4
Queue Delay					0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay					6.0		82.5	2.8	0.2	94.8	11.3	3.4
LOS					A		F	A	A	F	B	A
Approach Delay					6.0			11.5			22.9	
Approach LOS					A			B			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 158.6	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Flamingo Dr & Main School Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	44	196	1637	16	233	1204	170
Future Volume (veh/h)	0	0	0	0	0	44	196	1637	16	233	1204	170
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	48	213	1723	17	253	1267	185
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	35	0	0	0	30	239	4340	1347	316	2611	1165
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.02	0.13	0.85	0.85	0.04	0.73	0.73
Sat Flow, veh/h	0	1870	0	0	0	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	0	0	0	0	0	48	213	1723	17	253	1267	185
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	0	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.0	18.8	12.2	0.3	6.0	23.5	5.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	3.0	18.8	12.2	0.3	6.0	23.5	5.6
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	35	0	0	0	30	239	4340	1347	316	2611	1165
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	1.62	0.89	0.40	0.01	0.80	0.49	0.16
Avail Cap(c_a), veh/h	0	35	0	0	0	30	590	4340	1347	316	2611	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	78.5	68.1	2.7	1.8	4.8	8.7	6.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	389.7	11.0	0.3	0.0	13.7	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	8.0	14.4	6.1	0.1	6.0	13.9	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	468.2	79.2	3.0	1.8	18.6	9.4	6.7
LnGrp LOS	A	A	A	A	A	F	E	A	A	B	A	A
Approach Vol, veh/h		0			48			1953			1705	
Approach Delay, s/veh		0.0			468.2			11.3			10.5	
Approach LOS					F			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	143.0		7.0	28.4	124.6		7.0				
Change Period (Y+Rc), s	4.0	7.0		4.0	7.0	7.0		4.0				
Max Green Setting (Gmax), s	6.0	136.0		3.0	53.0	86.0		3.0				
Max Q Clear Time (g_c+I1), s	8.0	14.2		0.0	20.8	25.5		5.0				
Green Ext Time (p_c), s	0.0	25.5		0.0	0.6	15.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay			16.8
HCM 6th LOS			B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	248	0	1862	1626	32
Future Volume (vph)	0	248	0	1862	1626	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			125
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	453			662	638	
Travel Time (s)	10.3			15.0	14.5	
Peak Hour Factor	0.96	0.96	0.95	0.95	0.95	0.96
Adj. Flow (vph)	0	258	0	1960	1712	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	258	0	1960	1712	33
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	248	0	1862	1626	32
Future Vol, veh/h	0	248	0	1862	1626	32
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	-	-	-	125
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	95	95	95	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	258	0	1960	1712	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	856	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	259	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	259	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	97.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	259	-	-
HCM Lane V/C Ratio	-	0.997	-	-
HCM Control Delay (s)	-	97.3	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	9.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	4	213	81	21	110	151	1496	34	131	1581	119
Future Volume (vph)	108	4	213	81	21	110	151	1496	34	131	1581	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		160	170		170
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			170			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954			0.962		0.950			0.950		
Satd. Flow (prot)	0	1777	1583	0	1792	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.560			0.562		0.950			0.950		
Satd. Flow (perm)	0	1043	1583	0	1047	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			237			123			68			116
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			396			1986			662	
Travel Time (s)		12.3			9.0			45.1			15.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	4	237	90	23	122	168	1662	38	146	1757	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	237	0	113	122	168	1662	38	146	1757	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	27.0	27.0	12.0	27.0	27.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	40.0	89.0	89.0	25.0	74.0	74.0
Total Split (%)	28.8%	28.8%	28.8%	28.8%	28.8%	28.8%	25.0%	55.6%	55.6%	15.6%	46.3%	46.3%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	33.0	82.0	82.0	18.0	67.0	67.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		22.7	22.7		22.7	22.7	20.5	98.5	98.5	18.7	96.8	96.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.13	0.62	0.62	0.12	0.60	0.60
v/c Ratio		0.84	0.55		0.76	0.37	0.74	0.53	0.04	0.71	0.57	0.13
Control Delay		106.5	11.3		95.2	11.4	86.1	19.8	0.8	85.5	21.7	4.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		106.5	11.3		95.2	11.4	86.1	19.8	0.8	85.5	21.7	4.4
LOS		F	B		F	B	F	B	A	F	C	A
Approach Delay		44.0			51.7			25.4			25.2	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Flamingo Dr & SW 55th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	4	213	81	21	110	151	1496	34	131	1581	119
Future Volume (veh/h)	108	4	213	81	21	110	151	1496	34	131	1581	119
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	4	170	90	23	122	168	1662	38	146	1757	132
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	6	198	208	43	198	192	3350	1040	167	3279	1018
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.11	0.66	0.66	0.09	0.64	0.64
Sat Flow, veh/h	1411	47	1585	1342	343	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	124	0	170	113	0	122	168	1662	38	146	1757	132
Grp Sat Flow(s),veh/h/ln	1458	0	1585	1685	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.3	0.0	16.8	0.0	0.0	11.7	14.9	26.6	1.4	12.9	30.0	5.2
Cycle Q Clear(g_c), s	12.7	0.0	16.8	9.4	0.0	11.7	14.9	26.6	1.4	12.9	30.0	5.2
Prop In Lane	0.97		1.00	0.80		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	0	198	251	0	198	192	3350	1040	167	3279	1018
V/C Ratio(X)	0.55	0.00	0.86	0.45	0.00	0.62	0.88	0.50	0.04	0.87	0.54	0.13
Avail Cap(c_a), veh/h	401	0	396	437	0	396	367	3350	1040	200	3279	1018
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	0.0	68.6	65.3	0.0	66.3	70.3	14.0	9.7	71.5	15.6	11.2
Incr Delay (d2), s/veh	2.1	0.0	10.2	1.3	0.0	3.1	11.7	0.5	0.1	28.4	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	11.9	7.9	0.0	8.6	11.9	15.6	0.9	11.7	17.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	0.0	78.7	66.6	0.0	69.4	82.1	14.6	9.8	100.0	16.3	11.4
LnGrp LOS	E	A	E	E	A	E	F	B	A	F	B	B
Approach Vol, veh/h		294			235			1868			2035	
Approach Delay, s/veh		74.5			68.1			20.5			21.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	112.0		26.0	24.2	109.7		26.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	82.0		40.0	33.0	67.0		40.0				
Max Q Clear Time (g_c+I1), s	14.9	28.6		18.8	16.9	32.0		13.7				
Green Ext Time (p_c), s	0.1	20.7		1.2	0.4	19.4		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.3									
HCM 6th LOS			C									

