



## Egret Lakes Circle

## Venetian Isles Community

## Traffic Evaluation

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### Engineer's Certification

I, Juan S. Calderon, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as required by Chapter 61G15-18, F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

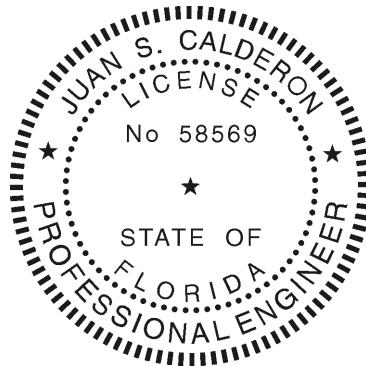
**Project:** Venetian Isles Community  
Egret Lakes Circle Traffic Evaluation

**Location:** Miami-Dade County, Florida

**Client:** Venetian Isles Community Development District (CDD)

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I acknowledge that the procedures and references used to develop the results contained in this report are standards to the professional practice of transportation engineering as applied through professional judgement and experience.



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## 1.0 Background

CALTRAN Engineering Group, Inc. (CALTRAN) was retained by Venetian Isles Community Development District (CDD) to perform the evaluation of improvements along the Egret Lakes Circle located within the residential community of Venetian Isles.

Venetian Isles Community is located at 15355 Egret Lakes Circle, Miami, FL 33185. This residential community is bordered on the north by SW 26<sup>th</sup> Street, on the east by SW 152<sup>nd</sup> Street, on the west by SW 157<sup>th</sup> Avenue, and on the south by the residential communities of Caribe Lakes and Bismark Homes at Venezia.

The Venetian Isles community CDD has received concerns from residents regarding traffic and safety, as well as the geometric layout at Egret Lakes Circle. There is also a need to improve the overall streetscape experience, particularly for vulnerable roadway users within the community.

Through the enhancement of the existing roadway infrastructure, Venetian Isles aims to elevate the well-being, social interconnectedness, and overall safety of the entire community.

This study's main goal is to evaluate the Egret Lakes Circle in order to provide feasible and cost-effective alternatives while enhancing the safety for both motorized and non-motorized users of the internal community streets and maintaining acceptable level of service at the Egret Lakes Circle and adjacent roadways.

**Figure 1** shows the overall study location map of this community and the Egret Lakes traffic circle key intersections along with the type of data collection efforts.

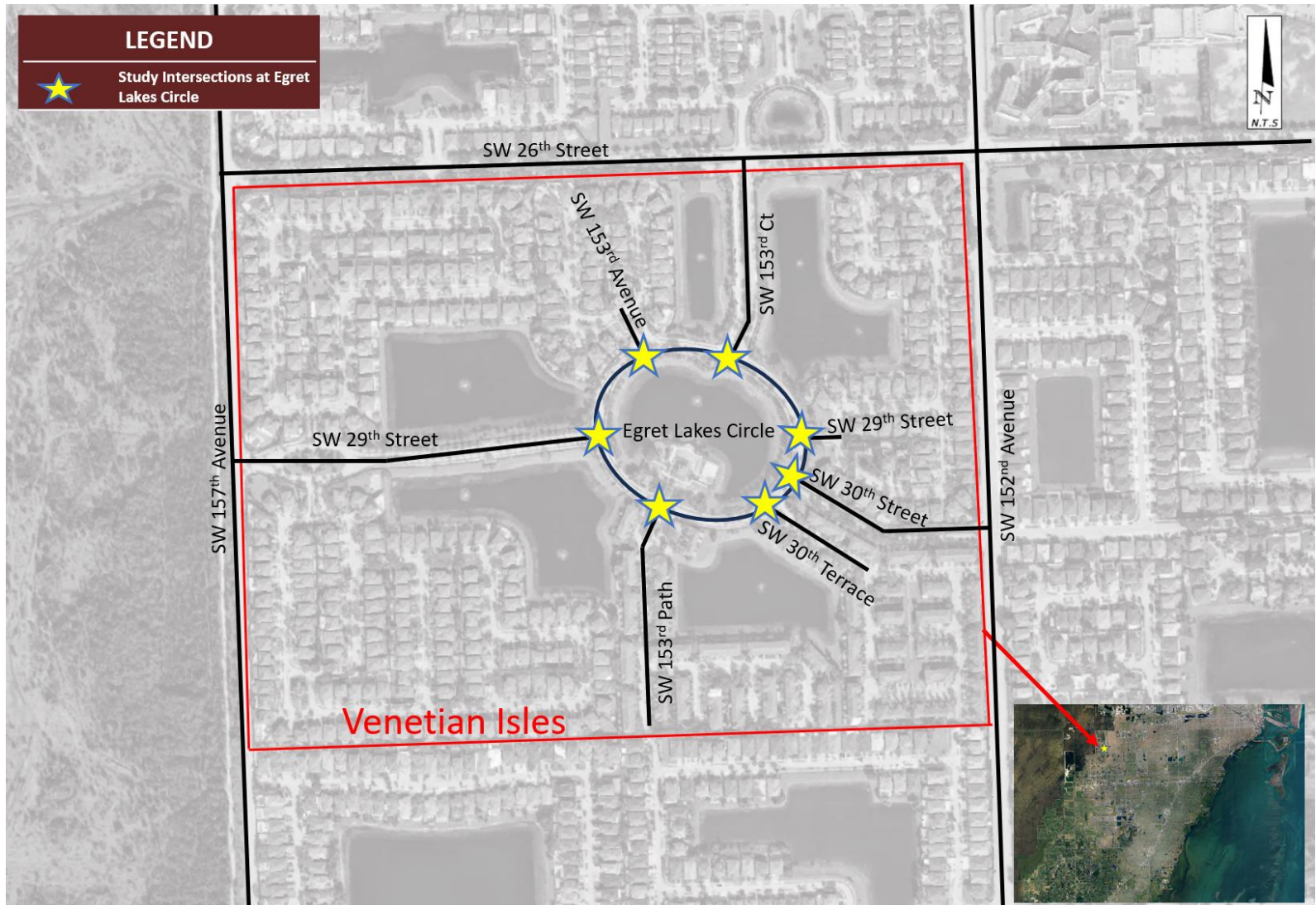


Figure 1. Overall Study Location

## 2.0 Existing Conditions

Existing conditions evaluation includes a detailed field review to determine the existing roadway geometry, traffic control devices, and other factors which may affect the studied Egret Lakes Circle.

### 2.1 Egret Lakes Circle Existing Conditions

The existing geometric conditions at the Egret Lakes Circle are summarized in **Table 1**. **Figure 2** presents the existing geometric conditions on all intersections along the Egret Lakes Circle.

**Table 1: Egret Lakes Traffic Circle Typical Section Characteristics**

Location	Posted Speed	Egret Lakes Circle Number of Lanes	Lane Width (feet)	Outside Shoulder	Traffic Calming Features	Sidewalk
Egret Lakes Traffic Circle	25 mph	2	12	Curb and gutter followed by lawn	6 speed humps along the Egret Lakes Circle	Present on both sides of the circle.

It is important to note that the Egret Lakes Circle contains seven (7) unsignalized stop controlled intersections and operates in a counterclockwise operation with all traffic entering the circle are regulated to turn right at each intersection.

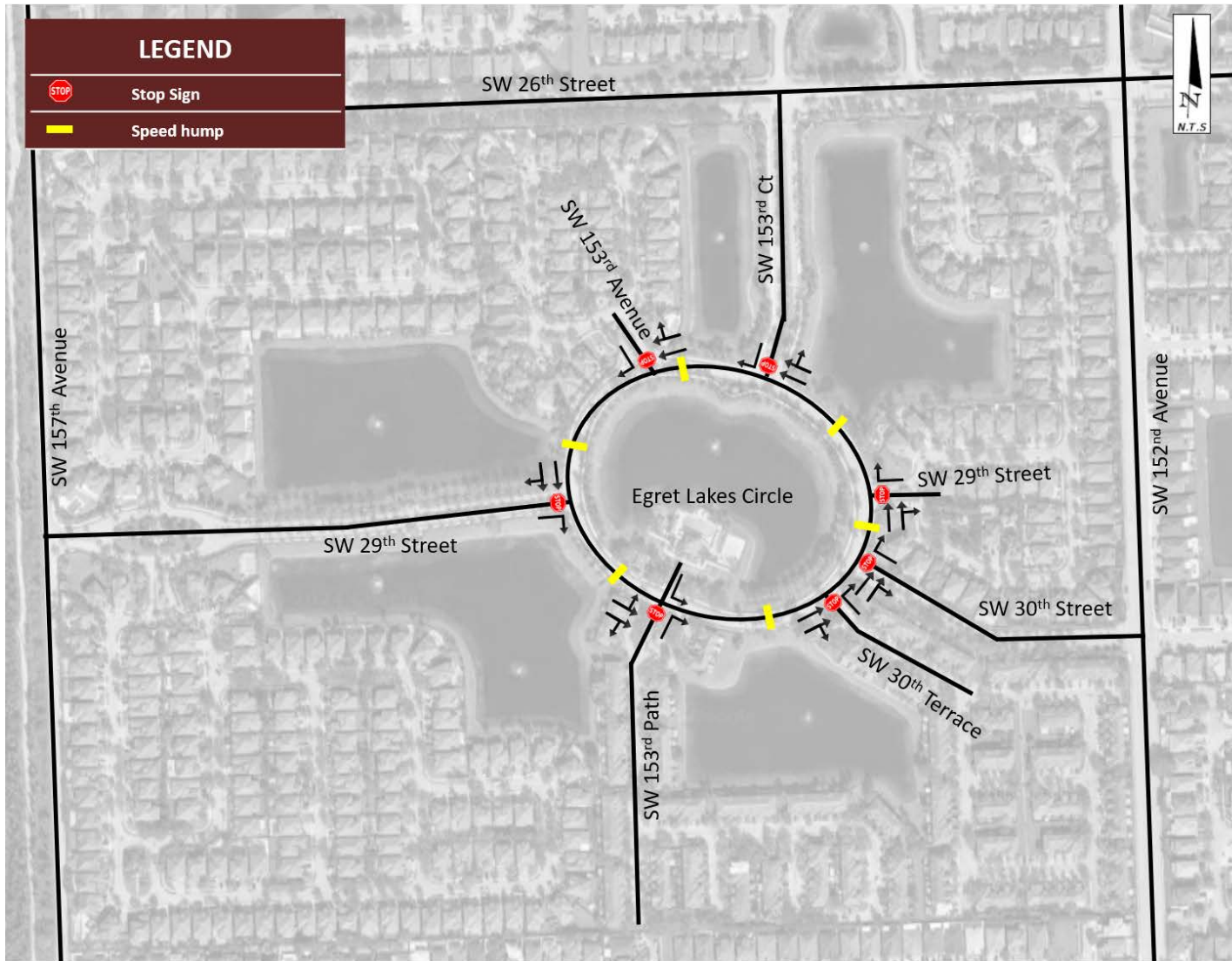


Figure 2. Existing Geometric Conditions

### 3.0 Data Collection

Traffic data was collected at all seven intersections along Egret Lakes Circle. Traffic data includes daily and peak vehicular volumes, as well as pedestrian/bicycles volumes. Traffic data was collected during a typical weekday (Thursday) September 5<sup>th</sup>, 2024.

The purpose of the data collection effort is to gather information to facilitate the analysis of recommendations and/or counter-measures to improve the safety of all road users, including pedestrians, bicyclists, and motorists within the community of Venetian Isles.

The data gathering effort consisted in the following aspects:

- 1) Volume counts: Data collection efforts included capturing daily and peak traffic at two stations during consecutive 24-hours along Egret Lakes Circle.
- 2) Turning Movement Counts (TMCs) and Pedestrian and Bicyclist Internal Counts: Data collection efforts collecting 4-hours of turning movements for motorized and non-motorized traffic (pedestrian and bicyclist) during the AM and PM peak periods (from 7:00 AM to 9:00 AM and from 4:00 PM TO 6:00 PM).

Raw data collection information can be found in **Appendix A**.

### 3.1 Daily Traffic Volumes

Consistent with the FDOT Data Collection standard methodologies, traffic data was collected on a typical school active weekday on September 5<sup>th</sup>, 2024 within the studied roadway network. Traffic volumes data collection includes two 24-hour traffic volume stations. The daily and peak hour traffic volumes are summarized in **Table 2**. In addition, **Figure 3** presents the vehicular volumes.

**Table 2: Daily and Peak Hour Traffic Volumes**

Location	Direction	Daily Average Volume	AM Peak Average Volume	PM Peak Average Volume
Egret Lakes Circle east of SW 153 <sup>rd</sup> Path	Eastbound	1,621	174	121
Egret Lakes Circle west of SW 153 <sup>rd</sup> Ct	Westbound	1,569	86	136

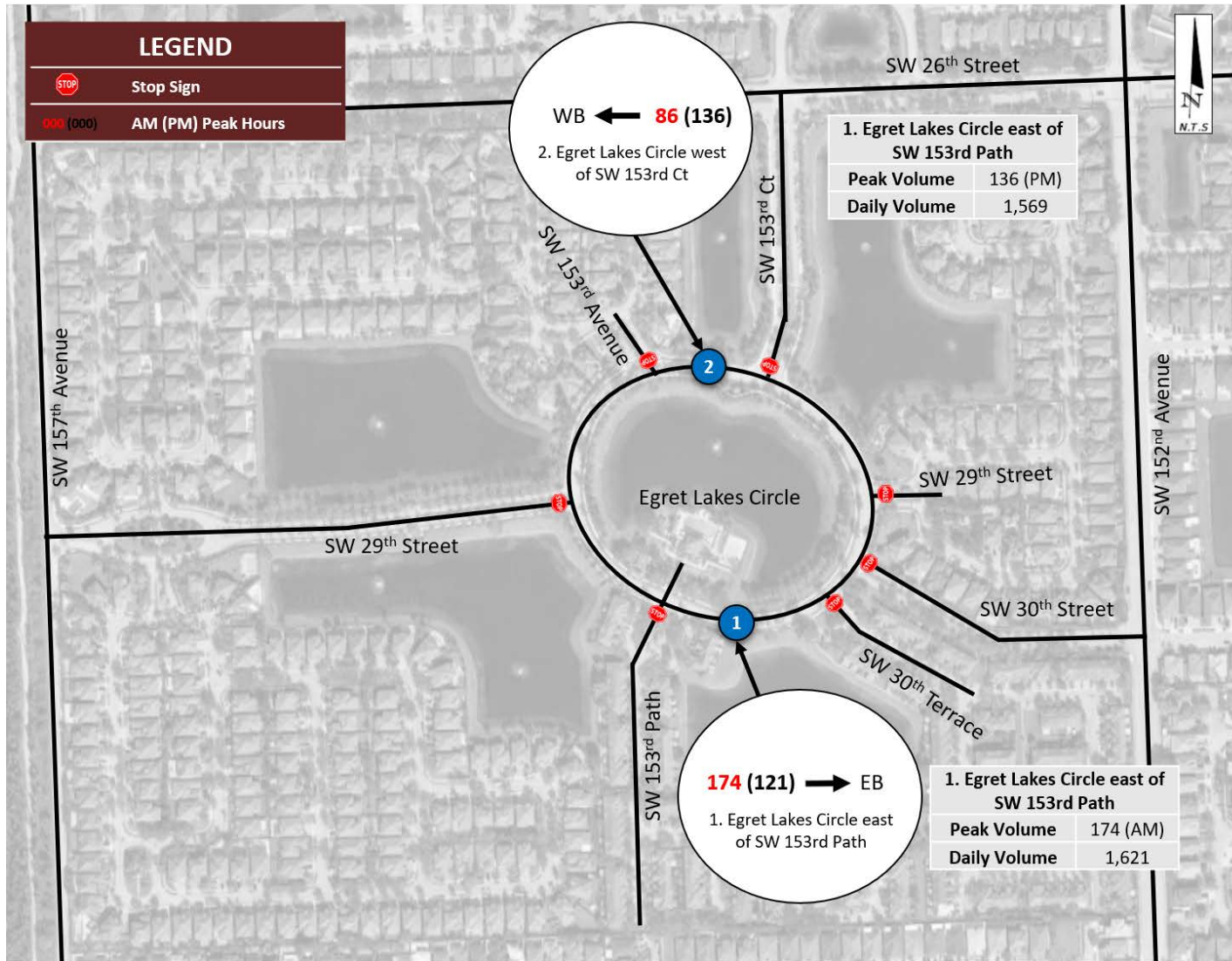


Figure 3. Vehicle Daily and Weekday Peak Weekday Volumes

### **3.2 TMCs with Pedestrian and Bicyclist Data Collection**

Turning Movement Counts (TMCs) data was collected during the AM and PM peak periods (from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM) respectively. TMC data includes pedestrian and bicycle volumes on a regular weekday.

The following adjustment factors correspond to collected vehicular volume counts:

In order to present conservative results, a peak season conversion factor of 1.02 was applied to the collected vehicular data.

An additional field review was conducted during a Saturday morning on October 12, 2024, in order to assess the pedestrian and bicycle activity during weekends at the Egret Lakes Circle. A moderate pedestrian activity was observed during the field assessment. Residents were observed walking, jogging, and walking their pets. In addition, some residents were observed riding bikes along the circle. **Figure 4** illustrate pedestrian and bicycle activity observed during the field assessment.



**Figure 4. Saturday Morning Filed Review**

**Figure 5** present the turning movement counts during the AM and PM peak hours obtained for the day of September 5<sup>th</sup>, 2024.

**Figure 6** present the pedestrian and bicyclist for the AM and PM peak volumes obtained for the day of September 5<sup>th</sup>, 2024.

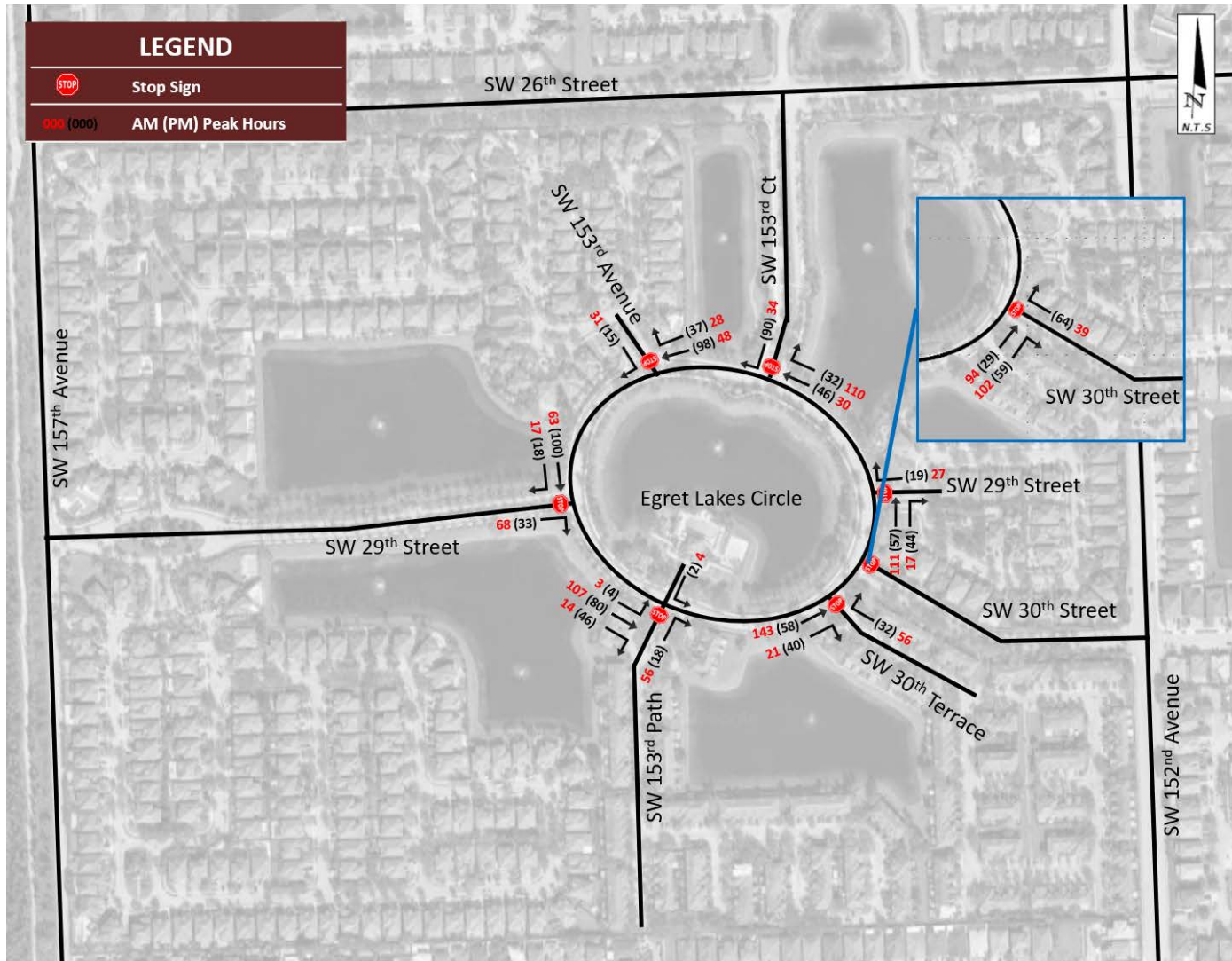


Figure 5. Peak Hour Weekday Turning Movement Counts (TMCs)

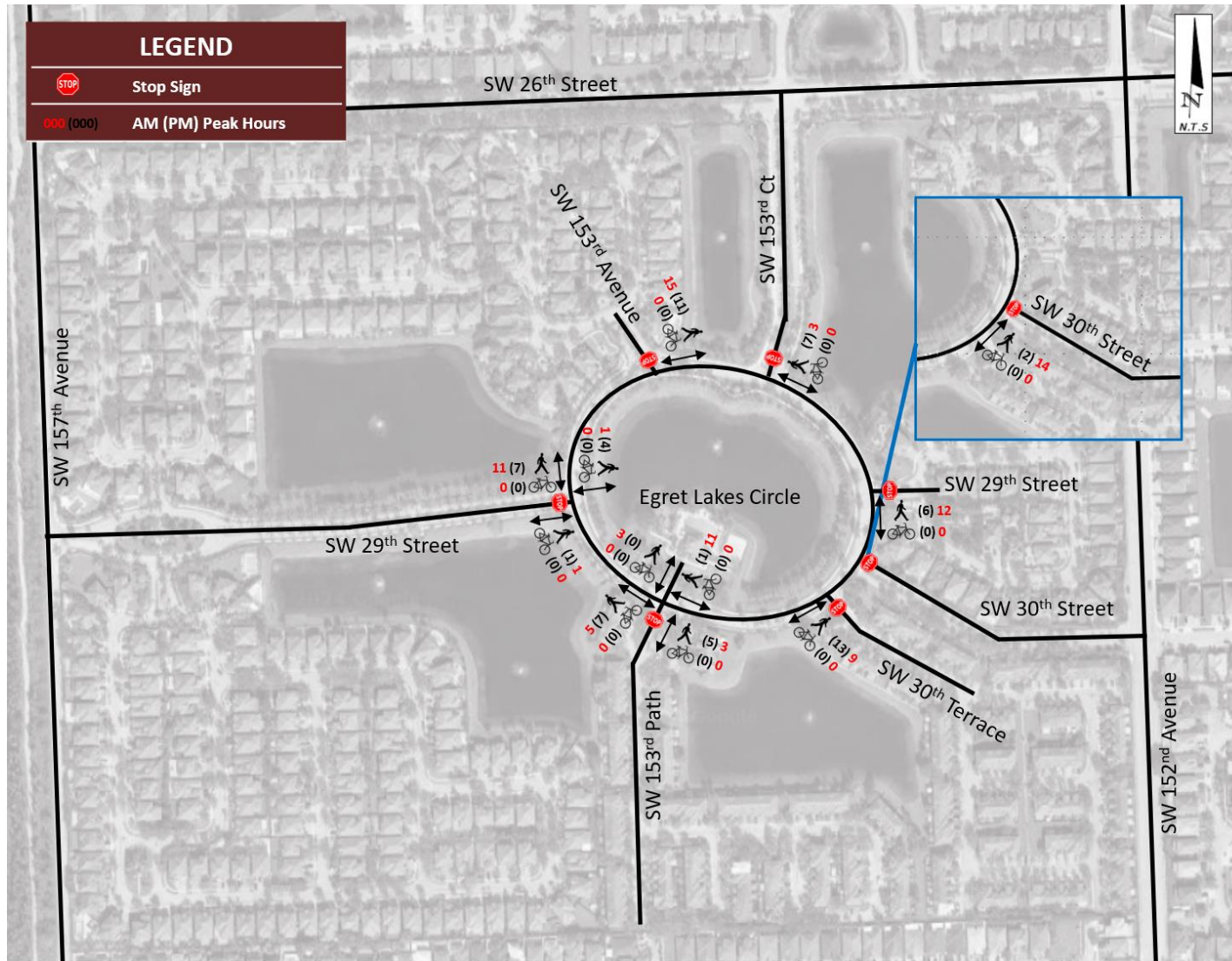


Figure 6. Peak Hour Weekday Pedestrian/Bicyclist Volume

#### 4.0 Existing Traffic Operations

An evaluation of existing traffic operations at all intersections along the Egret Lakes Circle was conducted. This traffic analysis utilizes Synchro 11, which applies methodologies outlined in the Highway Capacity Manual, 6<sup>th</sup> Edition.