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APPENDIX "H"

SYNCHRO PRINTOUTS

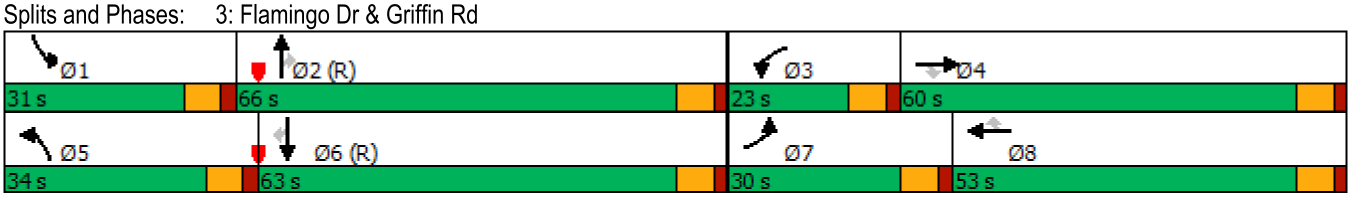
TOTAL CONDITIONS
(WITH SIGNAL TIMING OPTIMIZATION)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	893	497	297	987	334	447	1520	281	433	1285	192
Future Volume (vph)	245	893	497	297	987	334	447	1520	281	433	1285	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		550	420		300	300		280	290		210
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			220			250		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			276			286			183			111
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1085			1206			2451			1027	
Travel Time (s)		24.7			27.4			55.7			23.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	258	940	523	313	1039	352	471	1600	296	456	1353	202
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	940	523	313	1039	352	471	1600	296	456	1353	202
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	13.0	13.0	12.0	13.0	13.0	12.0	17.0	17.0	12.0	17.0	17.0
Total Split (s)	30.0	60.0	60.0	23.0	53.0	53.0	34.0	66.0	66.0	31.0	63.0	63.0
Total Split (%)	16.7%	33.3%	33.3%	12.8%	29.4%	29.4%	18.9%	36.7%	36.7%	17.2%	35.0%	35.0%
Maximum Green (s)	23.0	53.0	53.0	16.0	46.0	46.0	27.0	59.0	59.0	24.0	56.0	56.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.7	48.6	48.6	16.0	45.9	45.9	27.1	61.0	61.0	26.5	60.4	60.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.10	0.27	0.27	0.09	0.26	0.26	0.15	0.34	0.34	0.15	0.34	0.34
v/c Ratio	0.73	0.69	0.83	1.03	0.80	0.57	0.91	0.93	0.45	0.90	0.79	0.33
Control Delay	90.0	61.3	40.4	135.6	68.1	15.3	97.5	67.8	19.6	96.1	59.2	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.0	61.3	40.4	135.6	68.1	15.3	97.5	67.8	19.6	96.1	59.2	22.2
LOS	F	E	D	F	E	B	F	E	B	F	E	C
Approach Delay		59.3			69.6			67.7			63.9	
Approach LOS		E			E			E			E	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 65.3	Intersection LOS: E
Intersection Capacity Utilization 91.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Flamingo Dr & Griffin Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	893	497	297	987	334	447	1520	281	433	1285	192
Future Volume (veh/h)	245	893	497	297	987	334	447	1520	281	433	1285	192
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	940	460	313	1039	352	471	1600	296	456	1353	202
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	1503	467	307	1510	469	507	1674	520	461	1605	498
Arrive On Green	0.09	0.29	0.29	0.09	0.30	0.30	0.15	0.33	0.33	0.13	0.31	0.31
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	258	940	460	313	1039	352	471	1600	296	456	1353	202
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.2	28.7	51.9	16.0	32.4	36.2	24.2	55.2	27.8	23.7	44.5	18.0
Cycle Q Clear(g_c), s	13.2	28.7	51.9	16.0	32.4	36.2	24.2	55.2	27.8	23.7	44.5	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	1503	467	307	1510	469	507	1674	520	461	1605	498
V/C Ratio(X)	0.85	0.63	0.99	1.02	0.69	0.75	0.93	0.96	0.57	0.99	0.84	0.41
Avail Cap(c_a), veh/h	442	1503	467	307	1510	469	518	1674	520	461	1605	498
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	81.0	54.9	63.1	82.0	56.1	57.4	75.9	59.2	50.0	77.9	57.6	48.5
Incr Delay (d2), s/veh	10.3	0.8	37.8	56.3	1.3	6.7	23.1	13.8	4.5	39.1	5.6	2.4
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(95%),veh/ln	10.5	18.4	34.2	14.8	20.4	21.9	18.3	34.3	17.5	19.1	27.4	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.3	55.7	100.9	138.3	57.4	64.1	99.0	73.0	54.5	117.0	63.1	50.9
LnGrp LOS	F	E	F	F	E	E	F	E	D	F	E	D
Approach Vol, veh/h		1658			1704			2367			2011	
Approach Delay, s/veh		73.8			73.6			75.9			74.1	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	66.0	23.0	60.0	33.4	63.6	22.8	60.2
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	24.0	59.0	16.0	53.0	27.0	56.0	23.0	46.0
Max Q Clear Time (g_c+I1), s	25.7	57.2	18.0	53.9	26.2	46.5	15.2	38.2
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.2	6.4	0.5	4.8