#### 4.1 Existing Condition Intersection Level of Service

Level of Service (LOS) Analysis for signalized/un-signalized intersections is based on the amount of control delay which is a measurement in seconds per vehicle that acts as an indicator of lost time, fuel consumption, frustration and driver's discomfort at the signalized intersections. The level of services for unsignalized intersections is a scale from "A" to "F" in accordance with control delay thresholds that range from less than 10 seconds (level of service "A") to greater than 50 seconds (Level of service "F") of delay per vehicle for unsignalized intersections.

The goal of this traffic evaluation is to provide an understanding of the current vehicular delay that motorists experience at all intersections along the Egret Lakes Circle and identify any potential operational deficiencies. This evaluation helps to identify opportunities for roadway improvements which could enhance the safety for both motorized and non-motorized users within the studied residential community of Venetian Isles.

**Table 3** show the existing LOS and delay for the identified study intersections and driveways; details of the LOS results and Operational analysis are documented in **Appendix B**.

The LOS analysis indicates that all studied intersections currently operate at an acceptable Level of Service "LOS A" in each approach during the highest AM and PM peak traffic demands.

**Table 3: Intersections Level of Service Analysis**

Segment / Intersection	Approach		Existing Conditions			
			AM		PM	
			LOS	Delay	LOS	Delay
Egret Lakes Circle	SW 153 <sup>rd</sup> Path	EB	A	0.2	A	0.2
		WB	-	-	-	-
		NB	A	9.0	A	8.8
		SB	A	9.4	A	9.0
	SW 30 <sup>th</sup> Terrace	EB	-	-	-	-
		WB	A	9.3	A	8.9
		NB	A	0	A	0
		SB	-	-	-	-
	SW 30 <sup>th</sup> Street	EB	-	-	-	-
		WB	A	9.4	A	8.9
		NB	A	0	A	0
		SB	-	-	-	-
	SW 29 <sup>th</sup> Street (East)	EB	-	-	-	-
		WB	A	9.0	A	8.8
		NB	A	0	A	0
		SB	-	-	-	-
	SW 153 <sup>rd</sup> Ct	EB	-	-	-	-
		WB	A	0	A	0
		NB	-	-	-	-
		SB	A	9.1	A	9.0
	SW 153 <sup>rd</sup> Avenue	EB	-	-	-	-
		WB	A	0	A	0
		NB	-	-	-	-
		SB	A	8.9	A	8.8
	SW 29 <sup>th</sup> Street (West)	EB	A	9.0	A	8.9
		WB	-	-	-	-
		NB	-	-	-	-
		SB	A	0	A	0

#### 4.2 Existing Condition Segment Capacity Analysis

In addition, a roadway capacity analysis was conducted to establish the current roadway segment Level of Service along Egret Lakes Circle. The capacity analysis adhered to FDOT standards for Concurrency Analysis in accordance with the Florida Department of Transportation 2020 Quality/Level of Service Generalized Service Volume Table 7 (Peak Hour Directional Volumes). The analysis was performed for the AM and the PM peak periods, for existing conditions.

The analysis shows that the studied segment is able to sustain traffic demands while operating at an acceptable level of service (LOS C) under current conditions.

**Table 4** summarizes the results of the segment level of service analysis. For FDOT tables and related to calculations, please refer to **Appendix C**.

**Table 4: Existing Segments Capacity Analysis as per the FDOT Generalized Tables**

Scenario	Roadway (Period)	Segment Capacity	Traffic Volume	LOS
Existing Conditions	Egret Lakes Circle east of SW 153rd Path (AM)	1,100	174	C
	Egret Lakes Circle east of SW 153rd Path (PM)	1,100	121	C
	Egret Lakes Circle west of SW 153rd Ct (AM)	1,100	86	C
	Egret Lakes Circle west of SW 153rd Ct (PM)	1,100	136	C

This traffic operations analysis concludes that a potential reconfiguration of the roadway, including a reduction in the number of lanes along Egret Lakes Circle, could be considered feasible to improve safety, calming traffic, improving mobility and access for all road users, and ultimately elevating the overall quality of life.

### 5.0 Proposed Alternatives

In order to enhance the streetscape environment and ensure the safety of both motorists and non-motorists, alternatives for reconfiguring the roadway were considered. The most relevant alternative assessed is potentially modify the Egret Lakes Circle by performing a road diet from two lanes to a single lane. This improvement was considered based on an analysis of traffic data and the results of traffic operations within the specific roadway under study.

Other, proposed alternatives encompass road channelization for specific approaches to Egret Lakes Circle, implementation of raised crosswalks, and the potential implementation of a dedicated raised shared-used path adjacent to the road (sidepath) along Egret Lakes Circle as part of the road diet.

The primary objective behind integrating these concepts is to incorporate newer design traffic calming techniques that prioritize the safety of all users, including pedestrians and cyclists of varying ages and abilities. The community of Venetian Isles anticipates that the implementation of the proposed alternatives will lead to an improvement in the overall well-being, social interconnectedness, and safety of the entire community.

## **5.1 Road Diet**

The implementation of a road diet is a traffic calming technique that entails reducing the number of travel lanes of the Egret Lakes Traffic Circle from two lanes to a single lane. Upon examination of traffic data gathered at all intersections along Egret Lakes Circle and an assessment of the current level of service and vehicular delay in the area under study, it has been ascertained that implementing a road diet on Egret Lakes Circle is a viable option since the effect in vehicular delay is nominal (less than 1 second at intersections) and roadway capacity will not be negatively impacted, while maintaining an acceptable Level of Service as noted in Section 6.0 of this report.

The new roadway reconfiguration is expected to slow down vehicle speeds, control driving behaviors, enhance safety, and improve the overall experience for pedestrians, cyclists, and motorists. Drivers are more likely to adhere to speed limits and drive more cautiously in a road diet environment. In addition, the benefits of the proposed improvements include enhancement of the street environment resulting in a more pleasant experience to walk and bike promoting a more livable, safe, and vibrant community.

## **5.2 Raised Sidepath**

Utilizing the opportunity created by the proposed road diet, a raised sidepath is recommended to replace the removed outer lane along Egret Lakes Circle.

Raised bicycle facilities are elevated at a different height from motor vehicle traffic level. This separation is commonly accomplished by raising the facility slightly above the adjacent roadway level. Usually, a buffer zone is situated between the bike lanes and the lanes for motor vehicles. Tubular markers will be provided at all intersections along Egret Lakes Circle to provide adequate separation between the sidepath and the travel lanes.

This facility offers a protected space for cyclists, reducing conflicts and potential accidents with motor vehicles. The buffer zone and the elevation difference between the bike lane and motor vehicle lanes restrict motorists' access to the sidepath, ensuring a clear and

safe route for cyclists. Overall, raised bike lanes offer various advantages that enhance safety, comfort, and usability for cyclists and other vulnerable road users.

### 5.3 Channelized Directional Islands

In order to prevent prohibited and dangerous maneuvers at the studied Egret Lakes Circle, channelized directional islands are recommended at the main intersections along Egret Lakes Circle, which provide connection to public roads. This channelization is achieved through the implementation of raised traffic island that separate vehicles moving in opposite directions or restrict vehicles from performing prohibited and dangerous movements at intersections.

A previous traffic study conducted by CALTRAN, identified some vehicles performing prohibited movements from SW 30<sup>th</sup> Street Going to SW 30<sup>th</sup> Terrace and SW 28<sup>th</sup> Terrace Going to SW 30<sup>th</sup> Street. In order to restrict and prevent prohibited movements it is recommended to implement channelized directional islands at all the approaches to Egret Lakes Circle.

**Figure 7** illustrate prohibited and dangerous maneuvers documented at the studied Egret Lakes Circle.



**Figure 7. Prohibited and Dangerous Maneuvers at Egret Lakes Circle**

#### **5.4 Speed Humps**

Currently, speed humps have been implemented within the Venetian Isles community to address concerns related to speeding and to enhance overall safety. Speed hump's locations include the following:

- Six (6) speed humps are present along Egret Lakes Circle
- Two (2) speed humps are present along SW 30<sup>th</sup> Street
- Three (3) speed humps are present along SW 153<sup>rd</sup> Ct
- Six (6) speed humps are located along SW 29<sup>th</sup> Street

It is important to note that the existing speed humps are not in compliance with Miami-Dade County Standards in reference to road profile and signage; Thus, it is recommended to replace the existing speed humps with speed humps that meet the Miami-Dade County design standards. Detailed information regarding the Miami-Dade County policy on speed humps and the specifications for speed hump design can be found in **Appendix D**.

This measure is intended to enhance pedestrian safety, particularly for vulnerable users utilizing the existing crosswalk situated north of Egret Lakes Circle.

#### **5.5 Raised Crosswalk**

A raised crosswalk is a traffic calming feature that includes a roadway pedestrian crossing elevated to the same level as the sidewalk. This feature is strategically design to optimize safety and visibility for pedestrians.

Raised crosswalks provide many benefits such as increase drivers' awareness of the presence of pedestrian crossings, vehicular speed reduction, and enhances access for people with disabilities by providing a level crossing.

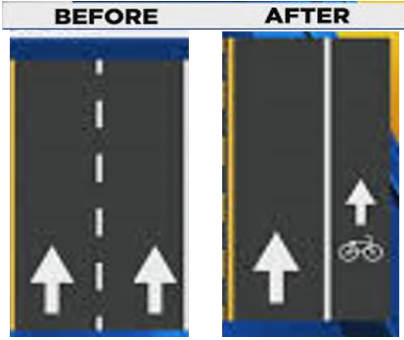



Currently, the Egret Lakes Circle lacks designated pedestrian crosswalks for traversing from the outer sidewalk to the inner sidewalk along the circle. It is recommended to replace some of existing speed humps such as those situated west of SW 153rd Path, west of SW 30th Terrace, and east of SW 153rd Avenue with elevated crosswalks designed to heighten pedestrian safety within the community.

In addition, it is recommended to remove the existing speed humps along SW 153<sup>rd</sup> Court and install a raised crosswalk along SW 153<sup>rd</sup> Court north of Egret Lakes Circle. Furthermore, it is recommended to eliminate the four existing speed humps situated a short distance from the current crosswalk along SW 29<sup>th</sup> Street west of Egret Lakes Circle and install a raised crosswalk at the location of the existing level crosswalk.

The proposed elevated crosswalks will facilitate a secure pathway for residents to access the Venetian Isles Club House, which is located at the center of Egret Lakes Circle.

**Table 5** shows a set of tools that were considered as part of the alternatives for the concerned locations aimed to address the residents' concerns.

**Table 5: Traffic Calming Alternative**

Traffic Calming Device	Picture	Description	Design Considerations	Potential Impacts
<p><b>Road Diet</b></p>		<p>Road diet is a traffic calming technique that entails reducing the number of travel lanes or narrowing existing lanes on a roadway.</p>	<ul style="list-style-type: none"> <li>• Roads with an average daily traffic of 25,000 or less.</li> <li>• 15-foot width minimum</li> </ul>	<ul style="list-style-type: none"> <li>• Public opposition to lane reduction.</li> <li>• Modification of existing roadway layout.</li> <li>• crash reduction.</li> <li>• Vehicular speed reduction.</li> </ul>
<p><b>Sidepath</b></p>		<p>Raised bike lanes are bicycle facilities that are elevated at a different height from motor vehicle traffic. This separation is commonly accomplished by raising the bike lane above the adjacent roadway level. This type of bicycle lane design offers a protected space for cyclists, reducing conflicts and potential accidents with motor vehicles. Raised bike lanes offer various advantages that enhance safety, comfort, and usability for cyclists and other vulnerable road users.</p>	<ul style="list-style-type: none"> <li>• Local road, minor and major highways.</li> <li>• Roads with speed limits of 45 mph or lower.</li> <li>• Provide adequate sight distance at intersections and driveways.</li> <li>• Sidepath should provide a minimum width separation of 2 feet from travel lanes.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase safety for bicyclists.</li> <li>• Increase the use of bicycles within the community.</li> <li>• Modification of existing roadway layout.</li> <li>• Protected bike lanes can improve safety for all road users.</li> <li>• Protected bike lanes can reduce collisions.</li> </ul>
<p><b>Splitter Island</b></p>		<p>Splitter islands, placed in intersections, around which traffic circulates. Requires drivers to slow to a speed that allows them to comfortably maneuver around them. Sometimes called intersection islands. In addition, a splitter island is a type of channelization that can be used at intersections to separate traffic and improve safety</p>	<ul style="list-style-type: none"> <li>• Intersections of local or collector streets</li> <li>• One lane each direction entering intersection</li> <li>• Not typically used at intersections with high volume of large trucks and buses turning left</li> </ul>	<ul style="list-style-type: none"> <li>• No effect on access.</li> <li>• Diversion of traffic.</li> <li>• Reduce intersection collisions.</li> <li>• Can result in bicycle/auto conflicts at intersections because of narrowed travel lane.</li> </ul>
<p><b>Raised Crosswalk</b></p>		<p>A raised crosswalk is a traffic calming feature that includes a roadway crossing elevated to the same level as the sidewalk. Its strategic design aims to optimize safety and visibility for pedestrians.</p>	<ul style="list-style-type: none"> <li>• Appropriate warning signs and roadway markings should accompany raised crosswalks.</li> <li>• Detectable warning strips (truncated domes) should be provided at crosswalk locations.</li> <li>• Local road, minor roads. Not suitable for arterial roadways</li> </ul>	<ul style="list-style-type: none"> <li>• Increase safety for pedestrians.</li> <li>• Vehicular speed reduction.</li> <li>• Increase drivers' awareness of the presence of pedestrian crossings.</li> </ul>

## 6.0 Proposed Traffic Operations

An evaluation of traffic operations under proposed conditions was conducted at all intersections along the Egret Lakes Circle. As well as in the existing traffic operations analysis, this proposed traffic operation analysis utilizes Synchro 11, which applies methodologies outlined in the Highway Capacity Manual, 6<sup>th</sup> Edition.

### 6.1 Proposed Conditions Intersection LOS

The goal of this traffic evaluation is to provide an understanding of the vehicular delay that motorist will experience under proposed conditions after the implementation of the propose road diet at all intersections along the Egret Lakes Circle and identify any potential operational deficiencies. **Table 6** show the proposed LOS and delay for the identified study intersections and driveways; details of the LOS results and operational analysis are documented in **Appendix B**.

**Table 6: Intersections Level of Service After Road Diet Improvement**

Segment / Intersection	Approach		Proposed Conditions			
			AM		PM	
			LOS	Delay	LOS	Delay
Egret Lakes Circle	SW 153 <sup>rd</sup> Path	EB	A	0.2	A	0.2
		WB	-	-	-	-
		NB	A	9.3	A	9.0
		SB	B	10.2	A	9.4
	SW 30 <sup>th</sup> Terrace	EB	-	-	-	-
		WB	A	9.8	A	9.0
		NB	A	0	A	0
		SB	-	-	-	-
	SW 30 <sup>th</sup> Street	EB	-	-	-	-
		WB	A	9.7	A	8.9
		NB	A	0	A	0
		SB	-	-	-	-
	SW 29 <sup>th</sup> Street (East)	EB	-	-	-	-
		WB	A	9.4	A	8.9
		NB	A	0	A	0
		SB	-	-	-	-
	SW 153 <sup>rd</sup> Ct	EB	-	-	-	-
		WB	A	0	A	0
		NB	-	-	-	-
		SB	A	9.1	A	9.1
	SW 153 <sup>rd</sup> Avenue	EB	-	-	-	-
		WB	A	0	A	0
		NB	-	-	-	-
		SB	A	9.0	A	9.0
SW 29 <sup>th</sup> Street (West)	EB	A	9.2	A	9.1	
	WB	-	-	-	-	
	NB	-	-	-	-	
	SB	A	0	A	0	

Reducing the current configuration from two lanes to one will not adversely impact flow of traffic along Egret Lakes Circle. The projected increase in vehicle-delay will result in a nominal effect, resulting in an increase of less than 1-second in vehicle delay across all intersections analyzed within the segment under consideration.

### 6.2 Proposed Conditions Segment Capacity Analysis

In addition, a roadway capacity analysis shows that the studied segment of Egret Lakes Circle will be able to sustain future traffic demands while operating at an acceptable level of service (LOS C) after the implementation of the road diet.

The capacity analysis adhered to FDOT standards for Concurrency Analysis in accordance with the Florida Department of Transportation 2020 Quality/Level of Service Generalized Service Volume Table 7 (Peak Hour Directional Volumes). The analysis was performed for the AM and the PM peak periods, for proposed conditions. **Table 7** summarizes the results of the below calculations. For FDOT tables and related to calculations, please refer to **Appendix C**.

**Table 7: Proposed Segments Capacity Analysis as per the FDOT Generalized Tables**

Scenario	Roadway (Period)	Segment Capacity	Traffic Volume	LOS
Proposed Conditions	Egret Lakes Circle east of SW 153rd Path (AM)	506	174	C
	Egret Lakes Circle east of SW 153rd Path (PM)	506	121	C
	Egret Lakes Circle west of SW 153rd Ct (AM)	506	86	C
	Egret Lakes Circle west of SW 153rd Ct (PM)	506	136	C

### 7.0 Recommended Improvements

This traffic study documents the results of a traffic evaluation at the residential community of Venetian Isles in order to determine the feasibility to implement roadway streetscape improvements along Egret Lakes Circle. The effort included field observations, traffic volume data, Turning Movement Counts (TMCs), and traffic operational and capacity analysis, from which the following conclusions were determined:

- The LOS analysis indicates that all studied intersections currently operate at an acceptable level of service “A” in each approach during the highest AM and PM

peak traffic demands. Consequently, a potential road diet along Egret Lakes Circle could be considered feasible for enhancing safety, calming traffic, and improving mobility and access for all road users.

- It is recommended that the outer lane of Egret Lakes Circle be eliminated.
- A raised sidepath is recommended to be accommodated to replace the outer lane along Egret Lakes Circle. This sidepath will offer a protected space for cyclists, reducing conflicts and potential accidents with motor vehicles.
- In order to prevent illegal and dangerous maneuvers at the intersection of the Egret Lakes Circle, channelized directional islands are recommended.
- It is recommended to replace the existing speed humps with speed humps that are in compliance with the Miami-Dade County design standards.
- It is recommended to replace the existing speed humps situated west of SW 153<sup>rd</sup> Path, west of SW 30<sup>th</sup> Terrace, and east of SW 153<sup>rd</sup> Avenue with elevated crosswalks designed to heighten pedestrian safety within the community.

**Figure 8** below show recommended improvements for Venetian Isles Road network.



## Appendix A: Raw Data

County: 99  
 Station: 1022  
 Description: SN 22071859  
 Start Date: 09/05/2024  
 Start Time: 0000

-----

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	5	2	6	1	14
0100	2	0	1	2	5
0200	0	1	1	1	3
0300	1	0	0	1	2
0400	1	2	1	1	5
0500	4	4	4	7	19
0600	10	18	25	45	98
0700	51	42	36	34	163
0800	45	26	23	17	111
0900	22	17	18	30	87
1000	17	15	29	14	75
1100	20	25	18	17	80
1200	24	15	29	19	87
1300	32	23	14	20	89
1400	23	26	24	20	93
1500	21	38	29	31	119
1600	23	21	22	26	92
1700	24	25	20	24	93
1800	31	19	34	29	113
1900	24	27	32	20	103
2000	28	22	16	12	78
2100	9	13	10	13	45
2200	9	8	7	9	33
2300	5	0	4	5	14

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24-Hour Totals: 1621

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Peak Volume Information

	Hour	Volume
A.M.	645	174
P.M.	1515	121
Daily	645	174

County: 99  
 Station: 1023  
 Description: SN 21102718  
 Start Date: 09/05/2024  
 Start Time: 0000

-----

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	5	0	6	3	14
0100	6	2	2	1	11
0200	2	3	0	1	6
0300	0	0	2	2	4
0400	2	0	2	5	9
0500	6	2	0	5	13
0600	2	5	6	14	27
0700	15	20	18	15	68
0800	30	22	19	12	83
0900	28	15	12	26	81
1000	17	14	22	21	74
1100	22	24	27	17	90
1200	14	29	37	16	96
1300	38	21	11	26	96
1400	22	27	27	34	110
1500	26	43	27	35	131
1600	22	24	31	29	106
1700	35	35	34	32	136
1800	35	34	30	30	129
1900	28	34	19	24	105
2000	16	17	14	13	60
2100	18	14	15	11	58
2200	10	8	6	7	31
2300	9	6	9	7	31

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24-Hour Totals: 1569

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Peak Volume Information

	Hour	Volume
A.M.	745	86
P.M.	1700	136
Daily	1700	136

# Egret Lakes Cir at SW 153rd Path

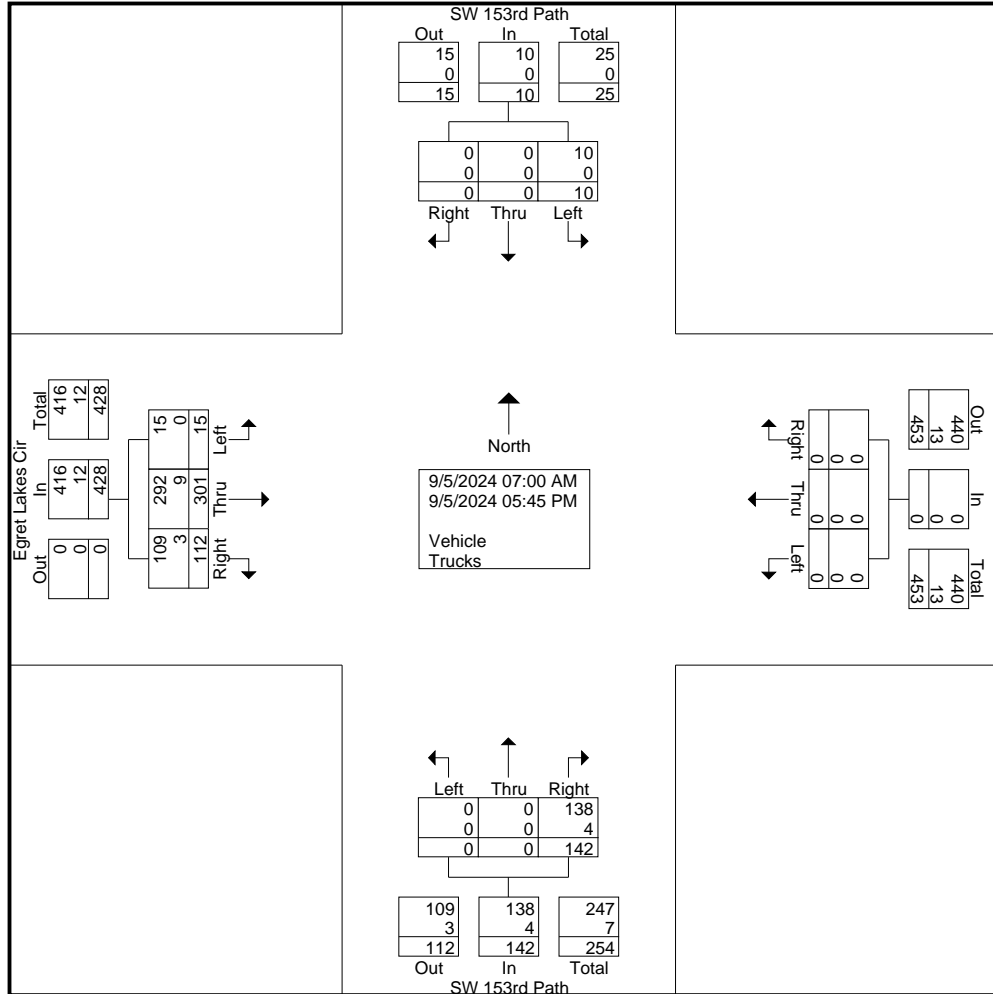
File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Vehicle - Trucks