Intersection Summary		
HCM 6th Ctrl Delay		74.5
HCM 6th LOS		E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	11	298	62	55	62	256	1783	34	266	1500	197
Future Volume (vph)	21	11	298	62	55	62	256	1783	34	266	1500	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		160	170		170
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			170			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.968			0.974		0.950			0.950		
Satd. Flow (prot)	0	1803	1583	0	1814	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.610			0.813		0.950			0.950		
Satd. Flow (perm)	0	1136	1583	0	1514	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			355			75			68			113
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			396			1986			662	
Travel Time (s)		12.3			9.0			45.1			15.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	25	13	355	74	65	74	305	2123	40	317	1786	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	355	0	139	74	305	2123	40	317	1786	235
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	27.0	27.0	12.0	27.0	27.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	47.0	76.0	76.0	49.0	78.0	78.0
Total Split (%)	21.9%	21.9%	21.9%	21.9%	21.9%	21.9%	29.4%	47.5%	47.5%	30.6%	48.8%	48.8%
Maximum Green (s)	29.0	29.0	29.0	29.0	29.0	29.0	40.0	69.0	69.0	42.0	71.0	71.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		19.9	19.9		19.9	19.9	32.7	86.2	86.2	33.9	87.4	87.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.12	0.12		0.12	0.12	0.20	0.54	0.54	0.21	0.55	0.55
v/c Ratio		0.27	0.70		0.74	0.28	0.84	0.78	0.05	0.85	0.64	0.26
Control Delay		65.9	13.3		89.2	13.7	81.4	33.4	1.4	80.4	28.6	12.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		65.9	13.3		89.2	13.7	81.4	33.4	1.4	80.4	28.6	12.2
LOS		E	B		F	B	F	C	A	F	C	B
Approach Delay		18.4			63.0			38.8			34.0	
Approach LOS		B			E			D			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 36.2	Intersection LOS: D
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Flamingo Dr & SW 55th St

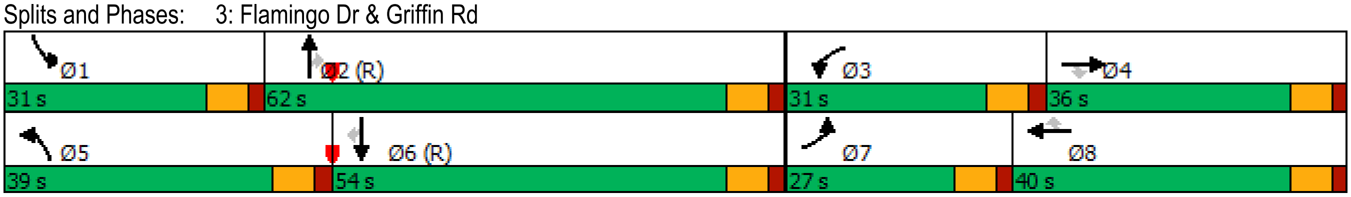
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	11	298	62	55	62	256	1783	34	266	1500	197
Future Volume (veh/h)	21	11	298	62	55	62	256	1783	34	266	1500	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	13	284	74	65	74	305	2123	40	317	1786	235
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	96	287	180	147	287	330	2561	795	342	2597	806
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.19	0.50	0.50	0.19	0.51	0.51
Sat Flow, veh/h	891	531	1585	805	814	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	38	0	284	139	0	74	305	2123	40	317	1786	235
Grp Sat Flow(s),veh/h/ln	1422	0	1585	1618	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	28.6	8.4	0.0	6.4	26.9	56.8	2.1	28.0	42.3	13.7
Cycle Q Clear(g_c), s	3.5	0.0	28.6	12.0	0.0	6.4	26.9	56.8	2.1	28.0	42.3	13.7
Prop In Lane	0.66		1.00	0.53		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	0	287	328	0	287	330	2561	795	342	2597	806
V/C Ratio(X)	0.13	0.00	0.99	0.42	0.00	0.26	0.92	0.83	0.05	0.93	0.69	0.29
Avail Cap(c_a), veh/h	295	0	287	328	0	287	445	2561	795	468	2597	806
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	0.0	65.3	58.3	0.0	56.3	64.1	34.0	20.4	63.5	29.7	22.7
Incr Delay (d2), s/veh	0.2	0.0	49.8	0.9	0.0	0.5	20.9	3.3	0.1	20.3	1.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	22.0	8.9	0.0	4.7	20.4	32.2	1.5	20.9	24.6	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	115.1	59.2	0.0	56.7	85.0	37.3	20.5	83.8	31.2	23.6
LnGrp LOS	E	A	F	E	A	E	F	D	C	F	C	C
Approach Vol, veh/h		322			213			2468			2338	
Approach Delay, s/veh		108.1			58.4			42.9			37.6	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.7	87.3		35.0	36.6	88.4		35.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	42.0	69.0		29.0	40.0	71.0		29.0				
Max Q Clear Time (g_c+I1), s	30.0	58.8		30.6	28.9	44.3		14.0				
Green Ext Time (p_c), s	0.8	8.8		0.0	0.7	17.3		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			45.1									
HCM 6th LOS			D									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	675	295	322	557	166	447	1088	286	333	1075	144
Future Volume (vph)	276	675	295	322	557	166	447	1088	286	333	1075	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		550	420		300	300		280	290		210
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			220			250		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			310			175			300			170
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1085			1206			2451			1027	
Travel Time (s)		24.7			27.4			55.7			23.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	291	711	311	339	586	175	471	1145	301	351	1132	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	291	711	311	339	586	175	471	1145	301	351	1132	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	13.0	13.0	12.0	13.0	13.0	12.0	17.0	17.0	12.0	17.0	17.0
Total Split (s)	27.0	36.0	36.0	31.0	40.0	40.0	39.0	62.0	62.0	31.0	54.0	54.0
Total Split (%)	16.9%	22.5%	22.5%	19.4%	25.0%	25.0%	24.4%	38.8%	38.8%	19.4%	33.8%	33.8%
Maximum Green (s)	20.0	29.0	29.0	24.0	33.0	33.0	32.0	55.0	55.0	24.0	47.0	47.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.9	28.7	28.7	20.6	31.4	31.4	26.9	61.7	61.7	21.0	55.8	55.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.11	0.18	0.18	0.13	0.20	0.20	0.17	0.39	0.39	0.13	0.35	0.35
v/c Ratio	0.76	0.78	0.58	0.77	0.59	0.39	0.82	0.58	0.38	0.78	0.64	0.23
Control Delay	81.8	69.1	10.2	79.3	60.8	9.3	76.0	41.6	5.1	79.7	47.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.8	69.1	10.2	79.3	60.8	9.3	76.0	41.6	5.1	79.7	47.0	4.6
LOS	F	E	B	E	E	A	E	D	A	E	D	A
Approach Delay		58.0			58.3			44.3			50.1	
Approach LOS		E			E			D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 51.5	Intersection LOS: D
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Flamingo Dr & Griffin Rd



3: Flamingo Dr & Griffin Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	675	295	322	557	166	447	1088	286	333	1075	144
Future Volume (veh/h)	276	675	295	322	557	166	447	1088	286	333	1075	144
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	291	711	311	339	586	175	471	1145	301	351	1132	152
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	925	287	391	1002	311	531	2114	656	403	1925	598
Arrive On Green	0.10	0.18	0.18	0.11	0.20	0.20	0.15	0.41	0.41	0.12	0.38	0.38
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	291	711	311	339	586	175	471	1145	301	351	1132	152
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.3	21.2	29.0	15.4	16.7	16.0	21.4	27.1	22.0	16.0	28.4	10.6
Cycle Q Clear(g_c), s	13.3	21.2	29.0	15.4	16.7	16.0	21.4	27.1	22.0	16.0	28.4	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	339	925	287	391	1002	311	531	2114	656	403	1925	598
V/C Ratio(X)	0.86	0.77	1.08	0.87	0.58	0.56	0.89	0.54	0.46	0.87	0.59	0.25
Avail Cap(c_a), veh/h	432	925	287	518	1053	327	691	2114	656	518	1925	598
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	71.0	62.3	65.5	69.8	58.4	58.1	66.4	35.4	33.9	69.5	39.9	34.3
Incr Delay (d2), s/veh	13.0	4.0	76.9	11.5	0.8	2.0	11.0	1.0	2.3	12.3	1.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	14.6	25.9	12.0	11.8	10.9	15.5	17.2	13.9	12.4	18.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.0	66.3	142.4	81.3	59.1	60.1	77.4	36.4	36.2	81.8	41.2	35.4
LnGrp LOS	F	E	F	F	E	E	E	D	D	F	D	D
Approach Vol, veh/h		1313			1100			1917			1635	
Approach Delay, s/veh		88.2			66.1			46.4			49.4	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.6	73.2	25.1	36.0	31.6	67.3	22.7	38.4
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	24.0	55.0	24.0	29.0	32.0	47.0	20.0	33.0
Max Q Clear Time (g_c+I1), s	18.0	29.1	17.4	31.0	23.4	30.4	15.3	18.7
Green Ext Time (p_c), s	0.7	10.8	0.7	0.0	1.2	8.0	0.4	4.0