Start Time	SW 153rd Path Southbound					SW 153rd Path Northbound					Westbound					Egret Lakes Cir Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	0	2	0	0	0	23	23	0	0	0	0	0	0	0	25	4	29	54
07:15 AM	0	1	0	0	1	0	0	0	10	10	0	0	0	0	0	0	1	32	7	40	51
07:30 AM	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	2	24	0	26	36
07:45 AM	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	23	2	25	36
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>104</b>	<b>13</b>	<b>120</b>	<b>177</b>
08:00 AM	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0	0	0	24	3	27	47
08:15 AM	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	13	11	24	36
08:30 AM	0	2	0	0	2	0	0	0	10	10	0	0	0	0	0	0	1	12	5	18	30
08:45 AM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	12	3	16	20
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>22</b>	<b>85</b>	<b>133</b>
*** BREAK ***																					
04:00 PM	0	2	0	0	2	0	0	0	6	6	0	0	0	0	0	0	3	14	6	23	31
04:15 PM	0	1	0	0	1	0	0	0	4	4	0	0	0	0	0	0	3	14	7	24	29
04:30 PM	0	1	0	0	1	0	0	0	7	7	0	0	0	0	0	0	0	13	9	22	30
04:45 PM	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	1	17	10	28	36
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>32</b>	<b>97</b>	<b>126</b>
05:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	21	8	30	33
05:15 PM	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	19	13	32	39
05:30 PM	0	1	0	0	1	0	0	0	4	4	0	0	0	0	0	0	1	16	12	29	34
05:45 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	22	12	35	38
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>45</b>	<b>126</b>	<b>144</b>
<b>Grand Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>301</b>	<b>112</b>	<b>428</b>	<b>580</b>
Apprch %	0	100	0	0		0	0	0	100		0	0	0	0		0	3.5	70.3	26.2		
Total %	0	1.7	0	0	1.7	0	0	0	24.5	24.5	0	0	0	0	0	0	2.6	51.9	19.3	73.8	
Vehicle	0	10	0	0	10	0	0	0	138	138	0	0	0	0	0	0	15	292	109	416	564
% Vehicle	0	100	0	0	100	0	0	0	97.2	97.2	0	0	0	0	0	0	100	97	97.3	97.2	97.2
Trucks	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	9	3	12	16
% Trucks	0	0	0	0	0	0	0	0	2.8	2.8	0	0	0	0	0	0	0	3	2.7	2.8	2.8

# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2



# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	SW 153rd Path Southbound					SW 153rd Path Northbound					Westbound					Egret Lakes Cir Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	2	0	0	2	0	0	0	23	23	0	0	0	0	0	0	0	25	4	29	54
07:15 AM	0	1	0	0	1	0	0	0	10	10	0	0	0	0	0	0	1	32	7	40	51
07:30 AM	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	2	24	0	26	36
07:45 AM	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	23	2	25	36
Total Volume	0	3	0	0	3	0	0	0	54	54	0	0	0	0	0	0	3	104	13	120	177
% App. Total	0	100	0	0		0	0	0	100		0	0	0	0		0	2.5	86.7	10.8		
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.587	.587	.000	.000	.000	.000	.000	.000	.375	.813	.464	.750	.819
Vehicle	0	3	0	0	3	0	0	0	54	54	0	0	0	0	0	0	3	103	12	118	175
% Vehicle	0	100	0	0	100	0	0	0	100	100	0	0	0	0	0	0	100	99.0	92.3	98.3	98.9
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	7.7	1.7	1.1



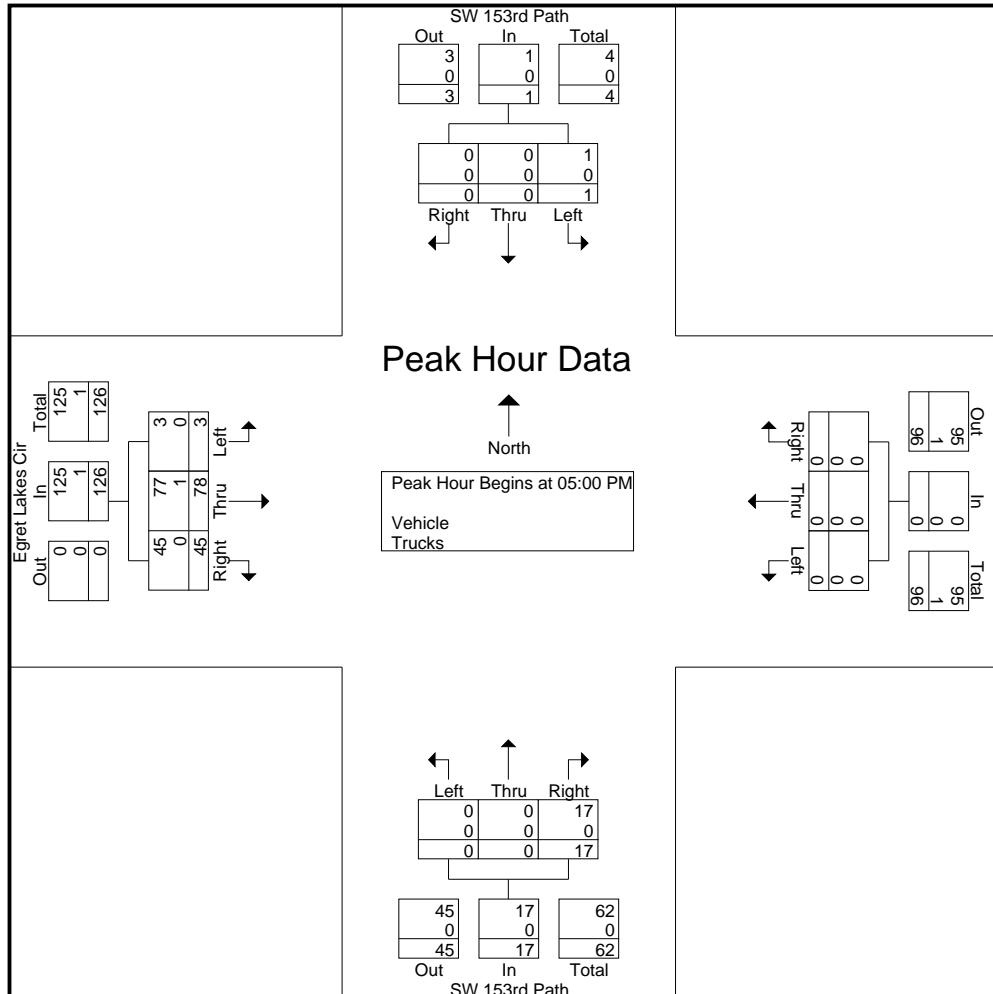
# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 5

Start Time	SW 153rd Path Southbound					SW 153rd Path Northbound					Westbound					Egret Lakes Cir Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	21	8	30	33
05:15 PM	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	19	13	32	39
05:30 PM	0	1	0	0	1	0	0	0	4	4	0	0	0	0	0	0	1	16	12	29	34
05:45 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	22	12	35	38
Total Volume	0	1	0	0	1	0	0	0	17	17	0	0	0	0	0	0	3	78	45	126	144
% App. Total	0	100	0	0		0	0	0	100		0	0	0	0		0	2.4	61.9	35.7		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.607	.607	.000	.000	.000	.000	.000	.000	.750	.886	.865	.900	.923
Vehicle	0	1	0	0	1	0	0	0	17	17	0	0	0	0	0	0	3	77	45	125	143
% Vehicle	0	100	0	0	100	0	0	0	100	100	0	0	0	0	0	0	100	98.7	100	99.2	99.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	0	0.8	0.7

# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 6



# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

**Groups Printed- Trucks**

Start Time	SW 153rd Path Southbound					SW 153rd Path Northbound					Westbound					Egret Lakes Cir Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
*** BREAK ***																						
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
*** BREAK ***																						
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	
*** BREAK ***																						
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	3	4	
*** BREAK ***																						
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
04:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	2	4	
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	4	2	6	9	
*** BREAK ***																						
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	9	3	12	16	
Apprch %	0	0	0	0	0	0	0	0	100		0	0	0	0	0	0	0	75	25			
Total %	0	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	56.2	18.8	75		

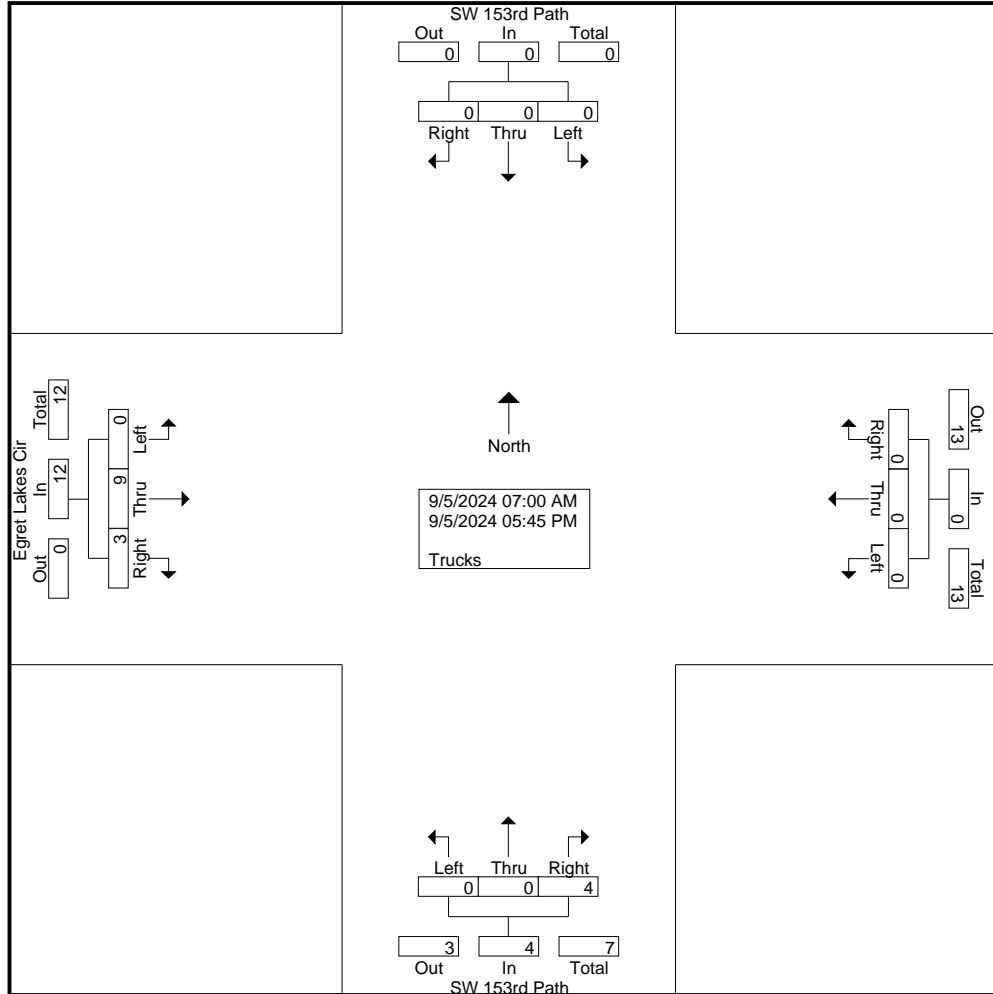
# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2



# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	SW 153rd Path Southbound					SW 153rd Path Northbound					Westbound					Egret Lakes Cir Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	3	4
% App. Total	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	100	0	0	4
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.333

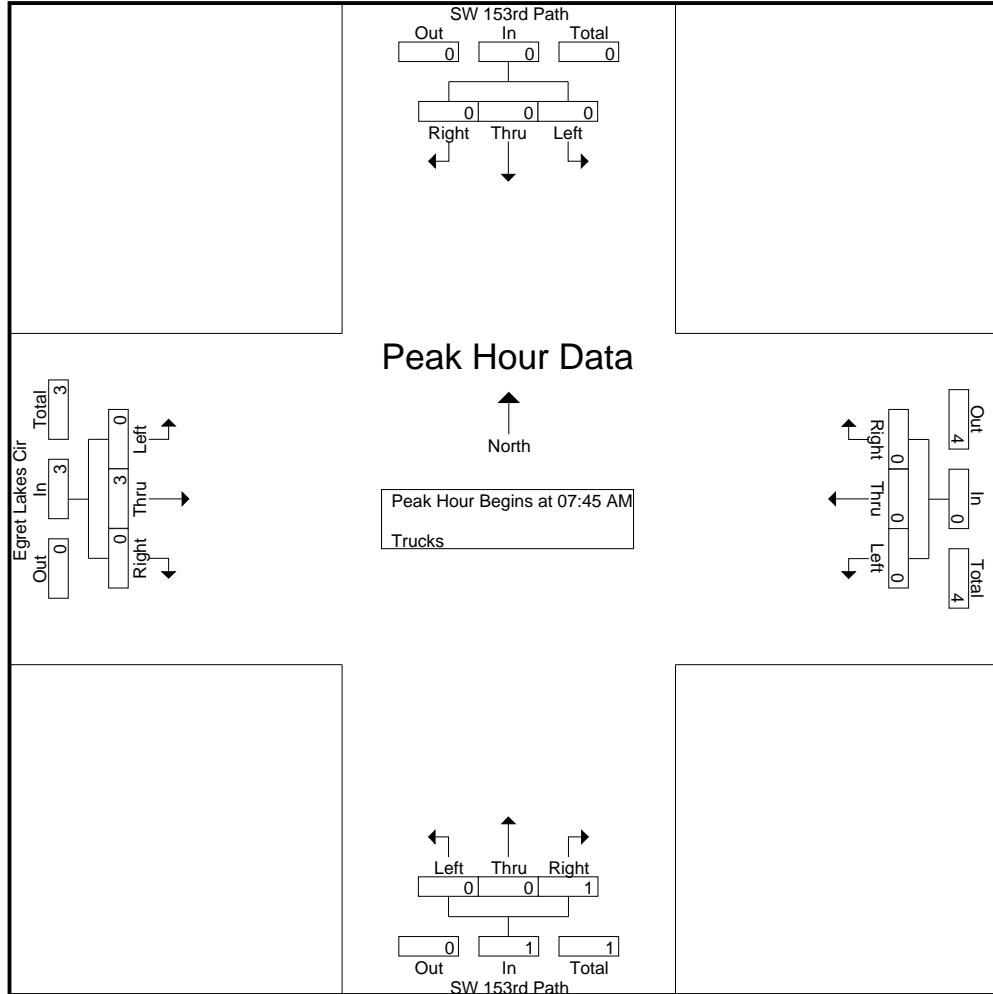
# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path

Site Code : 00000000

Start Date : 9/5/2024

Page No : 4



# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 5

Start Time	SW 153rd Path Southbound					SW 153rd Path Northbound					Westbound					Egret Lakes Cir Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
04:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	2	4	
Total Volume	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	4	2	6	9	
% App. Total	0	0	0	0	0	0	0	0	100		0	0	0	0	0	0	0	66.7	33.3			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.500	.500	.750	.563	

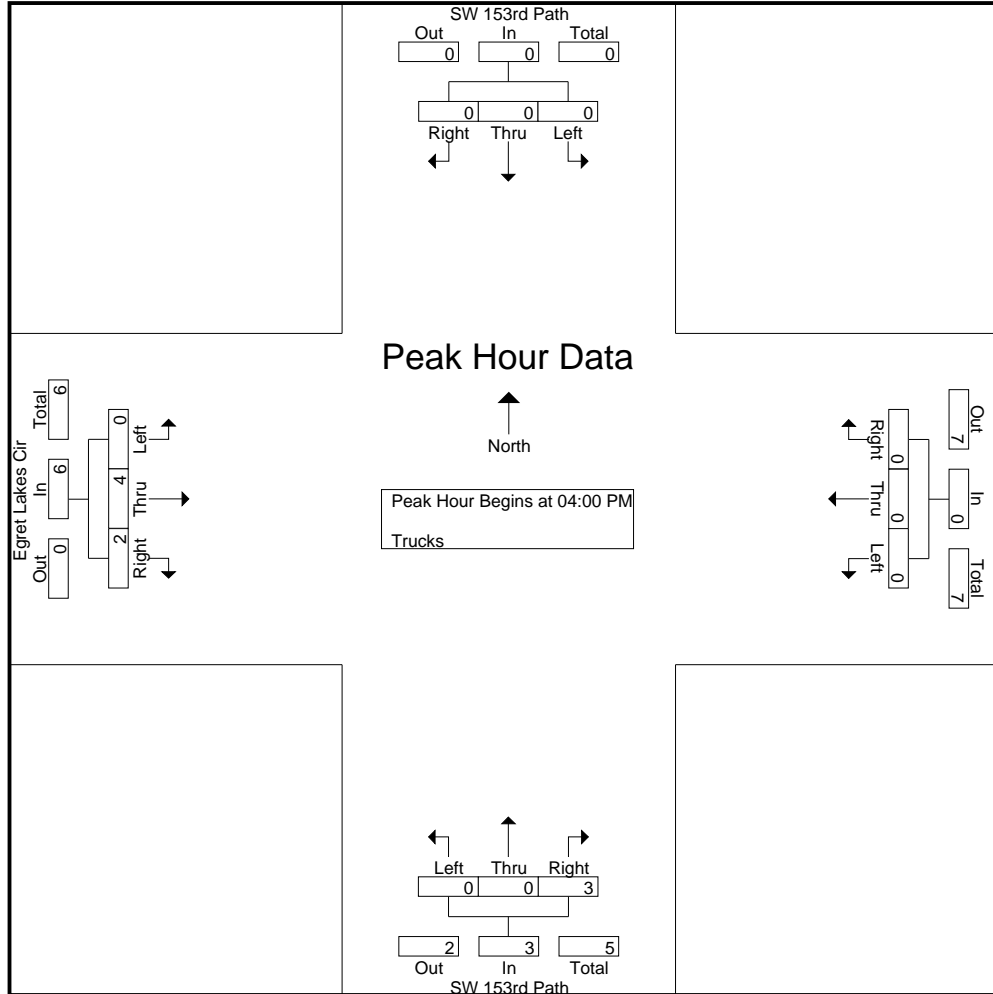
# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path

Site Code : 00000000

Start Date : 9/5/2024

Page No : 6



# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

**Groups Printed- Peds & Bikes**

Start Time	SW 153rd Path Southbound			SW 153rd Path Northbound			Westbound			Egret Lakes Cir Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	4
07:15 AM	2	0	2	0	0	0	1	0	1	0	0	0	3
07:30 AM	2	0	2	3	0	3	1	0	1	3	0	3	9
07:45 AM	3	0	3	2	0	2	1	0	1	0	0	0	6
Total	11	0	11	5	0	5	3	0	3	3	0	3	22
08:00 AM	0	0	0	2	0	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	3	0	3	0	0	0	0	0	0	3
08:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
Total	0	0	0	6	0	6	0	0	0	3	0	3	9
*** BREAK ***													
04:15 PM	0	0	0	2	0	2	0	1	1	0	0	0	3
04:45 PM	1	0	1	1	0	1	1	0	1	0	0	0	3
Total	1	0	1	3	0	3	1	1	2	0	0	0	6
05:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	3	0	3	0	2	2	0	0	0	5
05:30 PM	0	0	0	1	0	1	0	2	2	0	0	0	3
05:45 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
Total	0	0	0	6	0	6	3	4	7	0	0	0	13
Grand Total	12	0	12	20	0	20	7	5	12	6	0	6	50
Apprch %	100	0		100	0		58.3	41.7		100	0		
Total %	24	0	24	40	0	40	14	10	24	12	0	12	

# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2

Start Time	SW 153rd Path Southbound			SW 153rd Path Northbound			Westbound			Egret Lakes Cir Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	4
07:15 AM	2	0	2	0	0	0	1	0	1	0	0	0	3
07:30 AM	2	0	2	3	0	3	1	0	1	3	0	3	9
07:45 AM	3	0	3	2	0	2	1	0	1	0	0	0	6
Total Volume	11	0	11	5	0	5	3	0	3	3	0	3	22
% App. Total	100	0		100	0		100	0		100	0		
PHF	.688	.000	.688	.417	.000	.417	.750	.000	.750	.250	.000	.250	.611

# Egret Lakes Cir at SW 153rd Path

File Name : TMC-1 Egret Lakes Cir at SW 153rd Path  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	SW 153rd Path Southbound			SW 153rd Path Northbound			Westbound			Egret Lakes Cir Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	1	0	1	1	0	1	1	0	1	0	0	0	3
05:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	3	0	3	0	2	2	0	0	0	5
05:30 PM	0	0	0	1	0	1	0	2	2	0	0	0	3
Total Volume	1	0	1	7	0	7	1	4	5	0	0	0	13
% App. Total	100	0		100	0		20	80		0	0		
PHF	.250	.000	.250	.583	.000	.583	.250	.500	.625	.000	.000	.000	.650

# Egret Lakes Cir at SW 30th Terrace

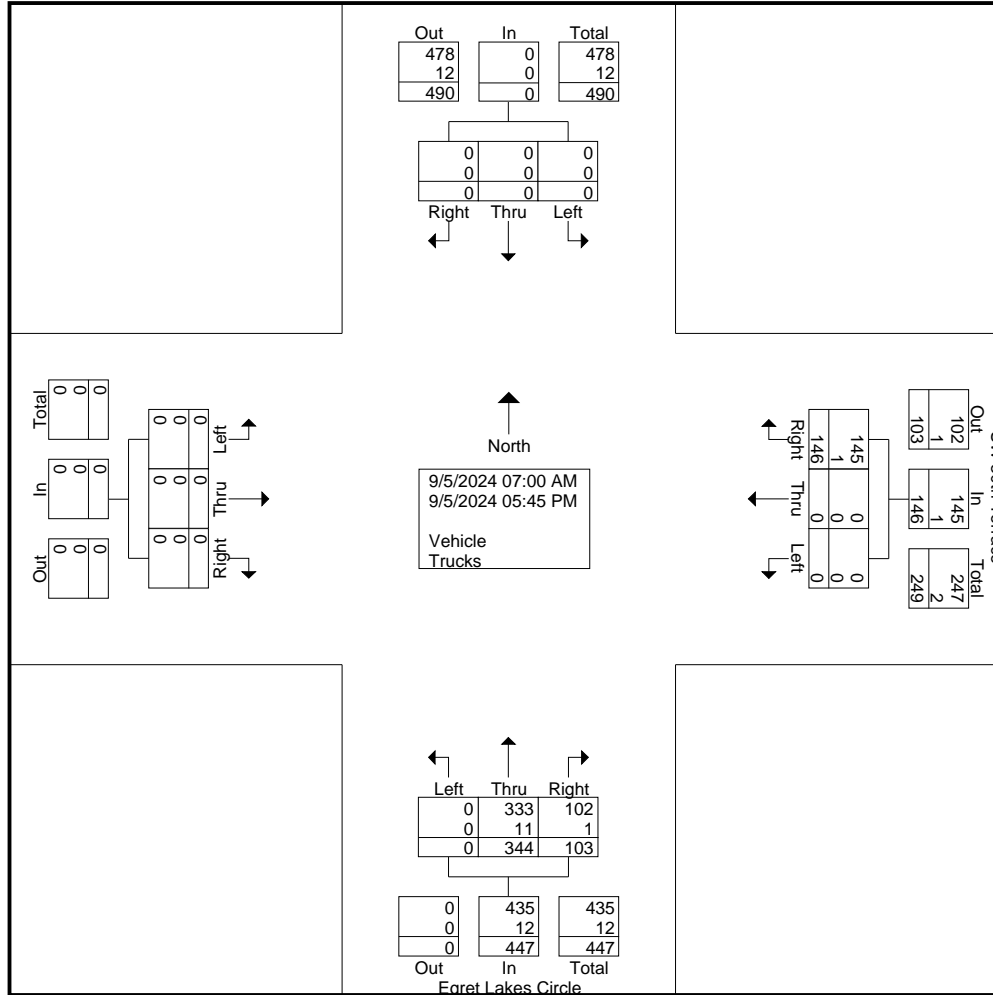
File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

**Groups Printed- Vehicle - Trucks**

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Terrace Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	47	2	49	0	0	0	21	21	0	0	0	0	0	70
07:15 AM	0	0	0	0	0	0	0	36	7	43	0	0	0	10	10	0	0	0	0	0	53
07:30 AM	0	0	0	0	0	0	0	29	6	35	0	0	0	15	15	0	0	0	0	0	50
07:45 AM	0	0	0	0	0	0	0	28	5	33	0	0	0	8	8	0	0	0	0	0	41
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>20</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>214</b>
08:00 AM	0	0	0	0	0	0	0	39	6	45	0	0	0	14	14	0	0	0	0	0	59
08:15 AM	0	0	0	0	0	0	0	22	1	23	0	0	0	13	13	0	0	0	0	0	36
08:30 AM	0	0	0	0	0	0	0	22	1	23	0	0	0	8	8	0	0	0	0	0	31
08:45 AM	0	0	0	0	0	0	0	15	0	15	0	0	0	6	6	0	0	0	0	0	21
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>8</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	15	6	21	0	0	0	6	6	0	0	0	0	0	27
04:15 PM	0	0	0	0	0	0	0	9	10	19	0	0	0	7	7	0	0	0	0	0	26
04:30 PM	0	0	0	0	0	0	0	14	7	21	0	0	0	7	7	0	0	0	0	0	28
04:45 PM	0	0	0	0	0	0	0	15	10	25	0	0	0	11	11	0	0	0	0	0	36
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>117</b>
05:00 PM	0	0	0	0	0	0	0	12	12	24	0	0	0	9	9	0	0	0	0	0	33
05:15 PM	0	0	0	0	0	0	0	15	10	25	0	0	0	4	4	0	0	0	0	0	29
05:30 PM	0	0	0	0	0	0	0	13	7	20	0	0	0	3	3	0	0	0	0	0	23
05:45 PM	0	0	0	0	0	0	0	13	13	26	0	0	0	4	4	0	0	0	0	0	30
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>42</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>344</b>	<b>103</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>593</b>
Apprch %	0	0	0	0	0	0	0	77	23		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	58	17.4	75.4	0	0	0	24.6	24.6	0	0	0	0	0	
Vehicle	0	0	0	0	0	0	0	333	102	435	0	0	0	145	145	0	0	0	0	0	580
% Vehicle	0	0	0	0	0	0	0	96.8	99	97.3	0	0	0	99.3	99.3	0	0	0	0	0	97.8
Trucks	0	0	0	0	0	0	0	11	1	12	0	0	0	1	1	0	0	0	0	0	13
% Trucks	0	0	0	0	0	0	0	3.2	1	2.7	0	0	0	0.7	0.7	0	0	0	0	0	2.2

# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2



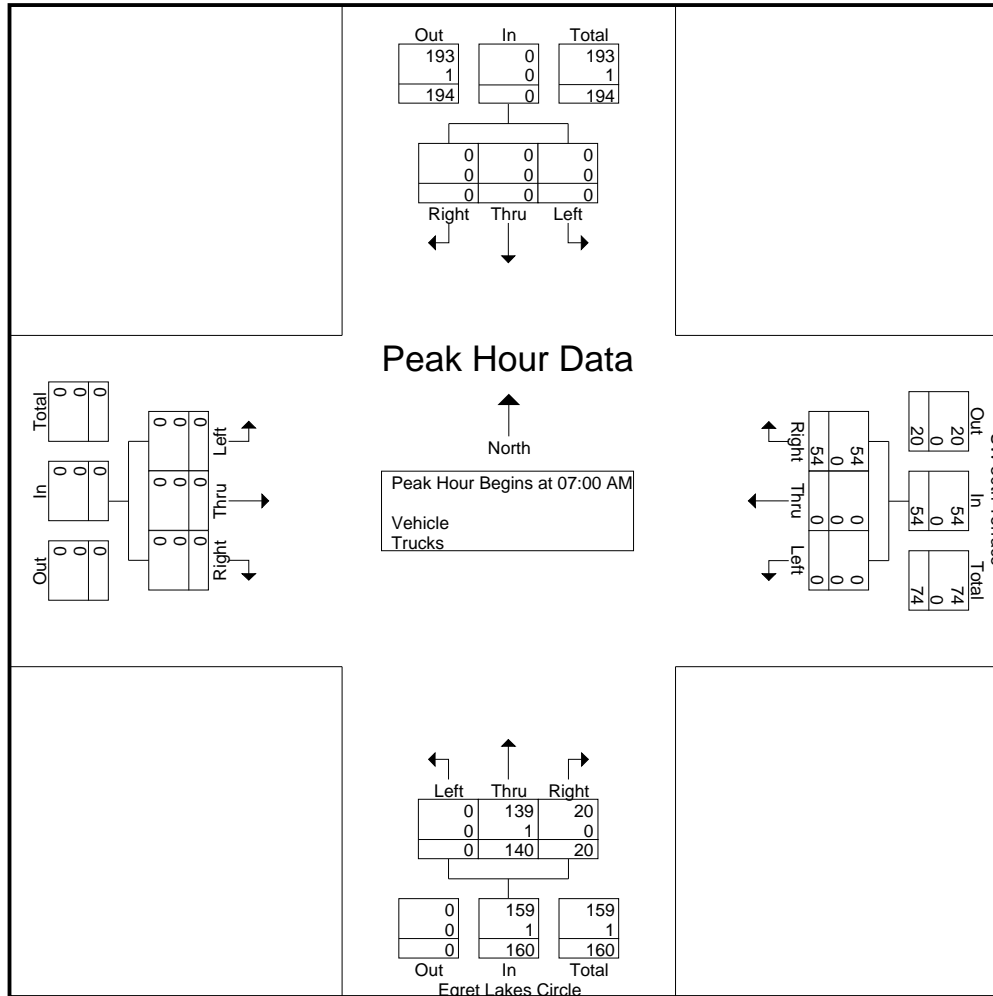
# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Terrace Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	47	2	49	0	0	0	21	21	0	0	0	0	0	70
07:15 AM	0	0	0	0	0	0	0	36	7	43	0	0	0	10	10	0	0	0	0	0	53
07:30 AM	0	0	0	0	0	0	0	29	6	35	0	0	0	15	15	0	0	0	0	0	50
07:45 AM	0	0	0	0	0	0	0	28	5	33	0	0	0	8	8	0	0	0	0	0	41
Total Volume	0	0	0	0	0	0	0	140	20	160	0	0	0	54	54	0	0	0	0	0	214
% App. Total	0	0	0	0	0	0	0	87.5	12.5	99.4	0	0	0	100	100	0	0	0	0	0	99.5
PHF	.000	.000	.000	.000	.000	.000	.000	.745	.714	.816	.000	.000	.000	.643	.643	.000	.000	.000	.000	.000	.764
Vehicle	0	0	0	0	0	0	0	139	20	159	0	0	0	54	54	0	0	0	0	0	213
% Vehicle	0	0	0	0	0	0	0	99.3	100	99.4	0	0	0	100	100	0	0	0	0	0	99.5
Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0	0	0	0	0	0	0.5

# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 4



# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 5

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Terrace Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	0	0	0	0	0	0	0	14	7	21	0	0	0	7	7	0	0	0	0	0	0	28
04:45 PM	0	0	0	0	0	0	0	15	10	25	0	0	0	11	11	0	0	0	0	0	0	36
05:00 PM	0	0	0	0	0	0	0	12	12	24	0	0	0	9	9	0	0	0	0	0	0	33
05:15 PM	0	0	0	0	0	0	0	15	10	25	0	0	0	4	4	0	0	0	0	0	0	29
Total Volume	0	0	0	0	0	0	0	56	39	95	0	0	0	31	31	0	0	0	0	0	0	126
% App. Total	0	0	0	0	0	0	0	58.9	41.1		0	0	0	100		0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.933	.813	.950	.000	.000	.000	.705	.705	.000	.000	.000	.000	.000	.000	.875
Vehicle	0	0	0	0	0	0	0	54	38	92	0	0	0	30	30	0	0	0	0	0	0	122
% Vehicle	0	0	0	0	0	0	0	96.4	97.4	96.8	0	0	0	96.8	96.8	0	0	0	0	0	0	96.8
Trucks	0	0	0	0	0	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	0	4
% Trucks	0	0	0	0	0	0	0	3.6	2.6	3.2	0	0	0	3.2	3.2	0	0	0	0	0	0	3.2

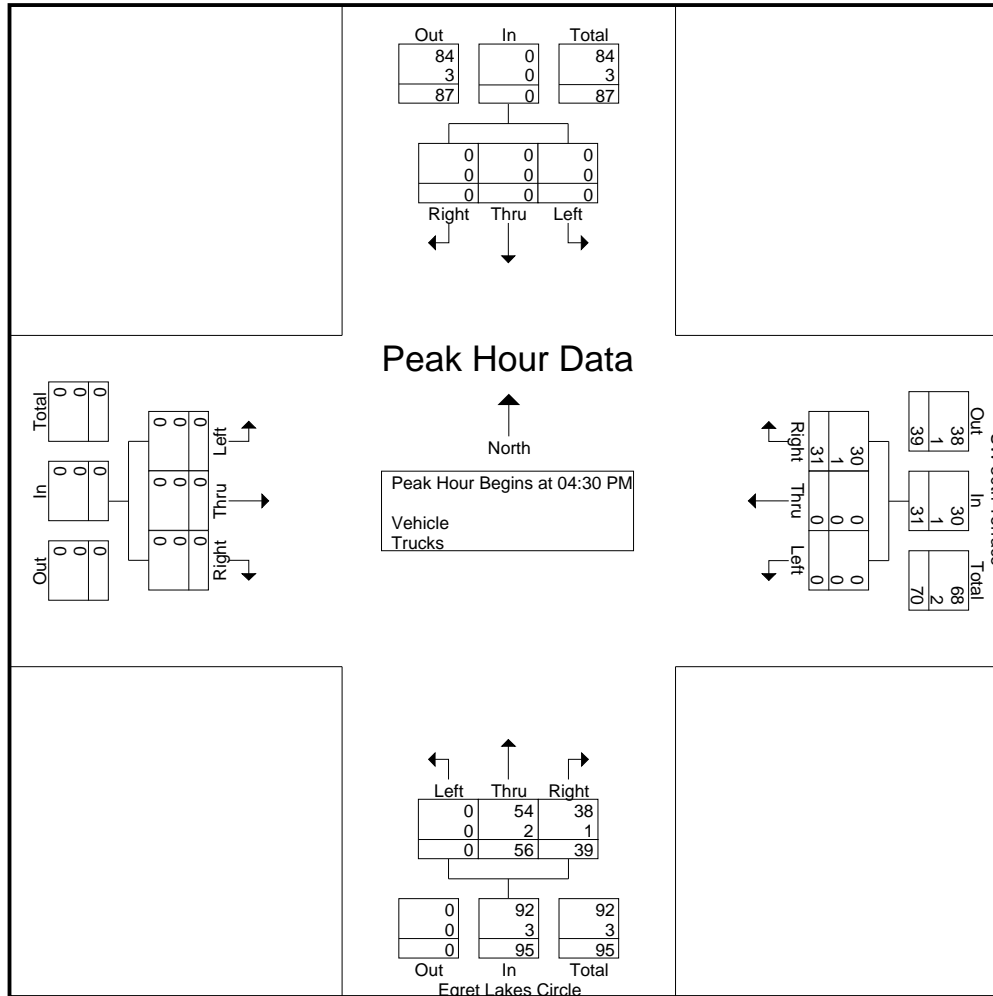
# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace

Site Code : 00000000

Start Date : 9/5/2024

Page No : 6



# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Trucks

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Terrace Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
*** BREAK ***																						
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
08:30 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																						
04:00 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
04:45 PM	0	0	0	0	0	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	6	1	7	0	0	0	1	1	0	0	0	0	0	0	8
*** BREAK ***																						
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	11	1	12	0	0	0	1	1	0	0	0	0	0	0	13
Apprch %	0	0	0	0		0	0	91.7	8.3		0	0	0	100		0	0	0	0	0		
Total %	0	0	0	0		0	0	84.6	7.7	92.3	0	0	0	7.7	7.7	0	0	0	0	0		

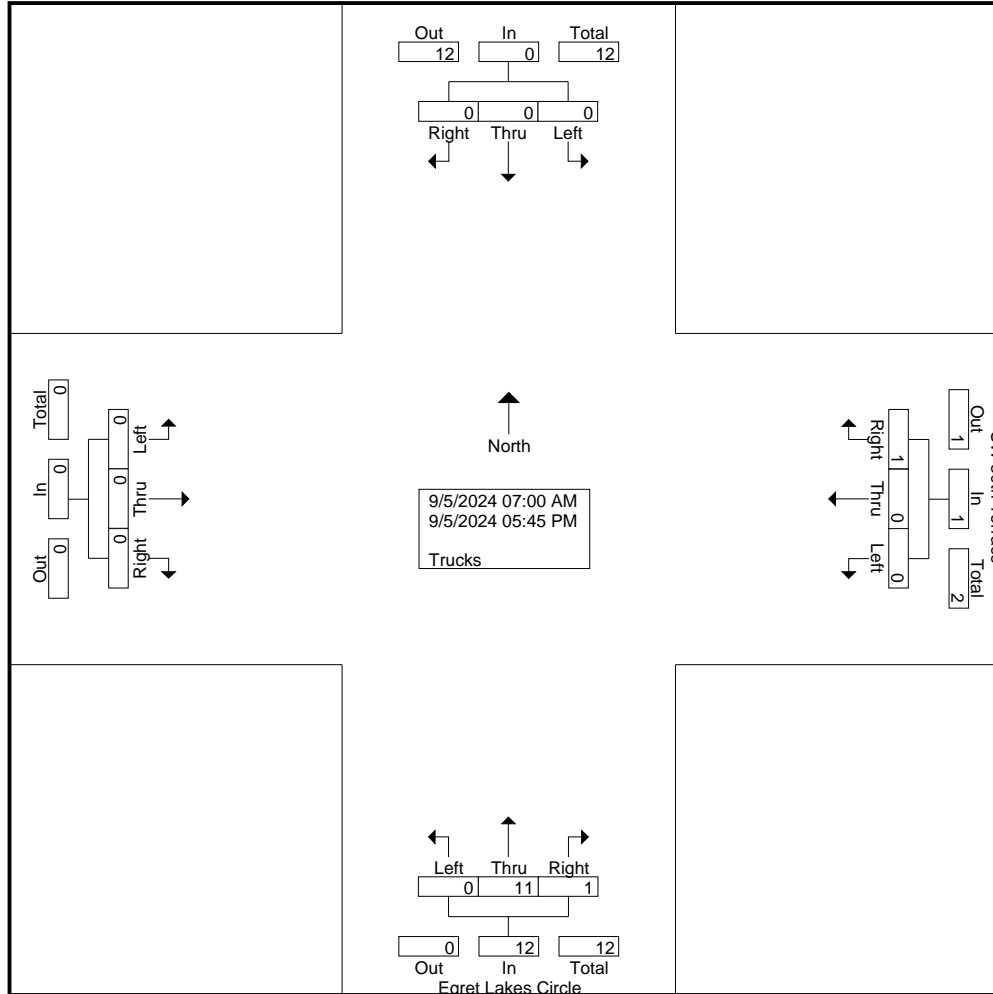
# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2





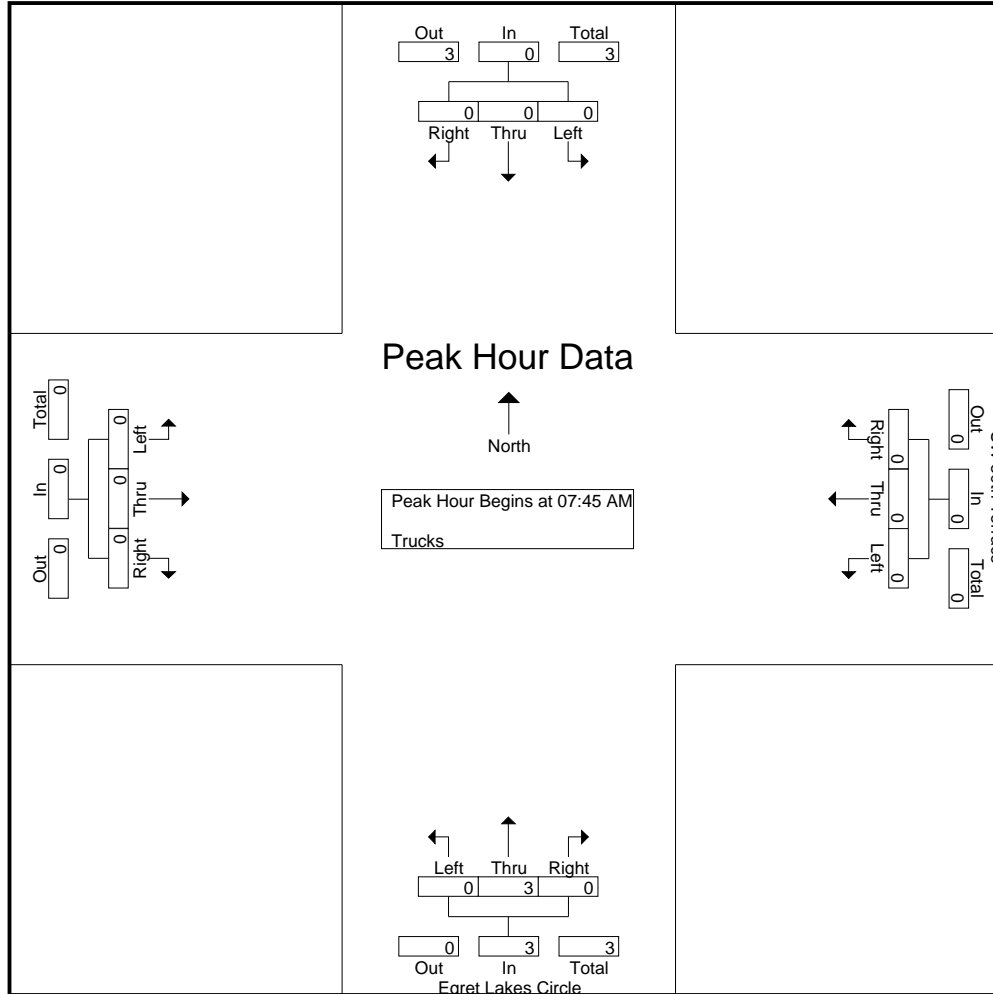
# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace

Site Code : 00000000

Start Date : 9/5/2024

Page No : 4





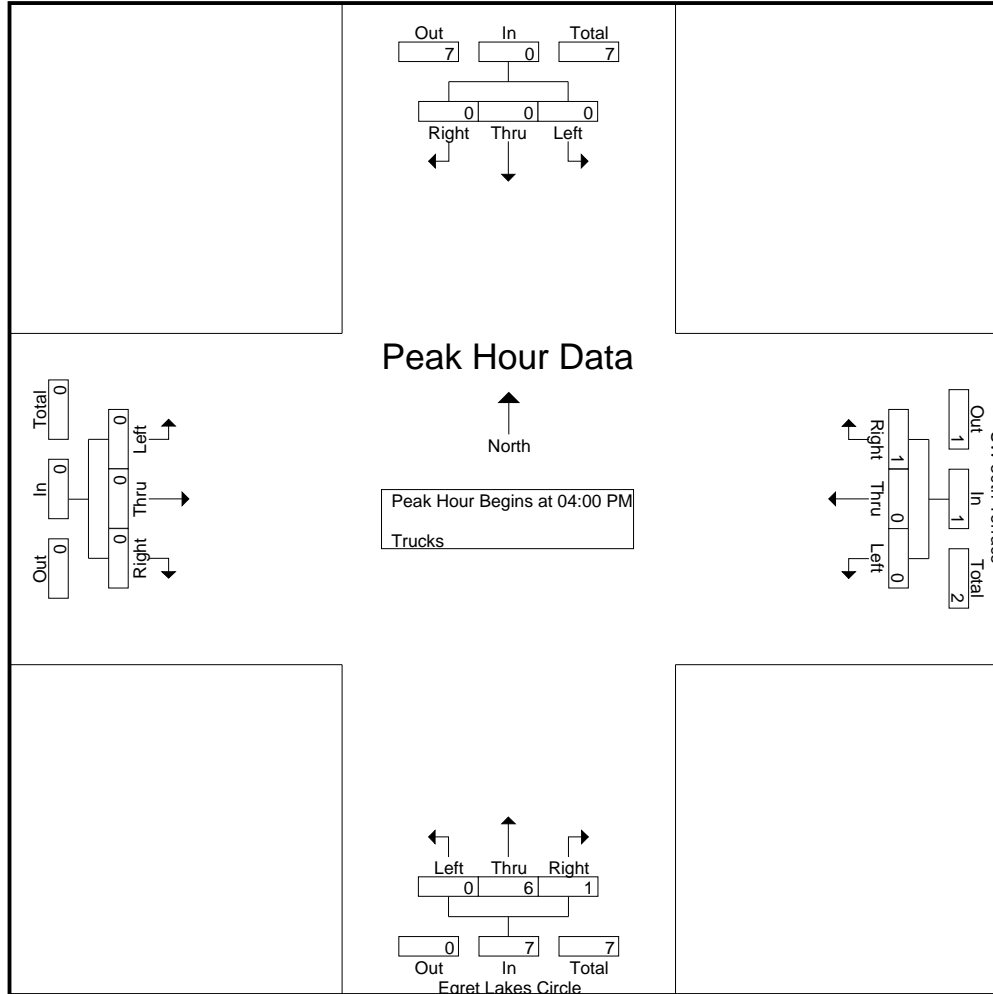
# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace

Site Code : 00000000

Start Date : 9/5/2024

Page No : 6



# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

**Groups Printed- Peds & Bikes**

Start Time	Southbound			Egret Lakes Circle Northbound			SW 30th Terrace Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
*** BREAK ***													
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
07:45 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
Total	0	0	0	0	0	0	7	0	7	0	0	0	7
08:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
*** BREAK ***													
Total	0	0	0	0	0	0	2	0	2	0	0	0	2
*** BREAK ***													
04:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	3	0	3	0	0	0	3
05:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:15 PM	0	0	0	0	0	0	4	0	4	0	0	0	4
05:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	6	0	6	0	0	0	6
Total	0	0	0	0	0	0	13	0	13	0	0	0	13
Grand Total	0	0	0	0	0	0	25	0	25	0	0	0	25
Apprch %	0	0	0	0	0	0	100	0	100	0	0	0	
Total %	0	0	0	0	0	0	100	0	100	0	0	0	

# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2

Start Time	Southbound			Egret Lakes Circle Northbound			SW 30th Terrace Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
07:45 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
08:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	0	0	0	9	0	9	0	0	0	9
% App. Total	0	0	0	0	0	0	100	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.563

# Egret Lakes Cir at SW 30th Terrace

File Name : TMC-2 Egret Lakes Cir at SW 30th Terrace  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Southbound			Egret Lakes Circle Northbound			SW 30th Terrace Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:15 PM	0	0	0	0	0	0	4	0	4	0	0	0	4
05:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	<b>6</b>	0	<b>6</b>	0	0	0	<b>6</b>
Total Volume	0	0	0	0	0	0	13	0	13	0	0	0	13
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.542	.000	.542	.000	.000	.000	.542

# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Vehicle - Trucks

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Street Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	35	34	69	0	0	0	9	9	0	0	0	0	0	78
07:15 AM	0	0	0	0	0	0	0	26	20	46	0	0	0	14	14	0	0	0	0	0	60
07:30 AM	0	0	0	0	0	0	0	18	23	41	0	0	0	8	8	0	0	0	0	0	49
07:45 AM	0	0	0	0	0	0	0	13	23	36	0	0	0	7	7	0	0	0	0	0	43
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>100</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230</b>
08:00 AM	0	0	0	0	0	0	0	19	31	50	0	0	0	5	5	0	0	0	0	0	55
08:15 AM	0	0	0	0	0	0	0	13	22	35	0	0	0	9	9	0	0	0	0	0	44
08:30 AM	0	0	0	0	0	0	0	11	17	28	0	0	0	8	8	0	0	0	0	0	36
08:45 AM	0	0	0	0	0	0	0	7	13	20	0	0	0	1	1	0	0	0	0	0	21
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>83</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	8	15	23	0	0	0	15	15	0	0	0	0	0	38
04:15 PM	0	0	0	0	0	0	0	6	10	16	0	0	0	15	15	0	0	0	0	0	31
04:30 PM	0	0	0	0	0	0	0	7	13	20	0	0	0	12	12	0	0	0	0	0	32
04:45 PM	0	0	0	0	0	0	0	6	20	26	0	0	0	14	14	0	0	0	0	0	40
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>
05:00 PM	0	0	0	0	0	0	0	7	13	20	0	0	0	21	21	0	0	0	0	0	41
05:15 PM	0	0	0	0	0	0	0	8	11	19	0	0	0	15	15	0	0	0	0	0	34
05:30 PM	0	0	0	0	0	0	0	8	9	17	0	0	0	12	12	0	0	0	0	0	29
05:45 PM	0	0	0	0	0	0	0	7	9	16	0	0	0	19	19	0	0	0	0	0	35
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>42</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>139</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>199</b>	<b>283</b>	<b>482</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>184</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>666</b>
Apprch %	0	0	0	0	0	0	0	41.3	58.7		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	29.9	42.5	72.4	0	0	0	27.6	27.6	0	0	0	0	0	
Vehicle	0	0	0	0	0	0	0	192	278	470	0	0	0	180	180	0	0	0	0	0	650
% Vehicle	0	0	0	0	0	0	0	96.5	98.2	97.5	0	0	0	97.8	97.8	0	0	0	0	0	97.6
Trucks	0	0	0	0	0	0	0	7	5	12	0	0	0	4	4	0	0	0	0	0	16
% Trucks	0	0	0	0	0	0	0	3.5	1.8	2.5	0	0	0	2.2	2.2	0	0	0	0	0	2.4