Intersection Summary		
HCM 6th Ctrl Delay		60.1
HCM 6th LOS		E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	4	213	81	21	110	151	1496	34	131	1581	119
Future Volume (vph)	108	4	213	81	21	110	151	1496	34	131	1581	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		160	170		170
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			170			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954			0.962		0.950			0.950		
Satd. Flow (prot)	0	1777	1583	0	1792	1583	1770	5085	1583	1770	5085	1583
Flt Permitted		0.562			0.564		0.950			0.950		
Satd. Flow (perm)	0	1047	1583	0	1051	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			237			122			68			73
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		543			396			1986			662	
Travel Time (s)		12.3			9.0			45.1			15.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	120	4	237	90	23	122	168	1662	38	146	1757	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	237	0	113	122	168	1662	38	146	1757	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	27.0	27.0	12.0	27.0	27.0
Total Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	33.0	81.0	81.0	40.0	88.0	88.0
Total Split (%)	24.4%	24.4%	24.4%	24.4%	24.4%	24.4%	20.6%	50.6%	50.6%	25.0%	55.0%	55.0%
Maximum Green (s)	33.0	33.0	33.0	33.0	33.0	33.0	26.0	74.0	74.0	33.0	81.0	81.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		23.0	23.0		23.0	23.0	20.1	98.5	98.5	18.5	96.8	96.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.13	0.62	0.62	0.12	0.60	0.60
v/c Ratio		0.83	0.55		0.75	0.37	0.76	0.53	0.04	0.72	0.57	0.13
Control Delay		103.3	11.1		92.8	11.5	88.1	19.9	0.8	86.7	21.6	8.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		103.3	11.1		92.8	11.5	88.1	19.9	0.8	86.7	21.6	8.3
LOS		F	B		F	B	F	B	A	F	C	A
Approach Delay		42.8			50.6			25.7			25.4	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Flamingo Dr & SW 55th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	4	213	81	21	110	151	1496	34	131	1581	119
Future Volume (veh/h)	108	4	213	81	21	110	151	1496	34	131	1581	119
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	4	170	90	23	122	168	1662	38	146	1757	132
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	6	197	207	43	197	191	3347	1039	170	3286	1020
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.66	0.66	0.10	0.64	0.64
Sat Flow, veh/h	1411	47	1585	1343	343	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	124	0	170	113	0	122	168	1662	38	146	1757	132
Grp Sat Flow(s),veh/h/ln	1458	0	1585	1686	0	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.3	0.0	16.8	0.0	0.0	11.7	14.9	26.6	1.4	12.9	29.9	5.2
Cycle Q Clear(g_c), s	12.7	0.0	16.8	9.4	0.0	11.7	14.9	26.6	1.4	12.9	29.9	5.2
Prop In Lane	0.97		1.00	0.80		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	0	197	250	0	197	191	3347	1039	170	3286	1020
V/C Ratio(X)	0.55	0.00	0.86	0.45	0.00	0.62	0.88	0.50	0.04	0.86	0.53	0.13
Avail Cap(c_a), veh/h	340	0	327	372	0	327	289	3347	1039	367	3286	1020
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.8	0.0	68.7	65.5	0.0	66.5	70.4	14.1	9.7	71.3	15.5	11.1
Incr Delay (d2), s/veh	2.1	0.0	12.0	1.3	0.0	3.2	17.8	0.5	0.1	11.9	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	12.0	7.9	0.0	8.6	12.3	15.7	0.9	10.7	17.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	0.0	80.7	66.7	0.0	69.6	88.2	14.6	9.8	83.2	16.1	11.3
LnGrp LOS	E	A	F	E	A	E	F	B	A	F	B	B
Approach Vol, veh/h		294			235			1868			2035	
Approach Delay, s/veh		75.7			68.2			21.1			20.6	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.2	111.9		25.9	24.1	110.0		25.9				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	33.0	74.0		33.0	26.0	81.0		33.0				
Max Q Clear Time (g_c+I1), s	14.9	28.6		18.8	16.9	31.9		13.7				
Green Ext Time (p_c), s	0.3	19.6		1.0	0.3	22.8		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			27.0									
HCM 6th LOS			C									

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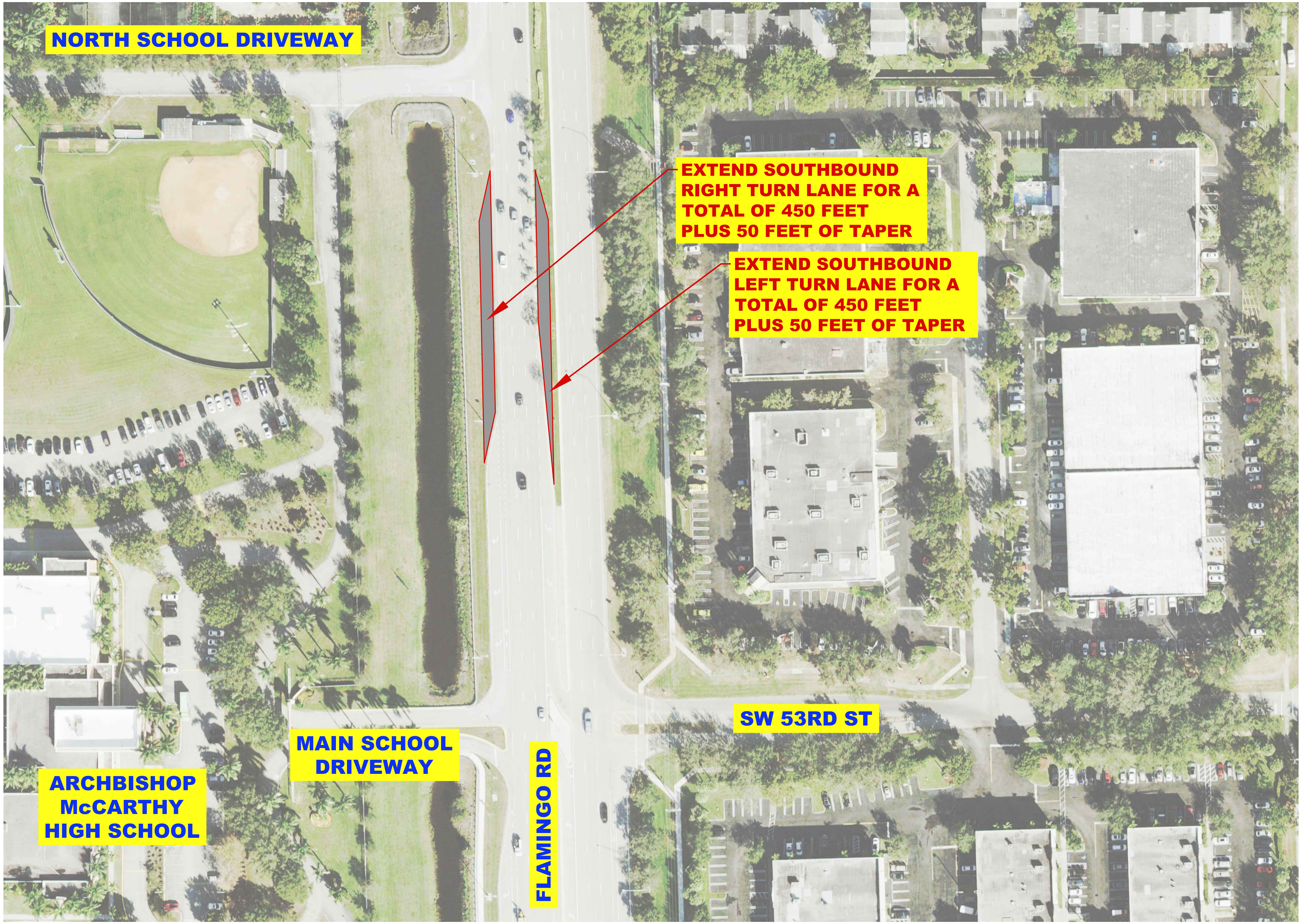
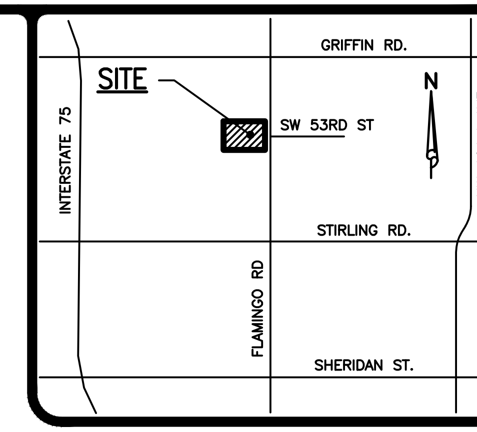
APPENDIX “I”