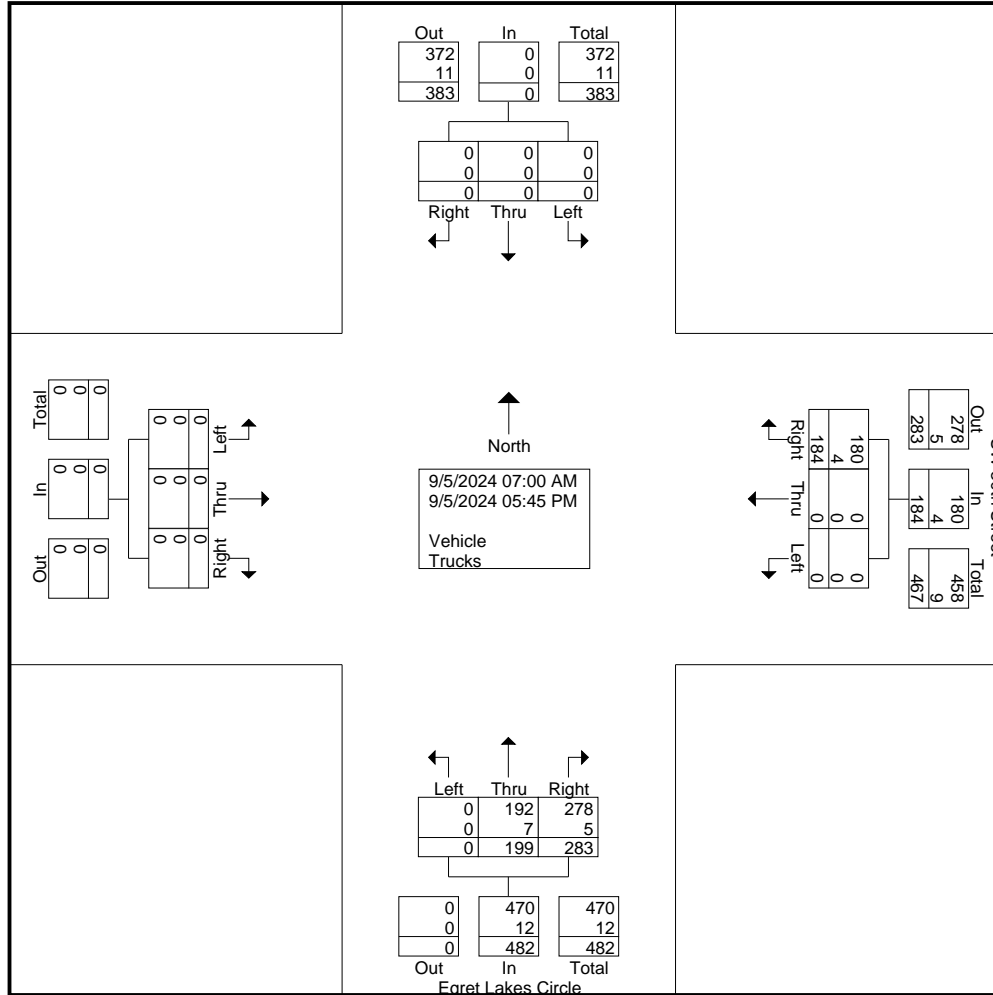
# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2



# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Street Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	0	0	0	0	35	34	69	0	0	0	9	9	0	0	0	0	0	78	
07:15 AM	0	0	0	0	0	0	0	26	20	46	0	0	0	14	14	0	0	0	0	0	60	
07:30 AM	0	0	0	0	0	0	0	18	23	41	0	0	0	8	8	0	0	0	0	0	49	
07:45 AM	0	0	0	0	0	0	0	13	23	36	0	0	0	7	7	0	0	0	0	0	43	
Total Volume	0	0	0	0	0	0	0	92	100	192	0	0	0	38	38	0	0	0	0	0	230	
% App. Total	0	0	0	0	0	0	0	47.9	52.1		0	0	0	100		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.657	.735	.696	.000	.000	.000	.679	.679	.000	.000	.000	.000	.000	.737	
Vehicle	0	0	0	0	0	0	0	91	100	191	0	0	0	38	38	0	0	0	0	0	229	
% Vehicle	0	0	0	0	0	0	0	98.9	100	99.5	0	0	0	100	100	0	0	0	0	0	99.6	
Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
% Trucks	0	0	0	0	0	0	0	1.1	0	0.5	0	0	0	0	0	0	0	0	0	0	0.4	

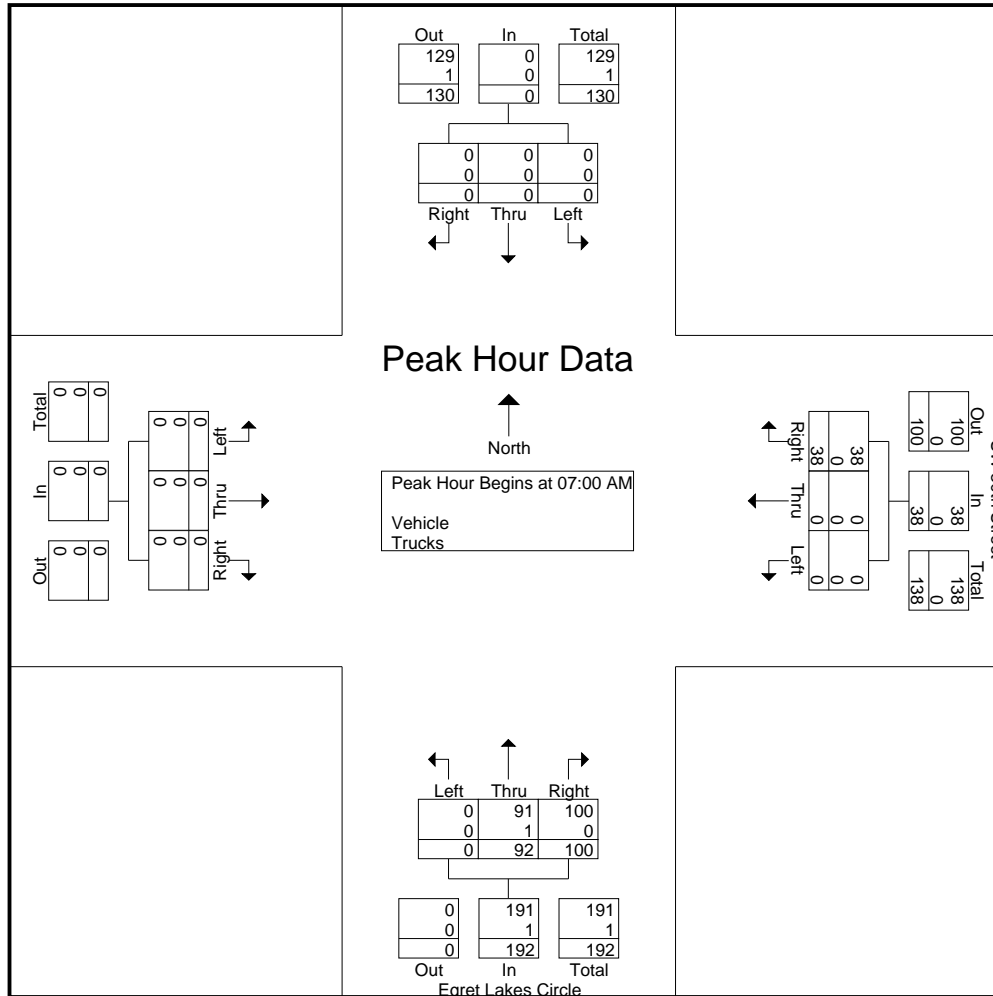
# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street

Site Code : 00000000

Start Date : 9/5/2024

Page No : 4



# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 5

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Street Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	0	0	0	0	0	0	0	7	13	20	0	0	0	12	12	0	0	0	0	0	0	32
04:45 PM	0	0	0	0	0	0	0	6	20	26	0	0	0	14	14	0	0	0	0	0	0	40
05:00 PM	0	0	0	0	0	0	0	7	13	20	0	0	0	21	21	0	0	0	0	0	0	41
05:15 PM	0	0	0	0	0	0	0	8	11	19	0	0	0	15	15	0	0	0	0	0	0	34
Total Volume	0	0	0	0	0	0	0	28	57	85	0	0	0	62	62	0	0	0	0	0	0	147
% App. Total	0	0	0	0	0	0	0	32.9	67.1		0	0	0	100		0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.875	.713	.817	.000	.000	.000	.738	.738	.000	.000	.000	.000	.000	.000	.896
Vehicle	0	0	0	0	0	0	0	27	55	82	0	0	0	62	62	0	0	0	0	0	0	144
% Vehicle	0	0	0	0	0	0	0	96.4	96.5	96.5	0	0	0	100	100	0	0	0	0	0	0	98.0
Trucks	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0	3.6	3.5	3.5	0	0	0	0	0	0	0	0	0	0	0	2.0

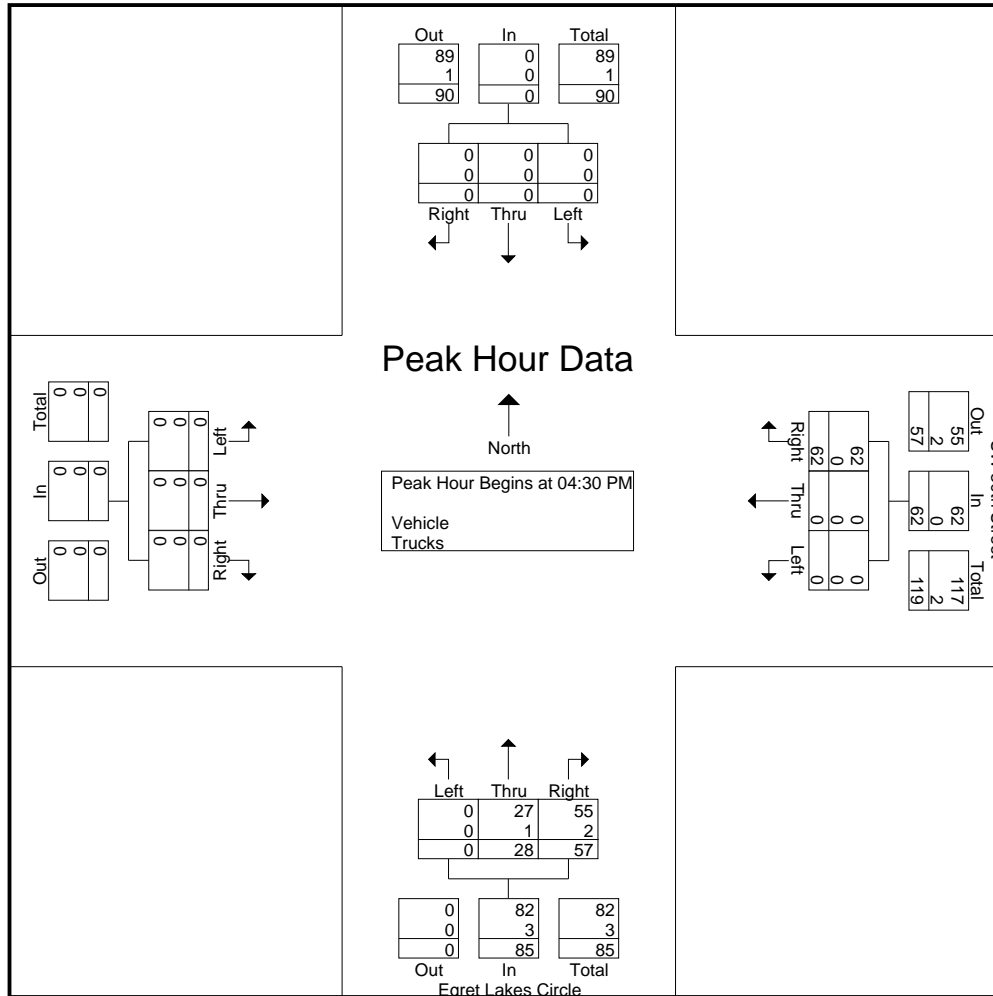
# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street

Site Code : 00000000

Start Date : 9/5/2024

Page No : 6



# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Trucks

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Street Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
*** BREAK ***																						
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
08:30 AM	0	0	0	0	0	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	0	4
*** BREAK ***																						
Total	0	0	0	0	0	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	0	4
*** BREAK ***																						
04:00 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	2	2	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																						
04:45 PM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	3	4	7	0	0	0	2	2	0	0	0	0	0	0	9
*** BREAK ***																						
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	7	5	12	0	0	0	4	4	0	0	0	0	0	0	16
Apprch %	0	0	0	0	0	0	0	58.3	41.7		0	0	0	100		0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	43.8	31.2	75	0	0	0	25	25	0	0	0	0	0	0	

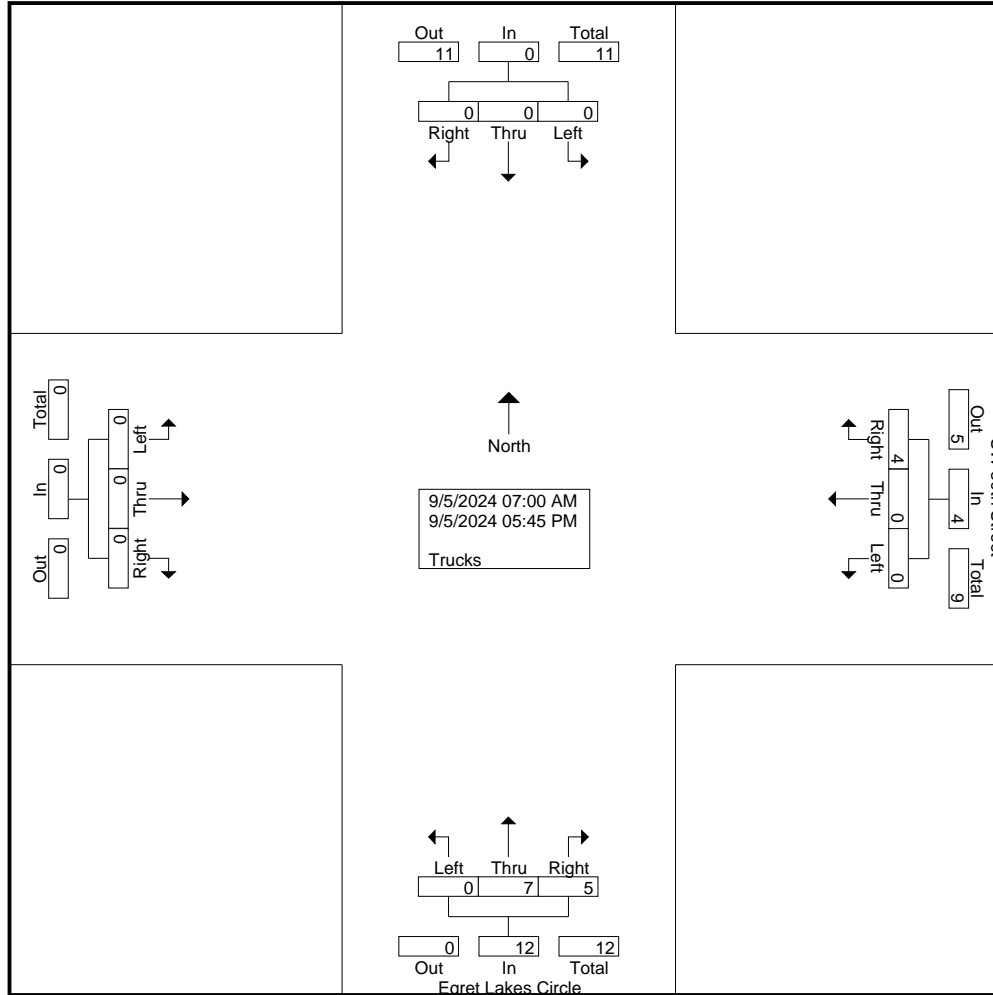
# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2



# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Southbound					Egret Lakes Circle Northbound					SW 30th Street Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM	0	0	0	0	0	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	4	
Total Volume	0	0	0	0	0	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	4	
% App. Total	0	0	0	0	0	0	0	66.7	33.3		0	0	0	100		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	

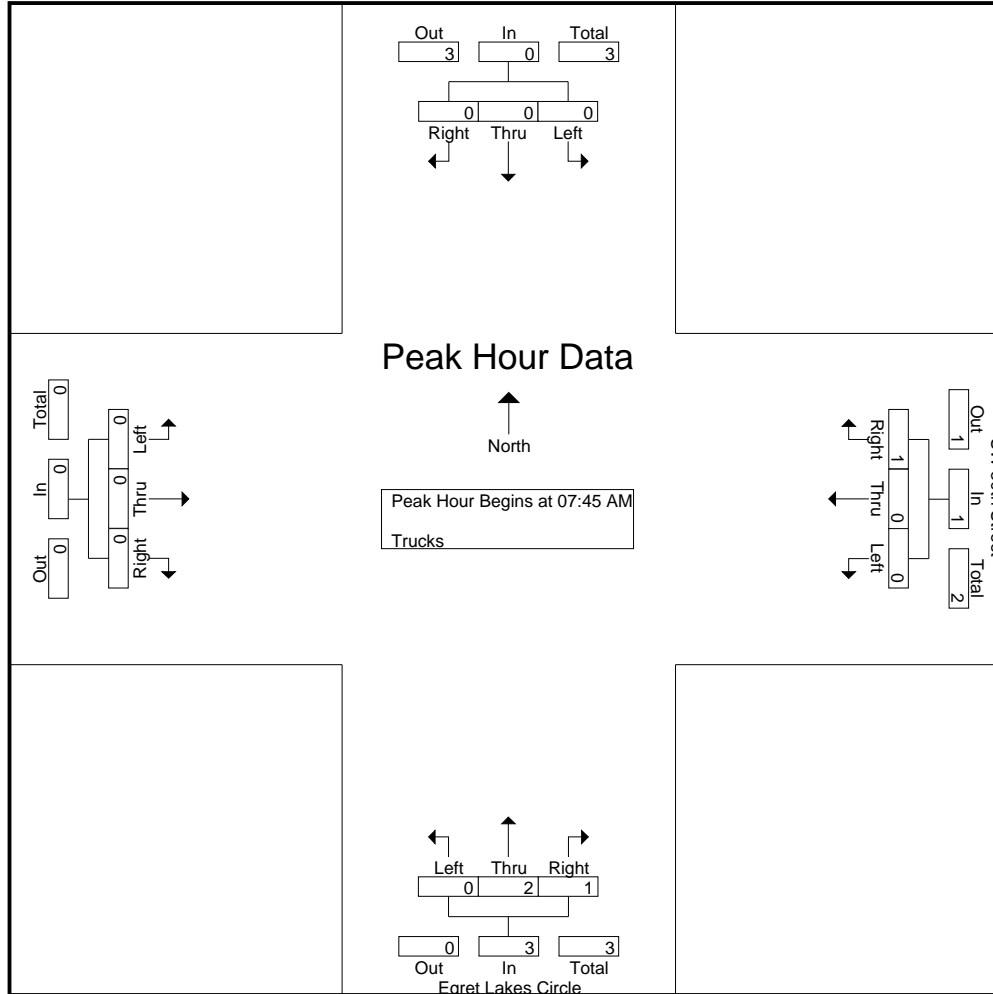
# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street

Site Code : 00000000

Start Date : 9/5/2024

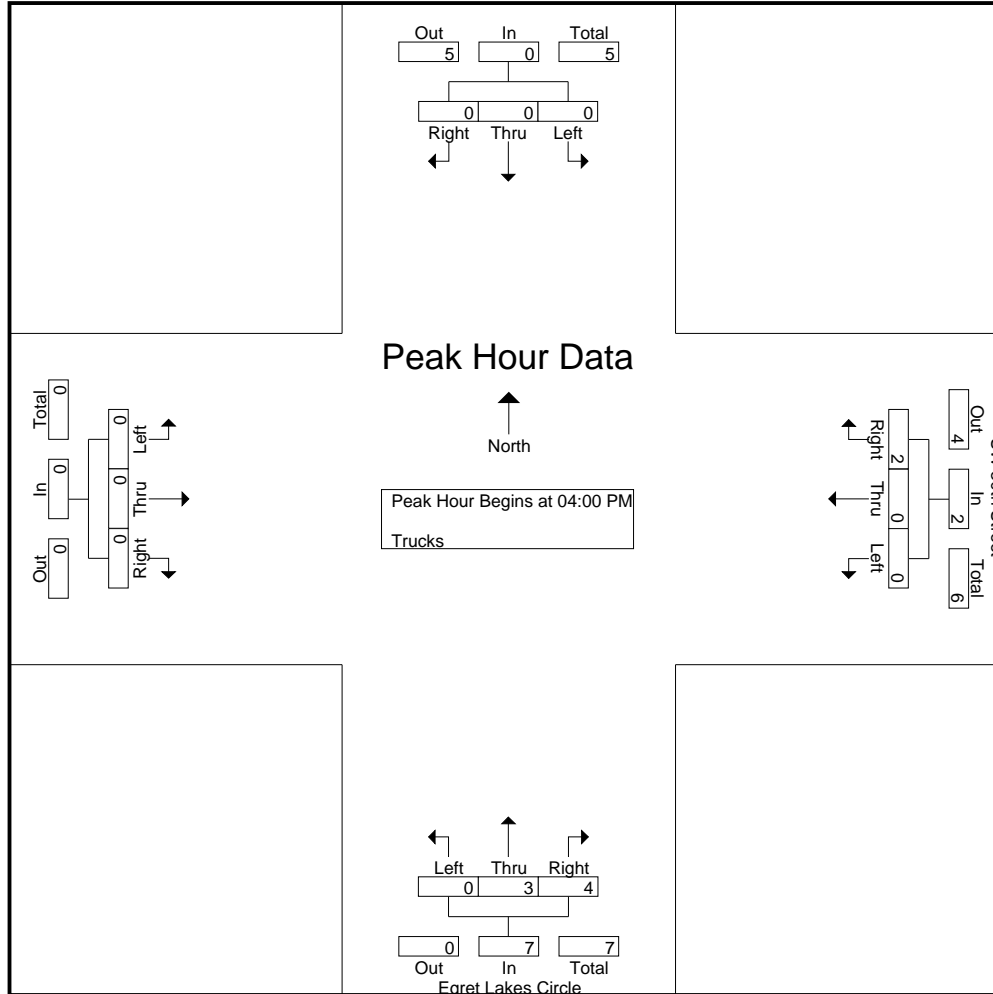
Page No : 4





# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 6



# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

**Groups Printed- Peds & Bikes**

Start Time	Southbound			Egret Lakes Circle Northbound			SW 30th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
*** BREAK ***													
07:45 AM	0	0	0	0	0	0	7	0	7	0	0	0	7
Total	0	0	0	0	0	0	7	0	7	0	0	0	7
08:00 AM	0	0	0	0	0	0	3	0	3	0	0	0	3
08:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
08:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	0	0	0	8	0	8	0	0	0	8
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
05:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	0	0	0	17	0	17	0	0	0	17
Apprch %	0	0		0	0		100	0		0	0		
Total %	0	0		0	0		100	0	100	0	0		

# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2

Start Time	Southbound			Egret Lakes Circle Northbound			SW 30th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	0	0	0	7	0	7	0	0	0	7
08:00 AM	0	0	0	0	0	0	3	0	3	0	0	0	3
08:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
08:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	0	0	0	14	0	14	0	0	0	14
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500

# Egret Lakes Cir at SW 30th Street

File Name : TMC-3 Egret Lakes Cir at SW 30th Street  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Southbound			Egret Lakes Circle Northbound			SW 30th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	0	0	0	2	0	2	0	0	0	2
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500

# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 1

## Groups Printed- Vehicle - Trucks

Start Time	Southbound					Egret Lakes Circle Northbound					SW 29th Street Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	38	4	42	0	0	0	10	10	0	0	0	0	0	52
07:15 AM	0	0	0	0	0	0	0	35	4	39	0	0	0	6	6	0	0	0	0	0	45
07:30 AM	0	0	0	0	0	0	0	19	5	24	0	0	0	3	3	0	0	0	0	0	27
07:45 AM	0	0	0	0	0	0	0	16	3	19	0	0	0	7	7	0	0	0	0	0	26
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>16</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>
08:00 AM	0	0	0	0	0	0	0	22	3	25	0	0	0	4	4	0	0	0	0	0	29
08:15 AM	0	0	0	0	0	0	0	16	6	22	0	0	0	3	3	0	0	0	0	0	25
08:30 AM	0	0	0	0	0	0	0	17	2	19	0	0	0	12	12	0	0	0	0	0	31
08:45 AM	0	0	0	0	0	0	0	8	0	8	0	0	0	3	3	0	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	17	7	24	0	0	0	4	4	0	0	0	0	0	28
04:15 PM	0	0	0	0	0	0	0	17	3	20	0	0	0	2	2	0	0	0	0	0	22
04:30 PM	0	0	0	0	0	0	0	10	9	19	0	0	0	6	6	0	0	0	0	0	25
04:45 PM	0	0	0	0	0	0	0	11	8	19	0	0	0	3	3	0	0	0	0	0	22
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>
05:00 PM	0	0	0	0	0	0	0	13	14	27	0	0	0	3	3	0	0	0	0	0	30
05:15 PM	0	0	0	0	0	0	0	11	13	24	0	0	0	1	1	0	0	0	0	0	25
05:30 PM	0	0	0	0	0	0	0	15	6	21	0	0	0	6	6	0	0	0	0	0	27
05:45 PM	0	0	0	0	0	0	0	16	10	26	0	0	0	8	8	0	0	0	0	0	34
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>43</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>281</b>	<b>97</b>	<b>378</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>459</b>
Apprch %	0	0	0	0	0	0	0	74.3	25.7		0	0	0	100		0	0	0	0	0	
Total %	0	0	0	0	0	0	0	61.2	21.1	82.4	0	0	0	17.6	17.6	0	0	0	0	0	
Vehicle	0	0	0	0	0	0	0	271	96	367	0	0	0	80	80	0	0	0	0	0	447
% Vehicle	0	0	0	0	0	0	0	96.4	99	97.1	0	0	0	98.8	98.8	0	0	0	0	0	97.4
Trucks	0	0	0	0	0	0	0	10	1	11	0	0	0	1	1	0	0	0	0	0	12
% Trucks	0	0	0	0	0	0	0	3.6	1	2.9	0	0	0	1.2	1.2	0	0	0	0	0	2.6

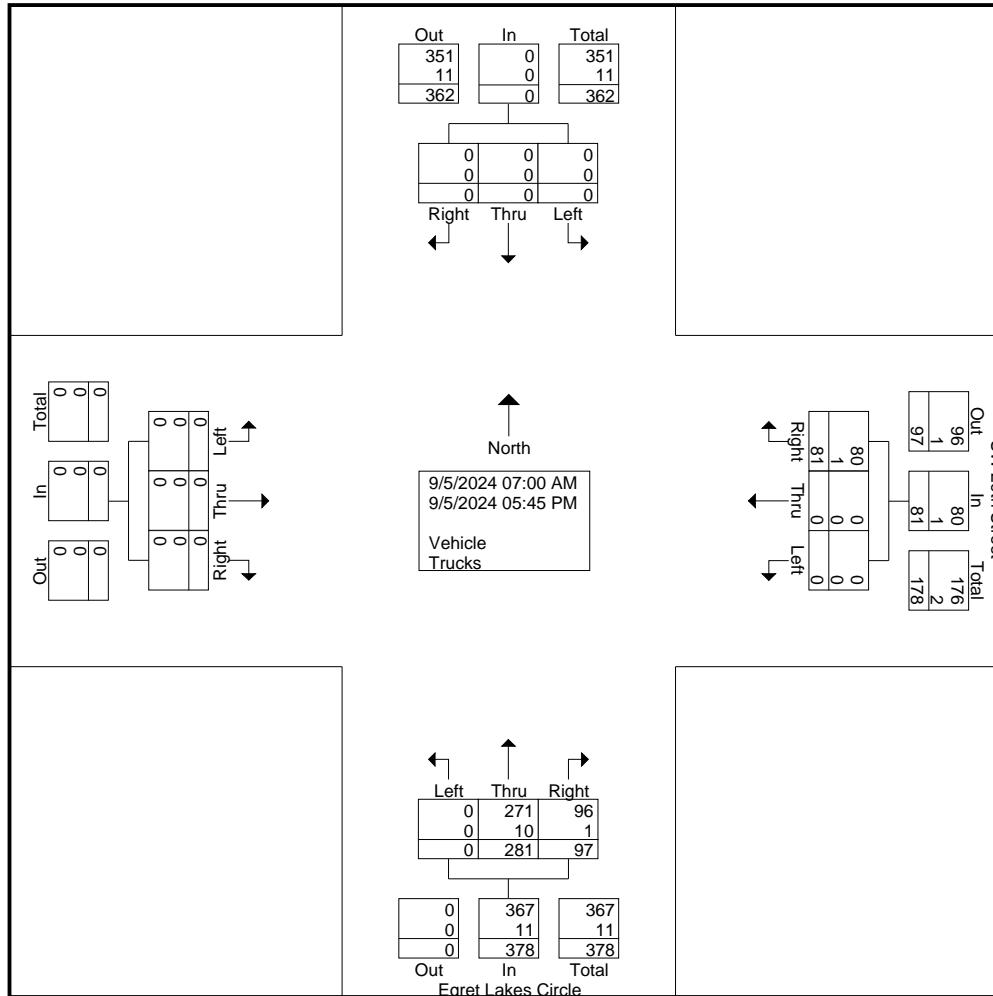
# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2



# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Southbound					Egret Lakes Circle Northbound					SW 29th Street Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	<b>38</b>	4	<b>42</b>	0	0	0	<b>10</b>	<b>10</b>	0	0	0	0	0	<b>52</b>
07:15 AM	0	0	0	0	0	0	0	35	4	39	0	0	0	6	6	0	0	0	0	0	45
07:30 AM	0	0	0	0	0	0	0	19	5	24	0	0	0	3	3	0	0	0	0	0	27
07:45 AM	0	0	0	0	0	0	0	16	3	19	0	0	0	7	7	0	0	0	0	0	26
Total Volume	0	0	0	0	0	0	0	108	16	124	0	0	0	26	26	0	0	0	0	0	150
% App. Total	0	0	0	0	0	0	0	87.1	12.9		0	0	0	100		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.711	.800	.738	.000	.000	.000	.650	.650	.000	.000	.000	.000	.000	.721
Vehicle	0	0	0	0	0	0	0	107	16	123	0	0	0	26	26	0	0	0	0	0	149
% Vehicle	0	0	0	0	0	0	0	99.1	100	99.2	0	0	0	100	100	0	0	0	0	0	99.3
Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	0	0	0	0	0	0.7

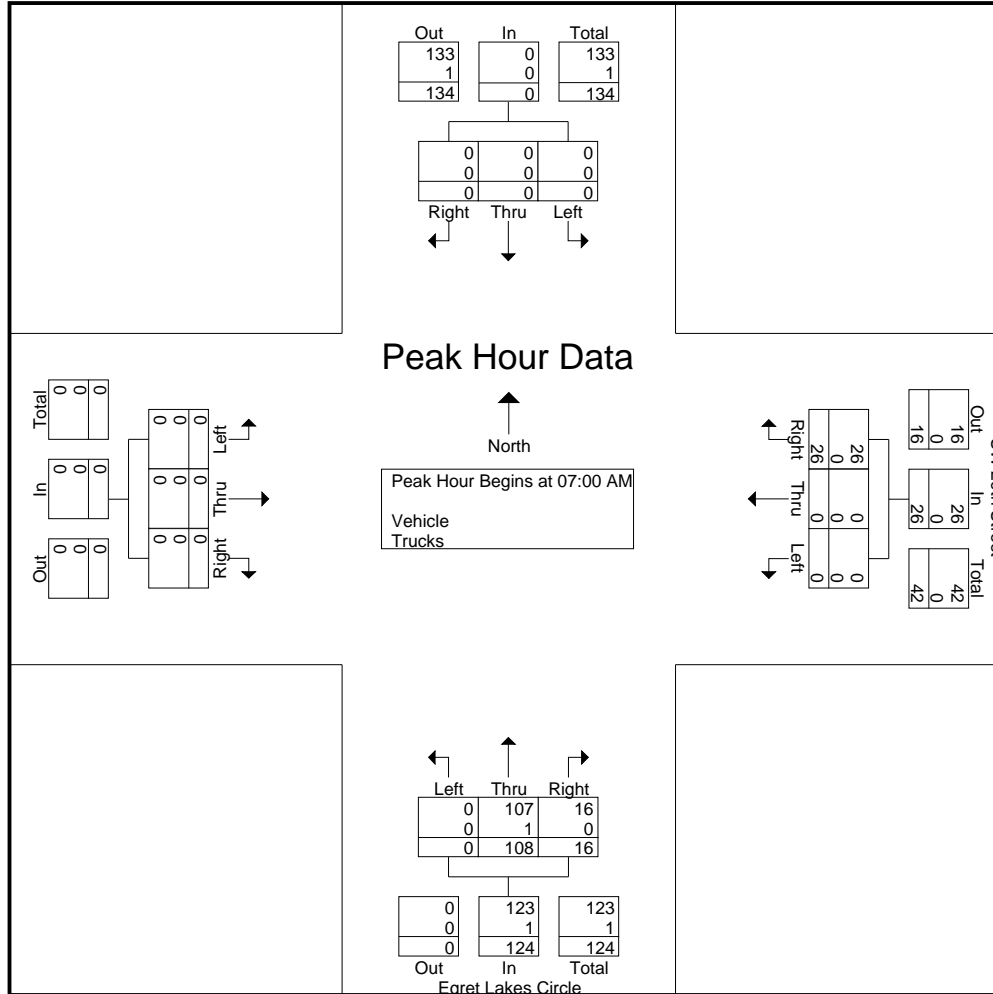
# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 4



# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 5

Start Time	Southbound					Egret Lakes Circle Northbound					SW 29th Street Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	0	0	0	0	0	0	0	13	14	27	0	0	0	3	3	0	0	0	0	0	0	30
05:15 PM	0	0	0	0	0	0	0	11	13	24	0	0	0	1	1	0	0	0	0	0	0	25
05:30 PM	0	0	0	0	0	0	0	15	6	21	0	0	0	6	6	0	0	0	0	0	0	27
05:45 PM	0	0	0	0	0	0	0	16	10	26	0	0	0	8	8	0	0	0	0	0	0	34
Total Volume	0	0	0	0	0	0	0	55	43	98	0	0	0	18	18	0	0	0	0	0	0	116
% App. Total	0	0	0	0	0	0	0	56.1	43.9		0	0	0	100		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.859	.768	.907	.000	.000	.000	.563	.563	.000	.000	.000	.000	.000	.000	.853
Vehicle	0	0	0	0	0	0	0	53	43	96	0	0	0	18	18	0	0	0	0	0	0	114
% Vehicle	0	0	0	0	0	0	0	96.4	100	98.0	0	0	0	100	100	0	0	0	0	0	0	98.3
Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	3.6	0	2.0	0	0	0	0	0	0	0	0	0	0	0	1.7

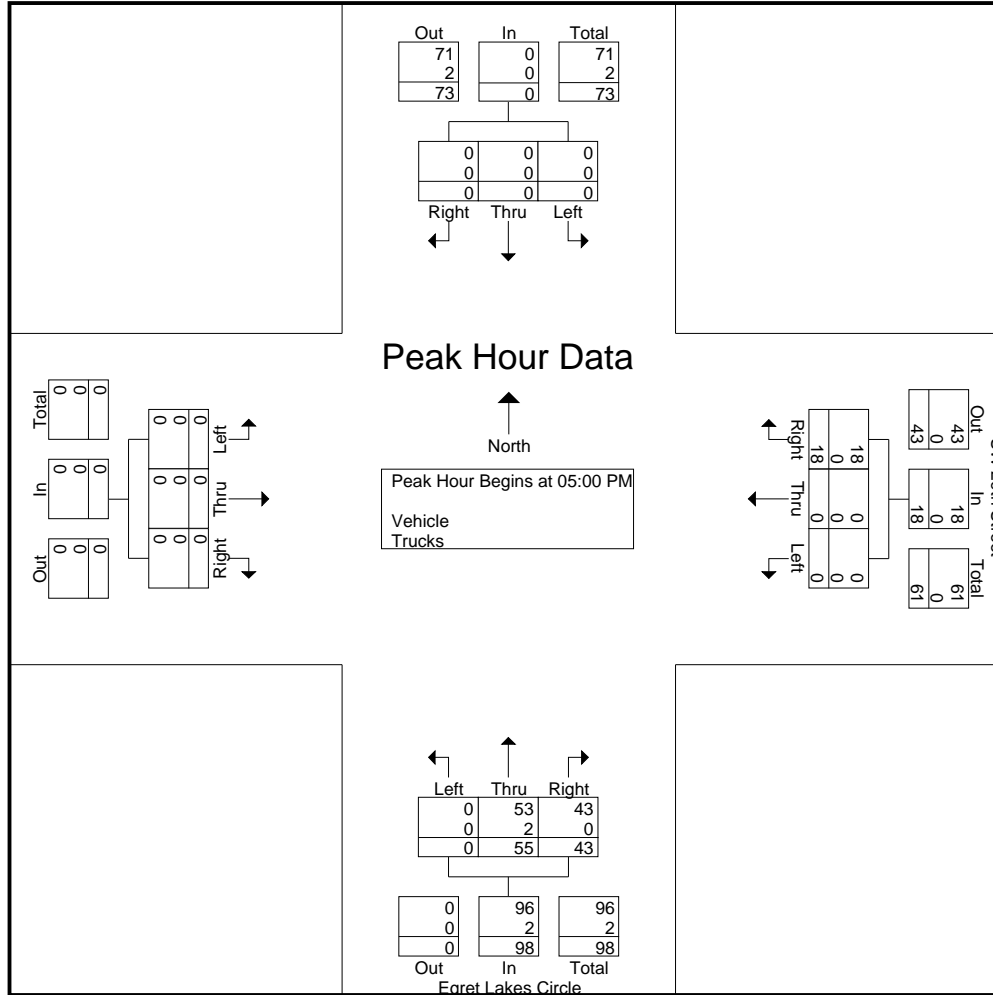
# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 6



# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

**Groups Printed- Trucks**

Start Time	Southbound					Egret Lakes Circle Northbound					SW 29th Street Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
*** BREAK ***																						
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
*** BREAK ***																						
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
*** BREAK ***																						
08:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
*** BREAK ***																						
Total	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
*** BREAK ***																						
04:00 PM	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	3	
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	4	1	5	0	0	0	1	1	0	0	0	0	0	6	
*** BREAK ***																						
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	
Grand Total	0	0	0	0	0	0	0	10	1	11	0	0	0	1	1	0	0	0	0	0	12	
Apprch %	0	0	0	0	0	0	0	90.9	9.1		0	0	0	100		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	83.3	8.3	91.7	0	0	0	8.3	8.3	0	0	0	0	0		

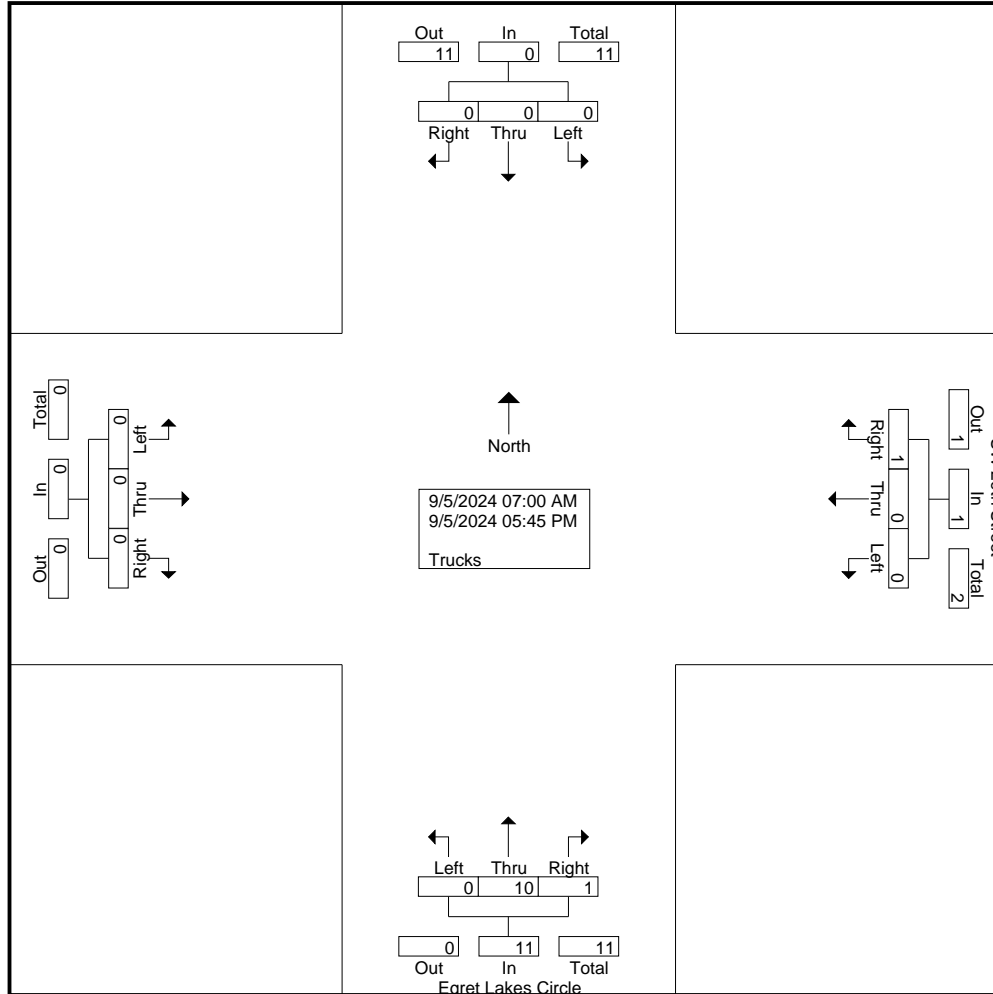
# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2



# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Southbound					Egret Lakes Circle Northbound					SW 29th Street Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	
Total Volume	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	

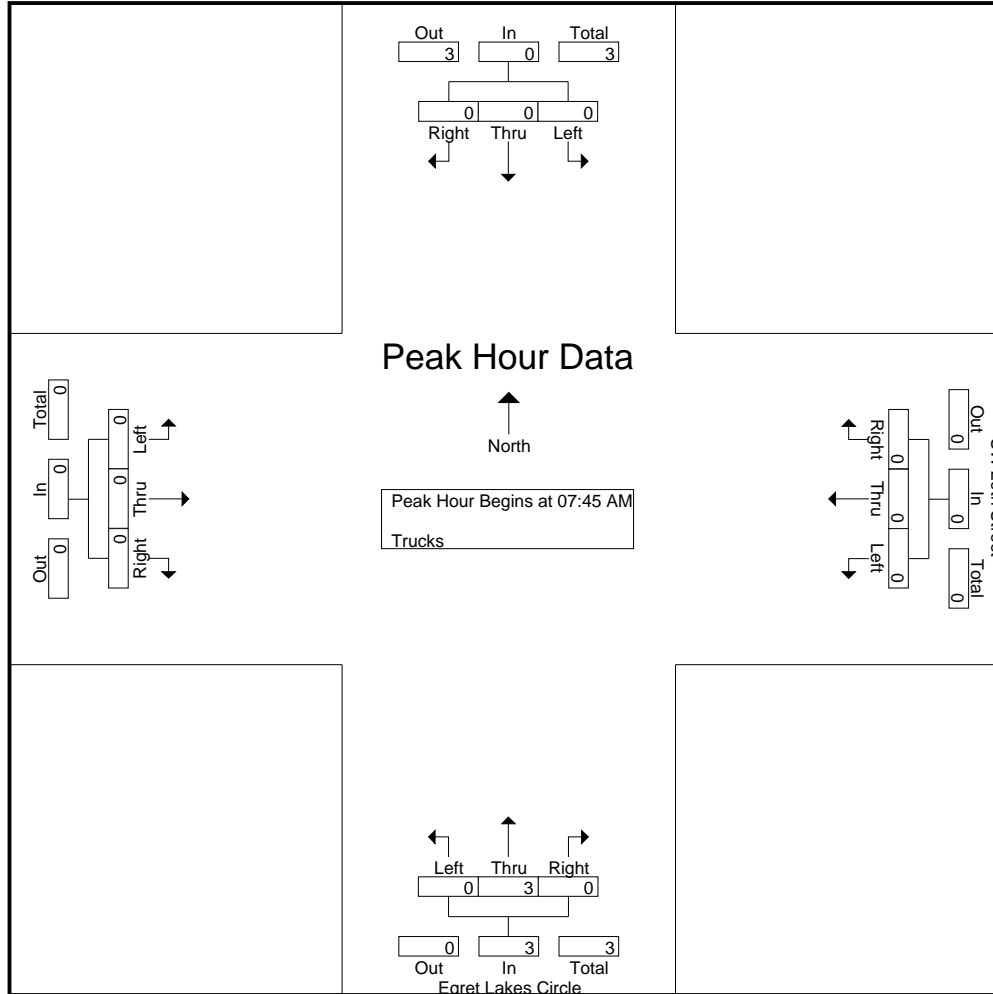
# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 4





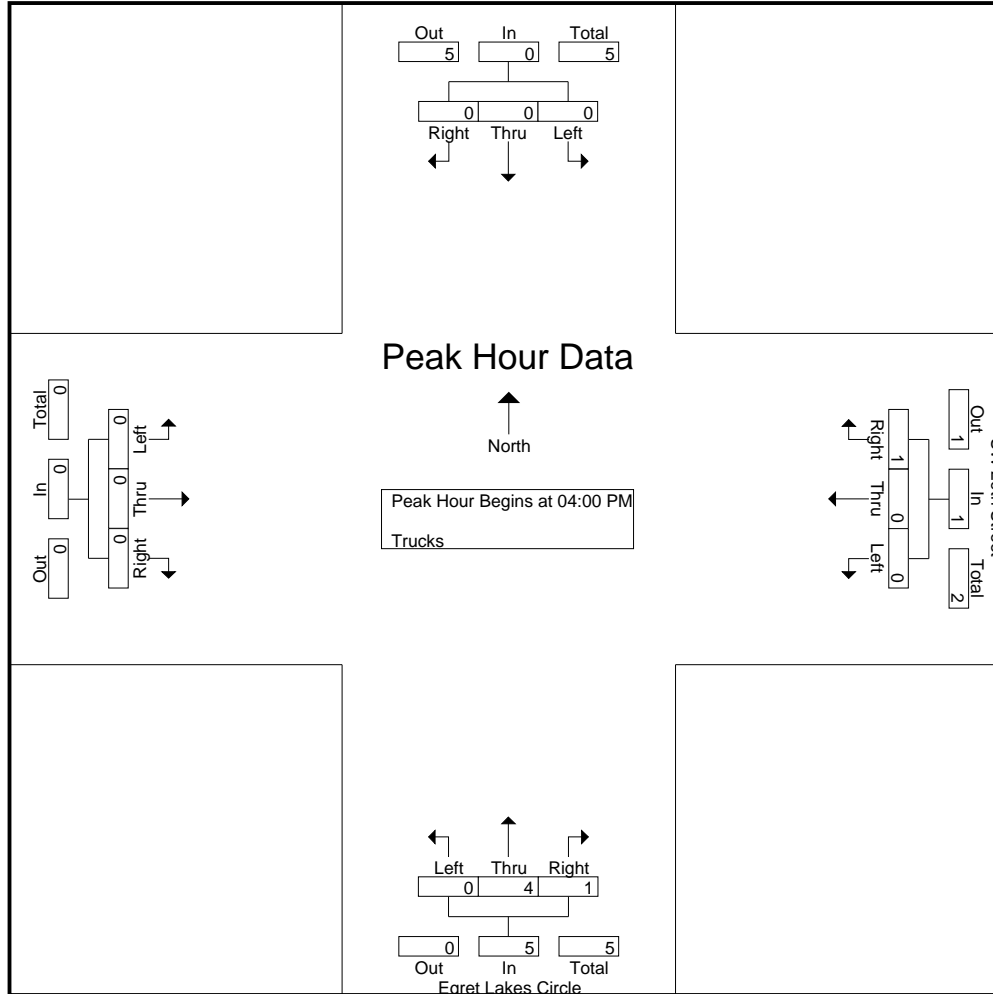
# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 6



# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 1

**Groups Printed- Peds & Bikes**

Start Time	Southbound			Egret Lakes Circle Northbound			SW 29th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	0	0	0	5	0	5	0	0	0	5
Total	0	0	0	0	0	0	8	0	8	0	0	0	8
08:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
08:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
08:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	0	0	0	8	0	8	0	0	0	8
*** BREAK ***													
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	0	0	0	6	0	6	0	0	0	6
Grand Total	0	0	0	0	0	0	22	0	22	0	0	0	22
Apprch %	0	0	0	0	0	0	100	0	100	0	0	0	100
Total %	0	0	0	0	0	0	100	0	100	0	0	0	100

# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2

Start Time	Southbound			Egret Lakes Circle Northbound			SW 29th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	0	0	0	5	0	5	0	0	0	5
08:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
08:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	0	0	0	12	0	12	0	0	0	12
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.600

# Egret Lakes Cir at SW 29th Street (East)

File Name : TMC-4 Egret Lakes Cir at SW 29th Street (East)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 3

Start Time	Southbound			Egret Lakes Circle Northbound			SW 29th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	0	0	0	6	0	6	0	0	0	6
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.750

# Egret Lakes Cir at SW 153rd Ct

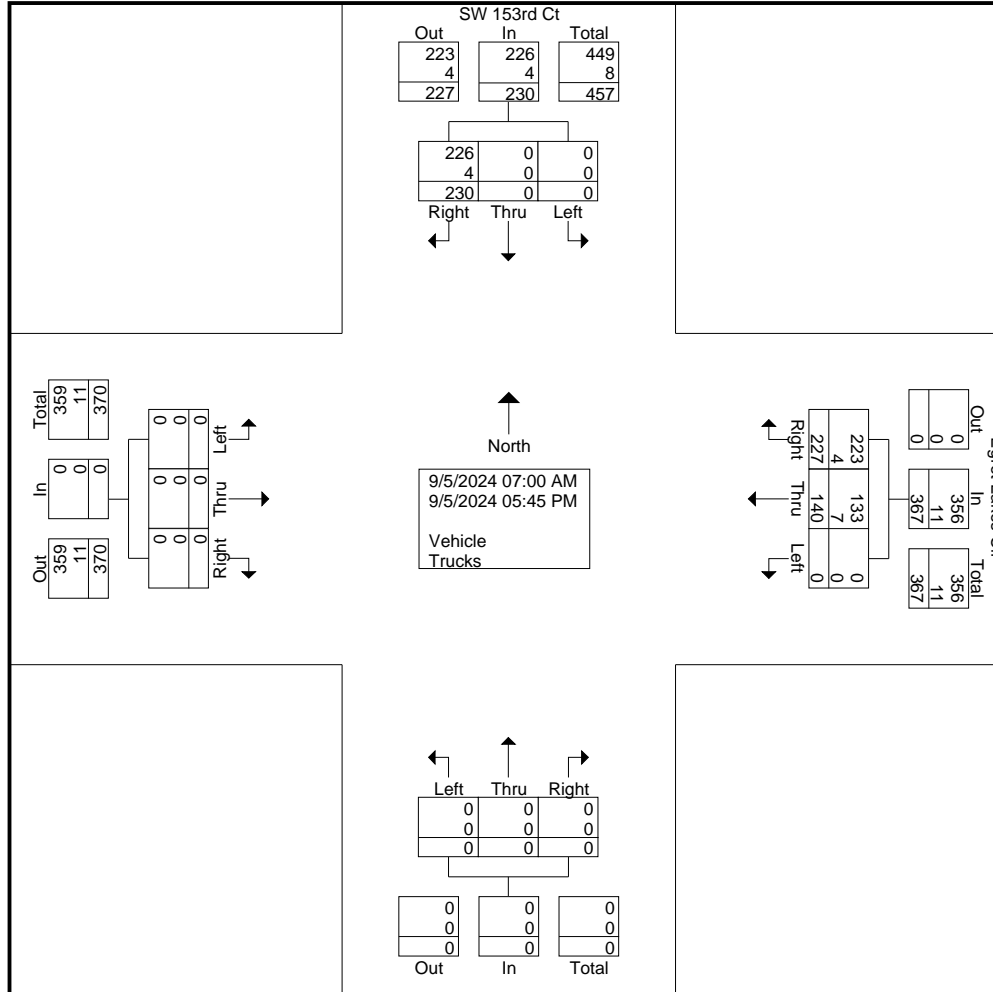
File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Vehicle - Trucks