SYNCHRO PRINTOUTS

IMPROVEMENT RECOMMENDATION EXHIBITS





LOCATION MAP
NOT TO SCALE

N

50 25 0 50 100
SCALE IN FEET
1"=100'

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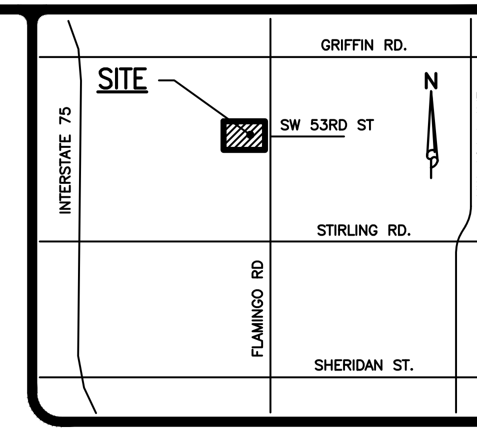
Authorization No. 3452
2581 Metrocentre Blvd ● Suite 3 ● West Palm Beach, Florida 33407 ● (561) 478-7848

ARCHBISHOP McCARTHY HIGH SCHOOL
SECTION 35, TOWNSHIP 50S., RANGE 40E.
BROWARD COUNTY, FLORIDA
IMPROVEMENT RECOMMENDATIONS No. 1 & 2

REVISIONS	DESIGN	DRAWN	CHECKED	APPROVED	DATE	JOB NO.	DRAWING NO.	SHEET	OF
	B.K.	R.S.				19-105	19105EXH02	2	4



LOCATION MAP
NOT TO SCALE

N

50 25 0 50 100
SCALE IN FEET
1"=100'

	SIMMONS & WHITE ENGINEERING | PLANNING | CONSULTING | SINCE 1982 Authorization No. 3452 2581 Metrocentre Blvd • Suite 3 • West Palm Beach, Florida 33407 • (561) 478-7848					ARCHBISHOP McCARTHY HIGH SCHOOL SECTION 35, TOWNSHIP 50S., RANGE 40E. BROWARD COUNTY, FLORIDA IMPROVEMENT RECOMMENDATIONS No. 3		
REVISIONS	DESIGN B.K.	DRAWN R.S.	CHECKED	APPROVED	DATE	JOB NO. 19-105	DRAWING NO. 19105EXH01	SHEET 3 OF 4