Start Time	SW 153rd Ct Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	9	9	0	0	0	0	0	0	0	5	45	50	0	0	0	0	0	59
07:15 AM	0	0	0	8	8	0	0	0	0	0	0	0	10	28	38	0	0	0	0	0	46
07:30 AM	0	0	0	10	10	0	0	0	0	0	0	0	7	17	24	0	0	0	0	0	34
07:45 AM	0	0	0	6	6	0	0	0	0	0	0	0	7	17	24	0	0	0	0	0	30
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>107</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169</b>
08:00 AM	0	0	0	20	20	0	0	0	0	0	0	0	8	17	25	0	0	0	0	0	45
08:15 AM	0	0	0	14	14	0	0	0	0	0	0	0	6	15	21	0	0	0	0	0	35
08:30 AM	0	0	0	7	7	0	0	0	0	0	0	0	10	17	27	0	0	0	0	0	34
08:45 AM	0	0	0	8	8	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	16
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>
*** BREAK ***																					
04:00 PM	0	0	0	11	11	0	0	0	0	0	0	0	10	12	22	0	0	0	0	0	33
04:15 PM	0	0	0	9	9	0	0	0	0	0	0	0	14	6	20	0	0	0	0	0	29
04:30 PM	0	0	0	21	21	0	0	0	0	0	0	0	7	10	17	0	0	0	0	0	38
04:45 PM	0	0	0	19	19	0	0	0	0	0	0	0	8	7	15	0	0	0	0	0	34
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>35</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134</b>
05:00 PM	0	0	0	22	22	0	0	0	0	0	0	0	10	8	18	0	0	0	0	0	40
05:15 PM	0	0	0	24	24	0	0	0	0	0	0	0	9	5	14	0	0	0	0	0	38
05:30 PM	0	0	0	22	22	0	0	0	0	0	0	0	13	9	22	0	0	0	0	0	44
05:45 PM	0	0	0	20	20	0	0	0	0	0	0	0	13	9	22	0	0	0	0	0	42
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>164</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230</b>	<b>230</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>227</b>	<b>367</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>597</b>
Apprch %	0	0	0	100		0	0	0	0		0	0	38.1	61.9		0	0	0	0		
Total %	0	0	0	38.5	38.5	0	0	0	0	0	0	0	23.5	38	61.5	0	0	0	0	0	
Vehicle	0	0	0	226	226	0	0	0	0	0	0	0	133	223	356	0	0	0	0	0	582
% Vehicle	0	0	0	98.3	98.3	0	0	0	0	0	0	0	95	98.2	97	0	0	0	0	0	97.5
Trucks	0	0	0	4	4	0	0	0	0	0	0	0	7	4	11	0	0	0	0	0	15
% Trucks	0	0	0	1.7	1.7	0	0	0	0	0	0	0	5	1.8	3	0	0	0	0	0	2.5

# Egret Lakes Cir at SW 153rd Ct

File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2



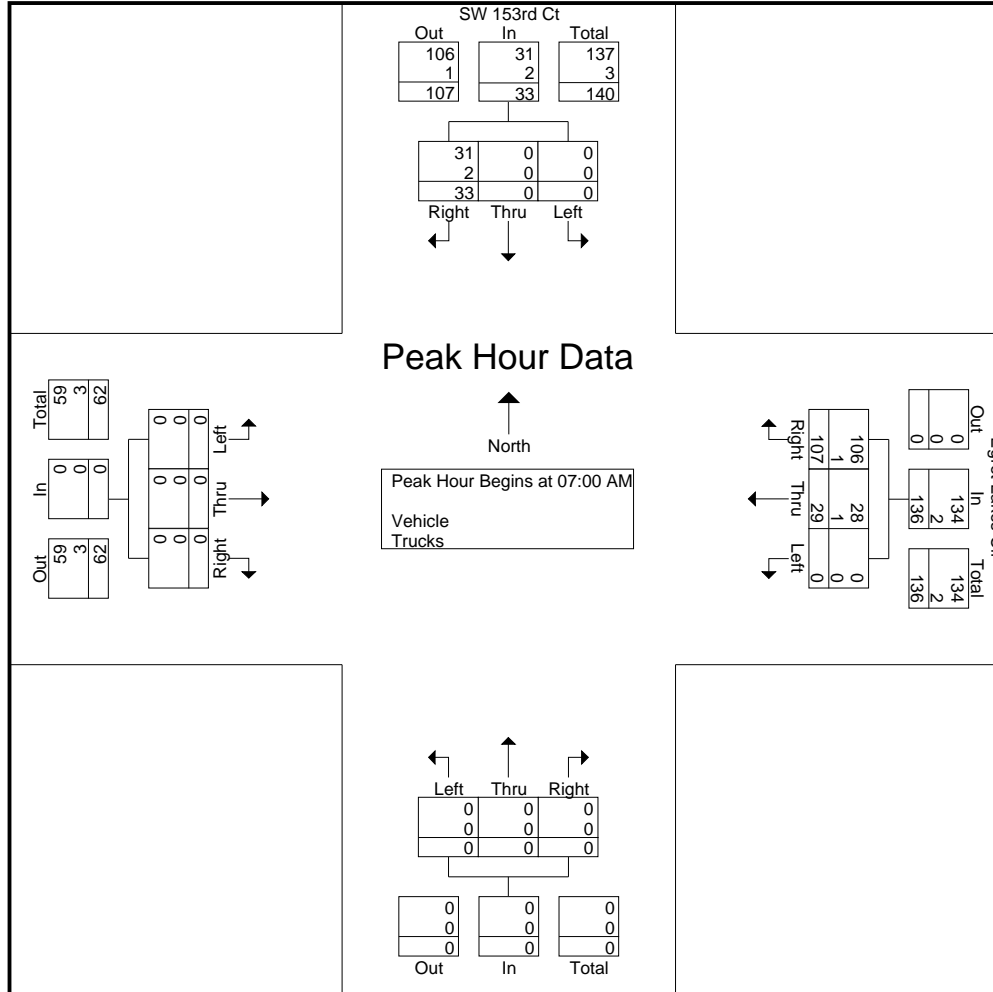
# Egret Lakes Cir at SW 153rd Ct

File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	SW 153rd Ct Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	9	9	0	0	0	0	0	0	0	5	45	50	0	0	0	0	0	59
07:15 AM	0	0	0	8	8	0	0	0	0	0	0	0	10	28	38	0	0	0	0	0	46
07:30 AM	0	0	0	10	10	0	0	0	0	0	0	0	7	17	24	0	0	0	0	0	34
07:45 AM	0	0	0	6	6	0	0	0	0	0	0	0	7	17	24	0	0	0	0	0	30
Total Volume	0	0	0	33	33	0	0	0	0	0	0	0	29	107	136	0	0	0	0	0	169
% App. Total	0	0	0	100		0	0	0	0	0	0	0	21.3	78.7		0	0	0	0	0	
PHF	.000	.000	.000	.825	.825	.000	.000	.000	.000	.000	.000	.000	.725	.594	.680	.000	.000	.000	.000	.000	.716
Vehicle	0	0	0	31	31	0	0	0	0	0	0	0	28	106	134	0	0	0	0	0	165
% Vehicle	0	0	0	93.9	93.9	0	0	0	0	0	0	0	96.6	99.1	98.5	0	0	0	0	0	97.6
Trucks	0	0	0	2	2	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
% Trucks	0	0	0	6.1	6.1	0	0	0	0	0	0	0	3.4	0.9	1.5	0	0	0	0	0	2.4

# Egret Lakes Cir at SW 153rd Ct

File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 4



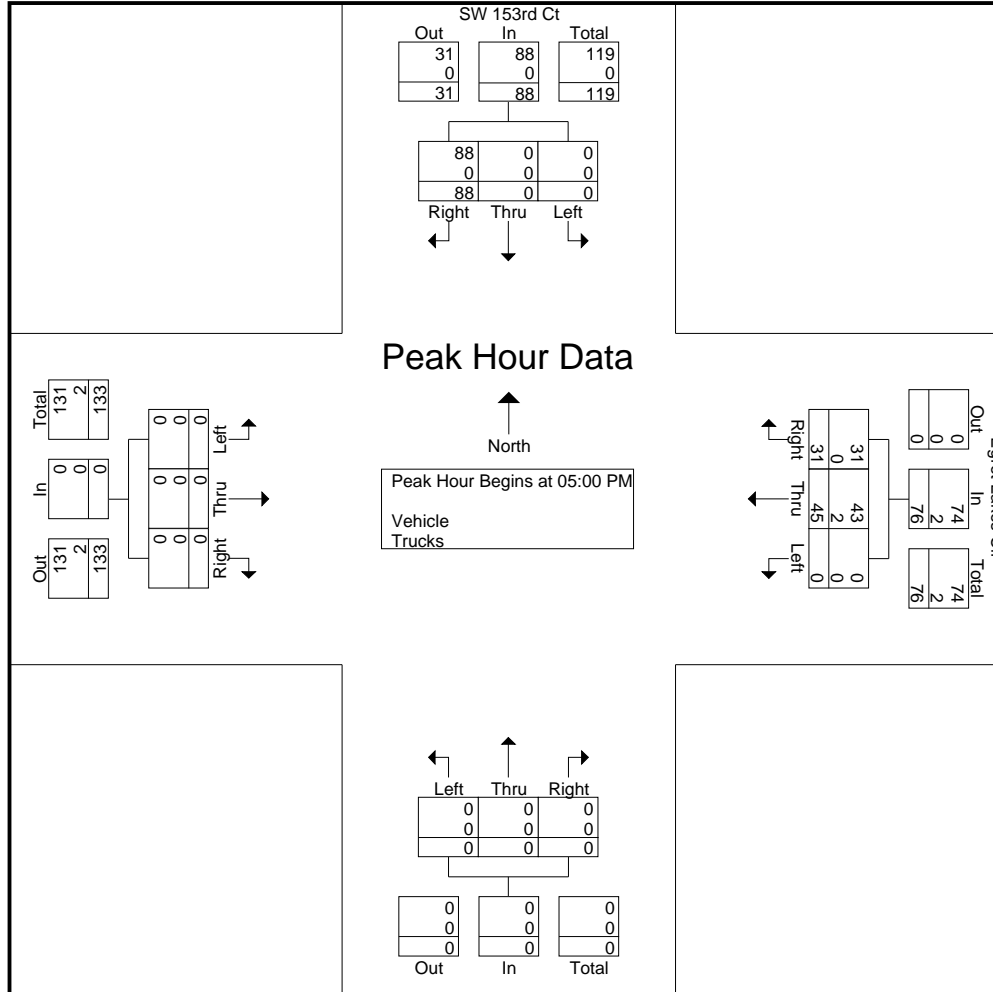
# Egret Lakes Cir at SW 153rd Ct

File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 5

Start Time	SW 153rd Ct Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	0	0	0	22	22	0	0	0	0	0	0	0	10	8	18	0	0	0	0	0	40	
05:15 PM	0	0	0	24	24	0	0	0	0	0	0	0	9	5	14	0	0	0	0	0	38	
05:30 PM	0	0	0	22	22	0	0	0	0	0	0	0	13	9	22	0	0	0	0	0	44	
05:45 PM	0	0	0	20	20	0	0	0	0	0	0	0	13	9	22	0	0	0	0	0	42	
Total Volume	0	0	0	88	88	0	0	0	0	0	0	0	45	31	76	0	0	0	0	0	164	
% App. Total	0	0	0	100		0	0	0	0		0	0	59.2	40.8		0	0	0	0			
PHF	.000	.000	.000	.917	.917	.000	.000	.000	.000	.000	.000	.000	.865	.861	.864	.000	.000	.000	.000	.000	.932	
Vehicle	0	0	0	88	88	0	0	0	0	0	0	0	43	31	74	0	0	0	0	0	162	
% Vehicle	0	0	0	100	100	0	0	0	0	0	0	0	95.6	100	97.4	0	0	0	0	0	98.8	
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4.4	0	2.6	0	0	0	0	0	1.2	

# Egret Lakes Cir at SW 153rd Ct

File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 6



# Egret Lakes Cir at SW 153rd Ct

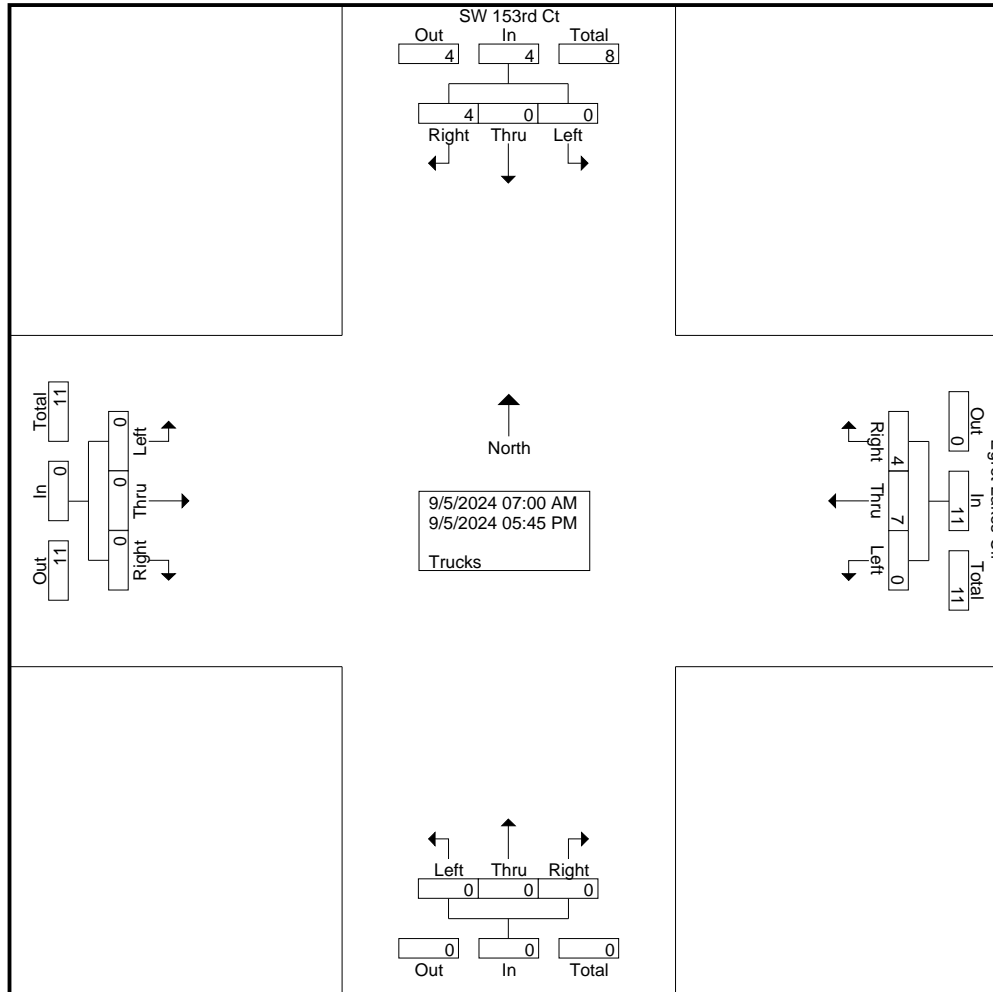
File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Trucks

Start Time	SW 153rd Ct Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
*** BREAK ***																						
Total	0	0	0	2	2	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	
*** BREAK ***																						
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	
*** BREAK ***																						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
04:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	2	2	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	
*** BREAK ***																						
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	
Grand Total	0	0	0	4	4	0	0	0	0	0	0	0	7	4	11	0	0	0	0	0	0	
Apprch %	0	0	0	100		0	0	0	0		0	0	63.6	36.4		0	0	0	0			
Total %	0	0	0	26.7	26.7	0	0	0	0	0	0	0	46.7	26.7	73.3	0	0	0	0	0	0	

# Egret Lakes Cir at SW 153rd Ct

File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2



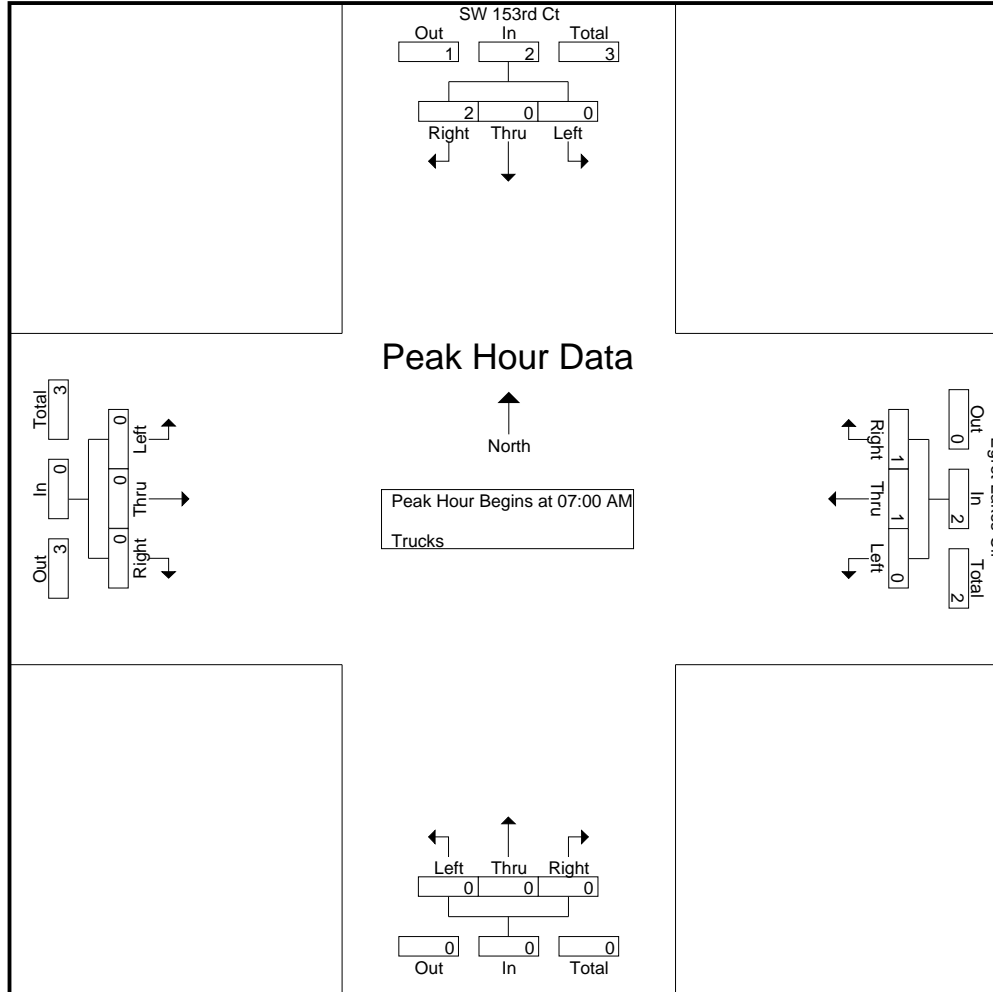
# Egret Lakes Cir at SW 153rd Ct

File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	SW 153rd Ct Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	2	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
% App. Total	0	0	0	100		0	0	0	0		0	0	50	50		0	0	0	0		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.000	.500

# Egret Lakes Cir at SW 153rd Ct

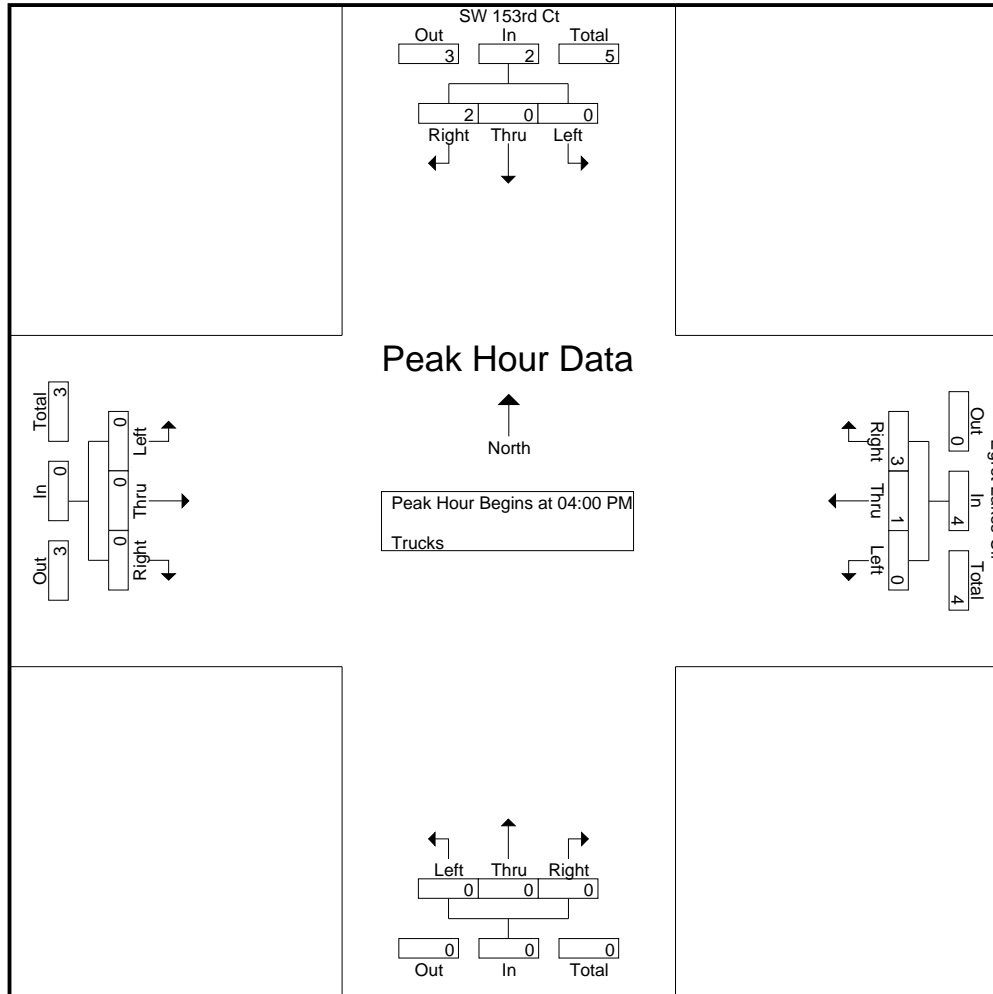
File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 4





# Egret Lakes Cir at SW 153rd Ct

File Name : TMC-5 Egret Lakes Cir at SW 153rd Ct  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 6