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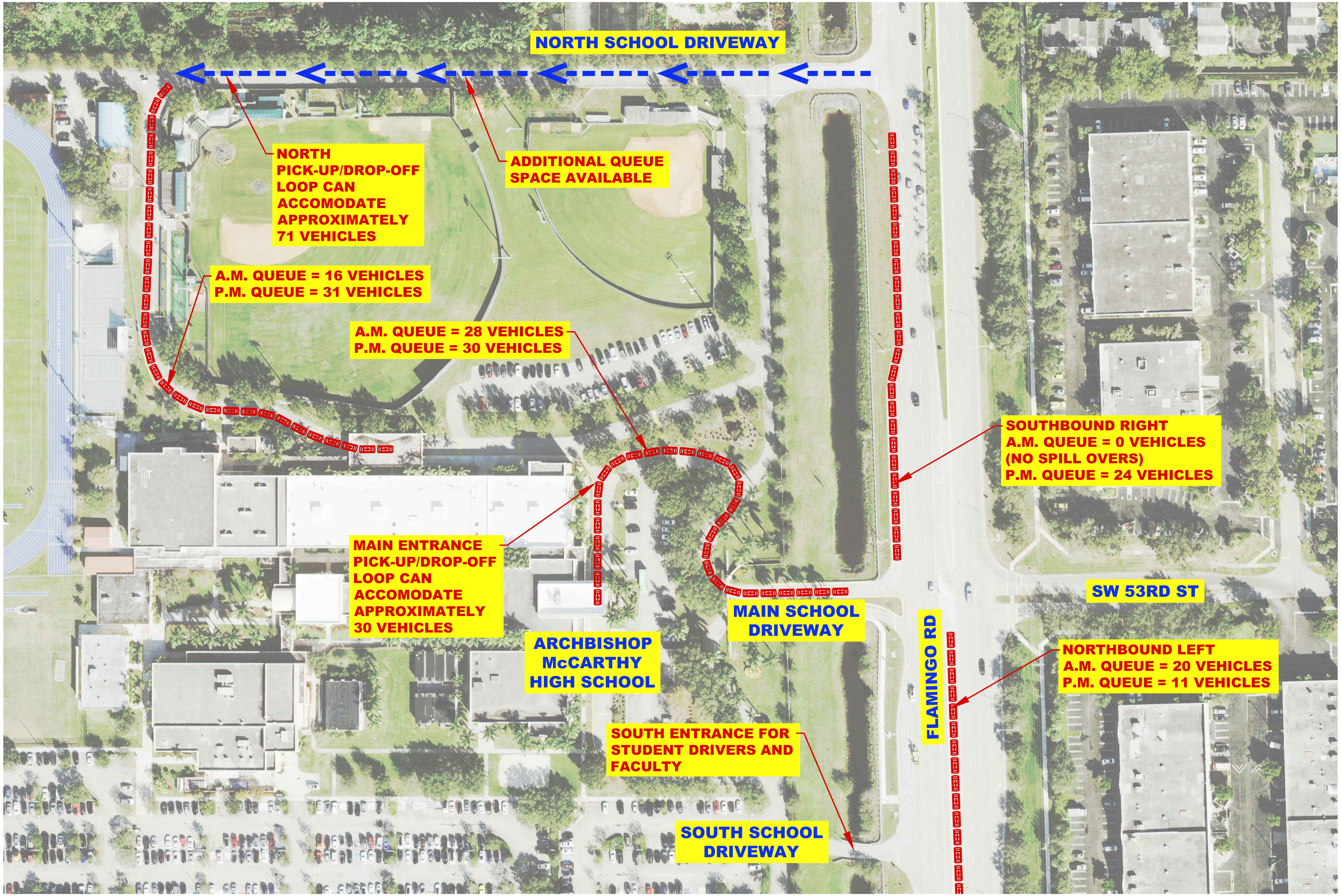
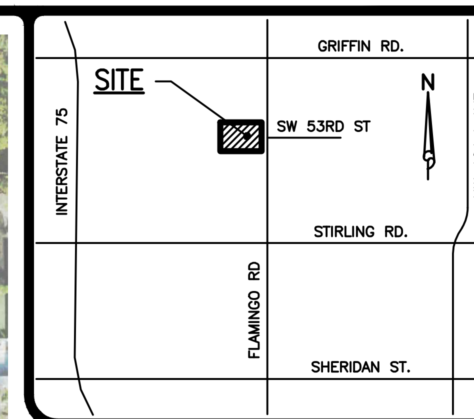
APPENDIX “J”

EXISTING QUEUE DATA EXHIBIT



EXISTING QUEUE DATA



LOCATION MAP
NOT TO SCALE

N

60 30 0 60 120
SCALE IN FEET
1"=120'

TOTAL OBSERVED QUEUE

A.M.= 64 VEHICLES
P.M.= 96 VEHICLES

NOTE:
QUEUE DATA IS BASED ON OBSERVATIONS DURING A TYPICAL WEEKDAY BUT ACTUAL QUEUES WILL VARY BASED ON WEATHER AND ROADWAY CONDITIONS,

REVISIONS	DESIGN	DRAWN	CHECKED	APPROVED	DATE
	B.K.	R.S.			

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Authorization No. 3452
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ARCHBISHOP McCARTHY HIGH SCHOOL
SECTION 35, TOWNSHIP 50S., RANGE 40E.
BROWARD COUNTY, FLORIDA
EXISTING ON-SITE QUEING CAPACITY

JOB NO.	DRAWING NO.	SHEET	OF
19-105	19105EXH01	1	4

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REGULAR MEETING MINUTES OF THE TOWN COUNCIL
Southwest Ranches, Florida

Thursday 7:00 PM April 23, 2020 13400 Griffin Road

Present:

Mayor Doug McKay	Andrew Berns, Town Administrator
Vice Mayor Denise Schroeder	Russell Muñiz, Assistant Town Administrator/Town Clerk
Council Member Delsa Amundson	Martin D. Sherwood, Town Financial Administrator
Council Member Bob Hartmann	Keith Poliakoff, Town Attorney
Council Member Gary Jablonski	

Regular Meeting of the Town Council of Southwest Ranches was held virtually via the ZOOM Platform. The meeting, having been properly noticed, was called to order by Mayor McKay at 7:04 PM. Attendance was noted by roll call and was followed by the Pledge of Allegiance

3. Public Comment

The following members of the public addressed the Town Council: David Kuczenski and Anna Koldys. David Kuczenski submitted for the record in writing, comments he made at the April 9th, 2020 Town Council Meeting (Exhibit A).

4. Board Reports

Debbie Green of the Schools and Education Advisory Board addressed the Council to remind everyone to submit their applications pertaining to the Town Scholarship. She also mentioned if any students still need volunteer hours to contact Deputy Town Clerk Debra Ruesga at Town Hall and she will contact the Board to help the students find projects to fulfill the volunteer hour requirement.

5. Council Member Comments

Council Member Hartmann thanked the public for attending the Virtual Town Council Meetings. He also advised the public where they can access all the updated information about COVID-19 which is located on the homepage at www.southwestranches.org as well as posting on its Facebook and Twitter pages. Lastly, he spoke on the $1 Million surplus and he is worried about the Town's fiscal future. He would like to see that surplus kept in reserves and he suggested to Town Administrator Andy Berns to please consider his request.

Council Member Jablonski agreed with Council Member Hartmann regarding the Town's fiscal future. He is worried about the next 18 months as COVID-19 has completely changed future revenues. Going forward he would like the Town to cut back on spending and purchase only what is necessary. Lastly, he wished for everybody to be safe.

Vice Mayor Schroeder agreed as well to tighten up the Town's spending. She stated she can't wait to come back, but her concern is for the residents to please stay safe, stay in, don't travel if they don't have to.

Council Member Amundson stated as well; the Town's spending should be on "needs not wants". She also wished the residents to stay safe.

Mayor McKay agreed with the Council on the Town's spending; however, he mentioned the Town is extremely frugal anyway and commended Town Financial Administrator Sherwood on the job he does keeping the Town in good financial health. He also mentioned all the phone calls he is receiving about the gate on 190th at Griffin 345. The gate is being worked on, the software is being updated along with the remotes and keypads.

6. Legal Comments

Town Attorney Poliakoff spoke on the electronic medium regulation which allows Council Meetings to be conducted virtually. He stated unless the Governor extends the electronic meeting regulation, the next meeting will be at Town Hall as a matter of law; however, we are waiting to see if he extends his order to allow the municipalities to operate by electronic medium and advised the Town to keep the residents informed.

7. Administrative Comments

Town Administrator Berns recognized the times right now are very tough and are only going to get tougher. The Town and its employees are working together to keep the high standard of service to its residents as best they can, but at the same time, he recognized that we have all been impacted some way by the virus. As a result, the Town Staff has been directed to eliminate all non-essential spending for the current fiscal year, as well as keeping in mind next fiscal year's budget. Town Administrator Berns spoke to the fact that even though the Advisory Boards are not meeting during this time, the Town still needs to move forward with the Fire Assessment Methodology. He, along with the Assistant Town Administrator/City Clerk and the Town Financial Administrator worked with the consultant and have devised a survey that was sent out to the Fire Assessment Board Members. This allowed the Board members to be heard and provide their input. The Town is collecting the input which will be disseminated and shared with the Town Council.

<u>Resolutions</u>

8. A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, SUPPORTING THE SUBMISSION OF THE TRANSPORTATION SURFACE DRAINANGE AND ONGOING REHABILITATION (TSDOR) PROJECT TO BROWARD COUNTY AS A MUNICIPAL REHABILITATION AND MAINTENANCE SURTAX PROJECT TO BE CONSIDERED FOR CYCLE ONE FUNDING; AUTHORIZING THE MAYOR, TOWN ADMINISTRATOR AND TOWN ATTORNEY TO EXECUTE ANY AND ALL DOCUMENTS DEEMED NECESSARY TO HELP EFFECTUATE THE INTENT OF THIS RESOLUTION; AND PROVIDING FOR AN EFFECIVE DATE.

The following motion was made by Council Member Jablonski and seconded by Council Member Hartmann and passed by a 5-0 roll call vote. The vote was as follows: Council Members Amundson, Hartmann, Jablonski, Vice Mayor Schroeder and Mayor McKay voting yes.

MOTION: TO REMOVE THE RESOLUTION FROM THE APRIL 23, 2020 AGENDA.

9. A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SOUTHWEST RANCHES, FLORIDA, APPROVING THE 2020 AMENDMENTS TO THE TWO (2) INTERLOCAL AGREEMENTS WITH BROWARD COUNTY PROVIDING FOR THE DIVISION AND DISTRIBUTION OF THE PROCEEDS OF THE BROWARD COUNTY FIFTH-CENT LOCAL OPTION GAS TAX AND THE ADDITIONAL THIRD-CENT LOCAL OPTION GAS TAX; AUTHORIZING THE MAYOR, TOWN ADMINISTRATOR AND TOWN ATTORNEY TO EXECUTE SAID AGREEMENTS; AND PROVIDING AN EFFECTIVE DATE.

The following motion was made by Council Member Jablonski and seconded by Vice Mayor Schroeder and passed by a 5-0 roll call vote. The vote was as follows: Council Members Amundson, Hartmann, Jablonski, Vice Mayor Schroeder and Mayor McKay voting yes.

MOTION: TO APPROVE THE RESOLUTION.

10. Adjournment – Meeting was adjourned at 7:35 PM.

Respectfully submitted:

____

Russell Muñiz, Assistant Town Administrator/Town Clerk

Adopted by the Town Council on this day of May 14, 2020

____

Doug McKay, Mayor

PURSUANT TO FLORIDA STATUTES 286.0105, THE TOWN HEREBY ADVISES THE PUBLIC THAT IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THIS COUNCIL WITH RESPECT TO ANY MATTER CONSIDERED AT ITS MEETING OR HEARING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT FOR SUCH PURPOSE, THE AFFECTED PERSON MAY NEED TO ENSURE THAT VERBATIM RECORD OF THE PROCEEDING IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED THIS NOTICE DOES NOT CONSTITUTE CONSENT BY THE TOWN FOR THE INTRODUCTION OR ADMISSION OF OTHERWISE INADMISSIBLE OR IRRELEVANT EVIDENCE, NOR DOES IT AUTHORIZE CHALLENGES OR APPEALS NOT OTHERWISE ALLOWED BY LAW.

EXHIBIT A

During the public comment period of the April 9 meeting, I spoke of Mr. & Mrs. Calis' plight regarding the berm between his property and the property to their north. Check the recording, I did not mention anything more than the insufficient berm. Unfortunately, the format denied my opportunity to make the record clear. As an attorney, I am well aware of the protections afforded under the Right to Farm Act, and the subject property next door rightfully protected under that statute. The Right to Farm Act is an essential element of our Town, and I just want to make sure the record correctly reflects what took place.

David S Kuczenski, Esq.,

6411 Holatee Trail