# Egret Lakes Cir at SW 153rd Avenue

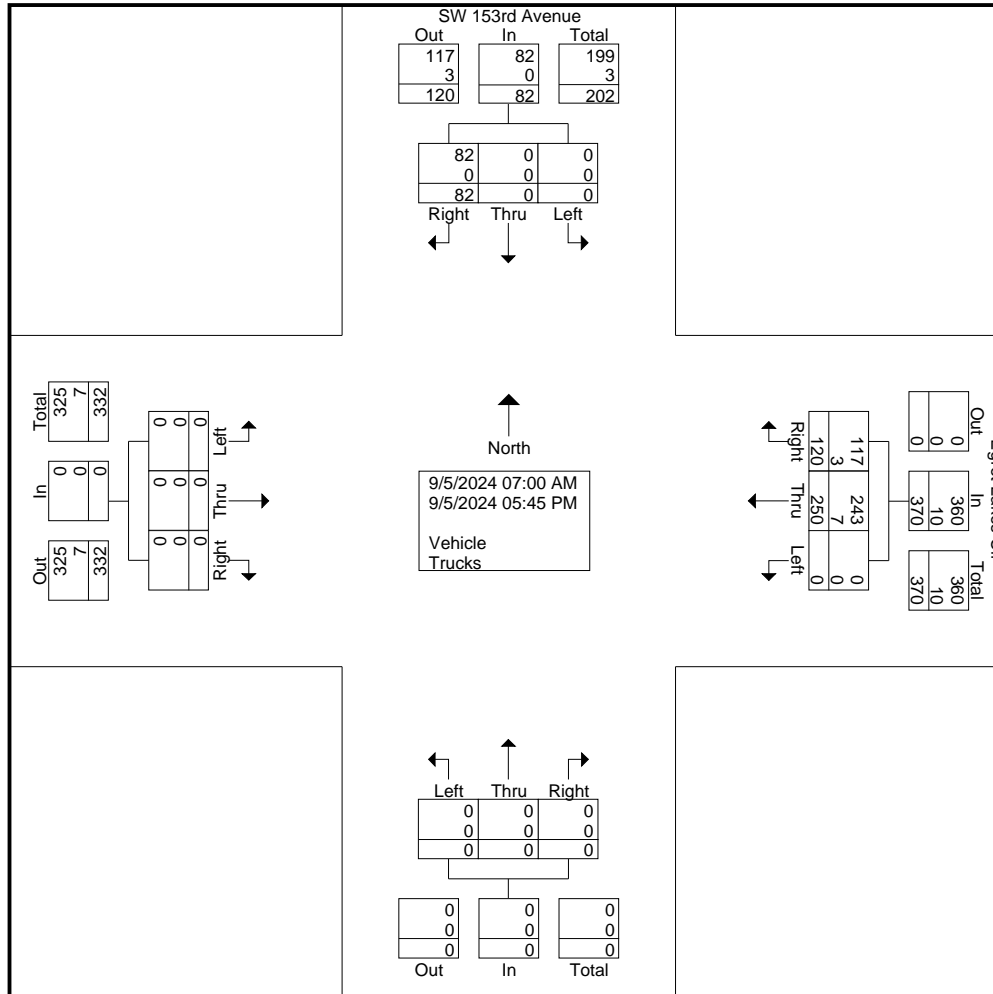
File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Vehicle - Trucks

Start Time	SW 153rd Avenue Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	7	7	0	0	0	0	0	0	0	9	6	15	0	0	0	0	0	22
07:15 AM	0	0	0	5	5	0	0	0	0	0	0	0	16	3	19	0	0	0	0	0	24
07:30 AM	0	0	0	7	7	0	0	0	0	0	0	0	11	5	16	0	0	0	0	0	23
07:45 AM	0	0	0	10	10	0	0	0	0	0	0	0	7	5	12	0	0	0	0	0	22
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>19</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>
08:00 AM	0	0	0	8	8	0	0	0	0	0	0	0	13	14	27	0	0	0	0	0	35
08:15 AM	0	0	0	4	4	0	0	0	0	0	0	0	13	6	19	0	0	0	0	0	23
08:30 AM	0	0	0	4	4	0	0	0	0	0	0	0	10	6	16	0	0	0	0	0	20
08:45 AM	0	0	0	6	6	0	0	0	0	0	0	0	7	5	12	0	0	0	0	0	18
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>31</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>
*** BREAK ***																					
04:00 PM	0	0	0	4	4	0	0	0	0	0	0	0	11	9	20	0	0	0	0	0	24
04:15 PM	0	0	0	6	6	0	0	0	0	0	0	0	17	8	25	0	0	0	0	0	31
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	20	8	28	0	0	0	0	0	30
04:45 PM	0	0	0	5	5	0	0	0	0	0	0	0	20	9	29	0	0	0	0	0	34
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>34</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>
05:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	24	9	33	0	0	0	0	0	35
05:15 PM	0	0	0	5	5	0	0	0	0	0	0	0	23	10	33	0	0	0	0	0	38
05:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	22	12	34	0	0	0	0	0	38
05:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	27	5	32	0	0	0	0	0	35
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>36</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>	<b>120</b>	<b>370</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>452</b>
Apprch %	0	0	0	100		0	0	0	0		0	0	67.6	32.4		0	0	0	0		
Total %	0	0	0	18.1	18.1	0	0	0	0	0	0	0	55.3	26.5	81.9	0	0	0	0	0	
Vehicle	0	0	0	82	82	0	0	0	0	0	0	0	243	117	360	0	0	0	0	0	442
% Vehicle	0	0	0	100	100	0	0	0	0	0	0	0	97.2	97.5	97.3	0	0	0	0	0	97.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	0	10
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2.8	2.5	2.7	0	0	0	0	0	2.2

# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2



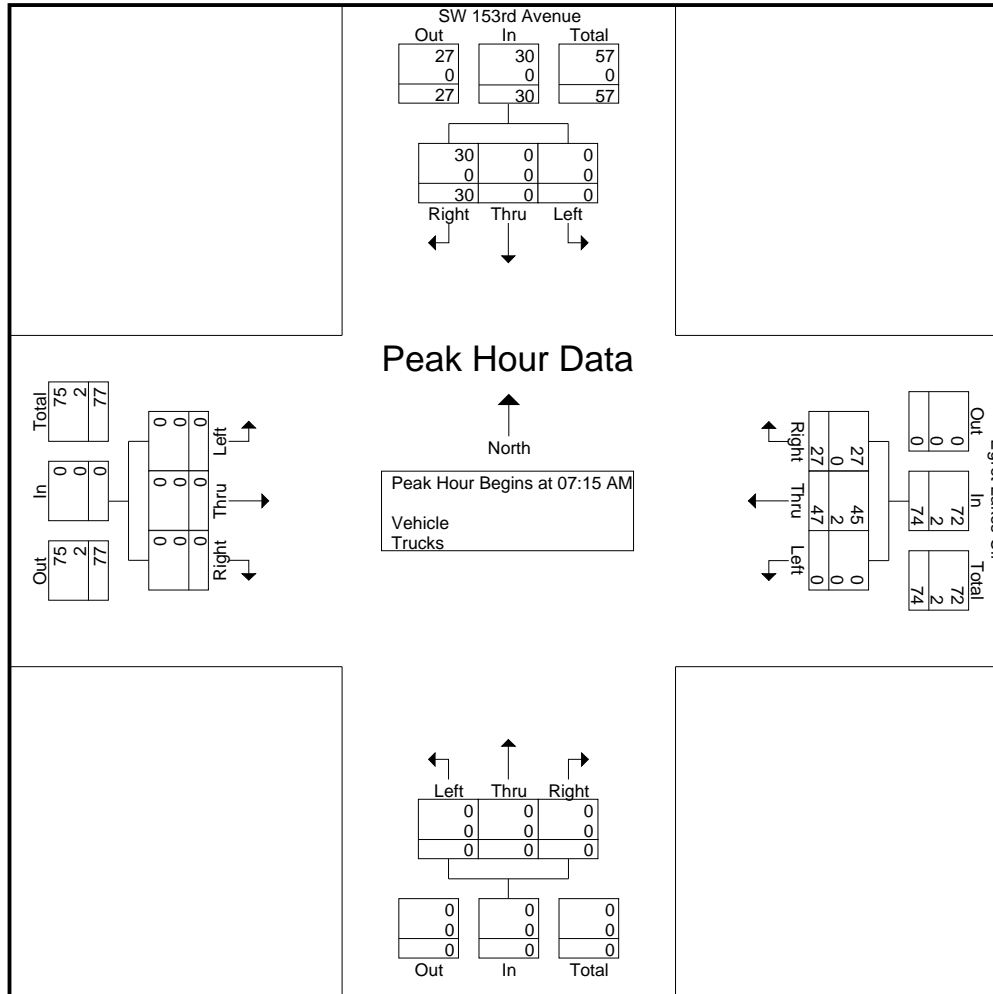
# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	SW 153rd Avenue Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	5	5	0	0	0	0	0	0	0	16	3	19	0	0	0	0	0	24
07:30 AM	0	0	0	7	7	0	0	0	0	0	0	0	11	5	16	0	0	0	0	0	23
07:45 AM	0	0	0	10	10	0	0	0	0	0	0	0	7	5	12	0	0	0	0	0	22
08:00 AM	0	0	0	8	8	0	0	0	0	0	0	0	13	14	27	0	0	0	0	0	35
Total Volume	0	0	0	30	30	0	0	0	0	0	0	0	47	27	74	0	0	0	0	0	104
% App. Total	0	0	0	100	100	0	0	0	0	0	0	0	63.5	36.5		0	0	0	0	0	
PHF	.000	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.734	.482	.685	.000	.000	.000	.000	.000	.743
Vehicle	0	0	0	30	30	0	0	0	0	0	0	0	45	27	72	0	0	0	0	0	102
% Vehicle	0	0	0	100	100	0	0	0	0	0	0	0	95.7	100	97.3	0	0	0	0	0	98.1
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4.3	0	2.7	0	0	0	0	0	1.9

# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 4



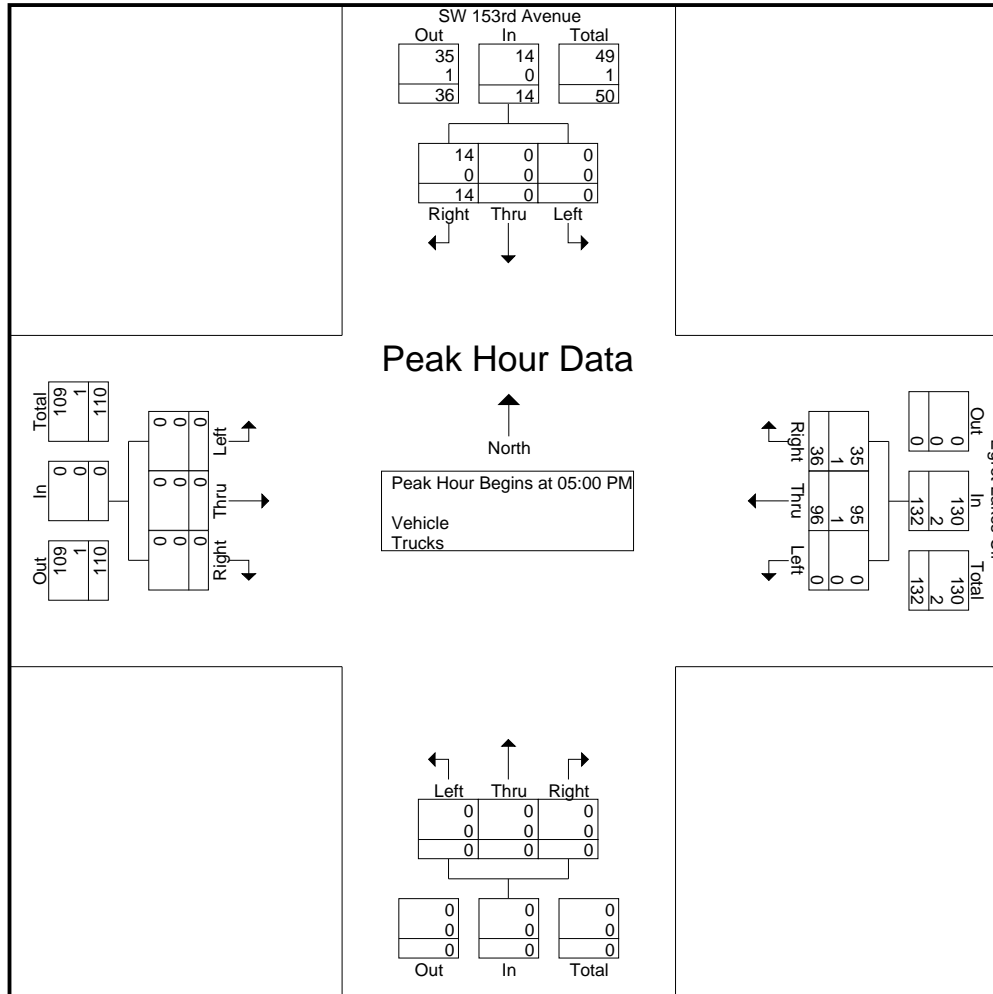
# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 5

Start Time	SW 153rd Avenue Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	24	9	33	0	0	0	0	0	0	35
05:15 PM	0	0	0	5	5	0	0	0	0	0	0	0	23	10	33	0	0	0	0	0	0	38
05:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	22	12	34	0	0	0	0	0	0	38
05:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	27	5	32	0	0	0	0	0	0	35
Total Volume	0	0	0	14	14	0	0	0	0	0	0	0	96	36	132	0	0	0	0	0	0	146
% App. Total	0	0	0	100		0	0	0	0		0	0	72.7	27.3		0	0	0	0			
PHF	.000	.000	.000	.700	.700	.000	.000	.000	.000	.000	.000	.000	.889	.750	.971	.000	.000	.000	.000	.000	.000	.961
Vehicle	0	0	0	14	14	0	0	0	0	0	0	0	95	35	130	0	0	0	0	0	0	144
% Vehicle	0	0	0	100	100	0	0	0	0	0	0	0	99.0	97.2	98.5	0	0	0	0	0	0	98.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1.0	2.8	1.5	0	0	0	0	0	0	1.4

# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 6



# Egret Lakes Cir at SW 153rd Avenue

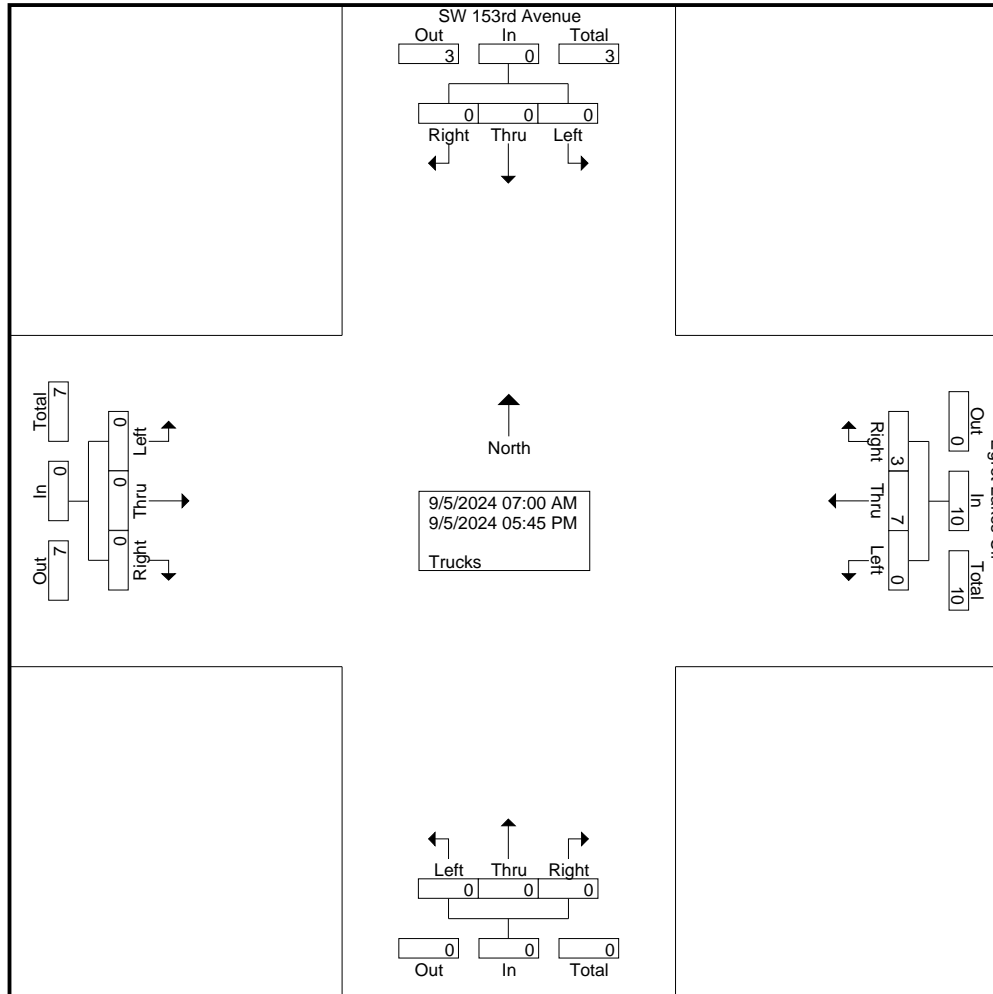
File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Trucks

Start Time	SW 153rd Avenue Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
*** BREAK ***																						
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3	
*** BREAK ***																						
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	
*** BREAK ***																						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
*** BREAK ***																						
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3	
*** BREAK ***																						
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10	0	0	0	0	0	10	
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	70	30		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	70	30	100	0	0	0	0	0		

# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 2



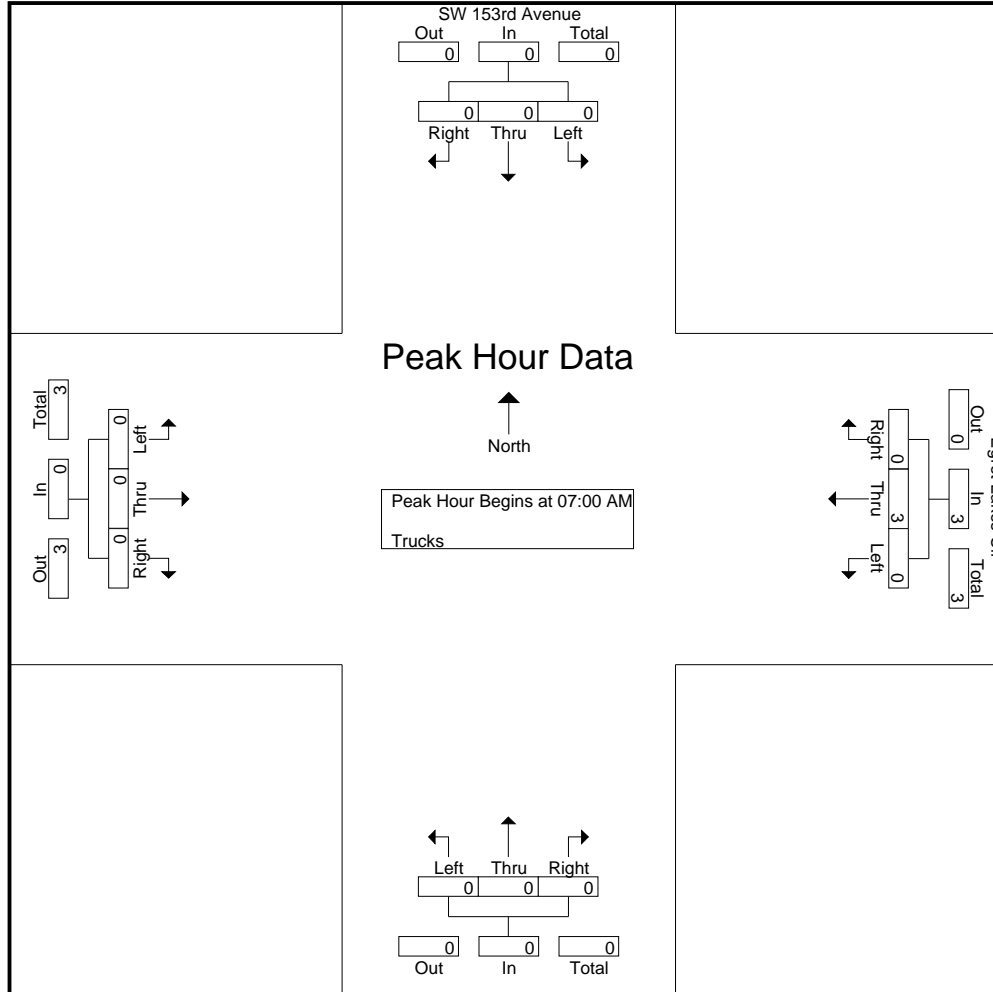
# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	SW 153rd Avenue Southbound					Northbound					Egret Lakes Cir Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.750

# Egret Lakes Cir at SW 153rd Avenue

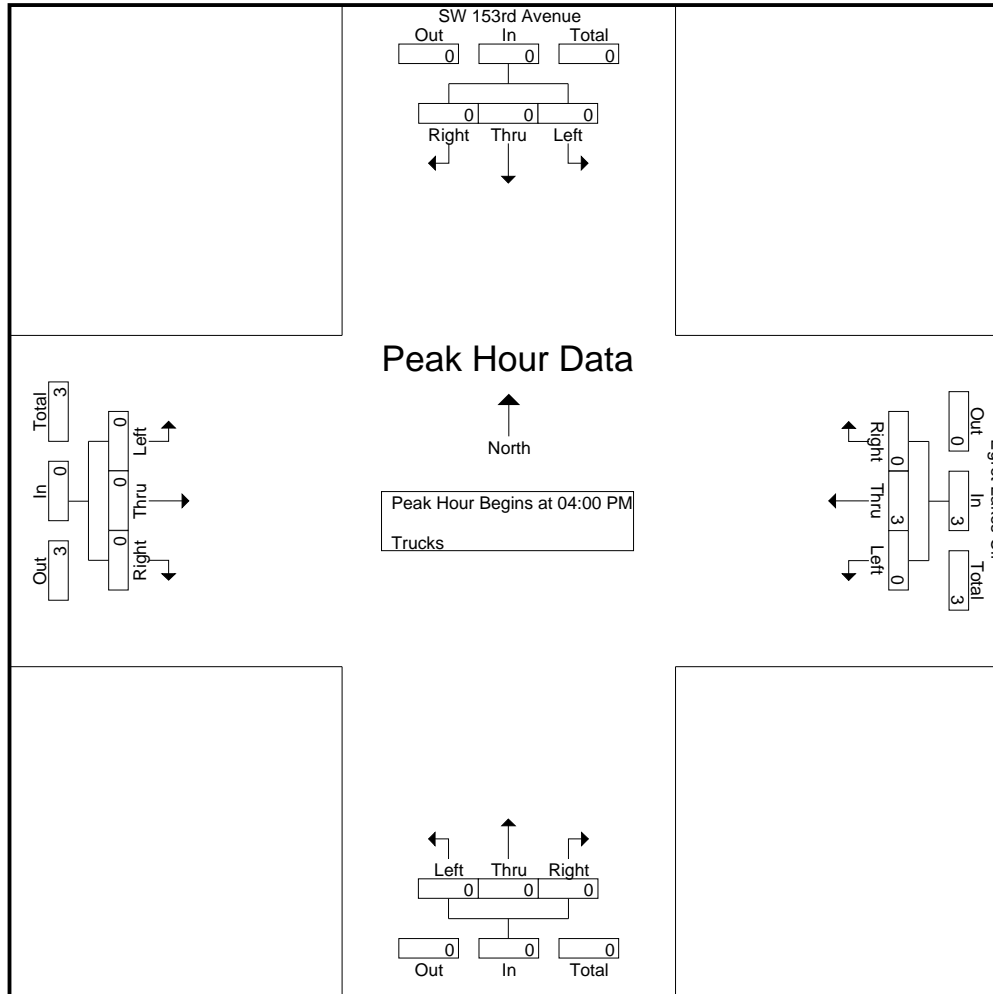
File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 4





# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 6



# Egret Lakes Cir at SW 153rd Avenue

File Name : TMC-6 Egret Lakes Cir at SW 153rd Avenue  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

**Groups Printed- Peds & Bikes**

Start Time	SW 153rd Avenue Southbound			Northbound			Egret Lakes Cir Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	3
07:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
07:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
08:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	3
08:15 AM	3	0	3	0	0	0	0	0	0	0	0	0	3
08:30 AM	4	1	5	0	0	0	0	0	0	0	0	0	5
08:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>13</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>*** BREAK ***</b>													
04:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
05:00 PM	2	1	3	0	0	0	0	0	0	0	0	0	3
05:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	4	0	4	0	0	0	0	0	0	0	0	0	4
<b>*** BREAK ***</b>													
<b>Total</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>Grand Total</b>	<b>36</b>	<b>2</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>
Apprch %	94.7	5.3		0	0		0	0		0	0		
Total %	94.7	5.3	100	0	0		0	0		0	0		





# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Vehicle - Trucks

Start Time	Egret Lakes Circle Southbound					Northbound					Westbound					SW 29th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	13	4	17	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	36
07:15 AM	0	0	19	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	45
07:30 AM	0	0	16	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	30
07:45 AM	0	0	13	5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	32
<b>Total</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>66</b>	<b>143</b>
08:00 AM	0	0	17	5	22	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	34
08:15 AM	0	0	15	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	28
08:30 AM	0	0	10	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	24
08:45 AM	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	20
<b>Total</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>17</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>106</b>
*** BREAK ***																					
04:00 PM	0	0	11	3	14	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	25
04:15 PM	0	0	20	5	25	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	30
04:30 PM	0	0	16	5	21	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	27
04:45 PM	0	0	20	5	25	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	35
<b>Total</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>117</b>
05:00 PM	0	0	19	6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	33
05:15 PM	0	0	27	4	31	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	39
05:30 PM	0	0	24	4	28	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	35
05:45 PM	0	0	28	3	31	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	40
<b>Total</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>17</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>147</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>275</b>	<b>68</b>	<b>343</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>170</b>	<b>513</b>
Apprch %	0	0	80.2	19.8		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	53.6	13.3	66.9	0	0	0	0		0	0	0	0		0	0	0	33.1	33.1	
Vehicle	0	0	272	65	337	0	0	0	0		0	0	0	0		0	0	0	165	165	502
% Vehicle	0	0	98.9	95.6	98.3	0	0	0	0		0	0	0	0		0	0	0	97.1	97.1	97.9
Trucks	0	0	3	3	6	0	0	0	0		0	0	0	0		0	0	0	5	5	11
% Trucks	0	0	1.1	4.4	1.7	0	0	0	0		0	0	0	0		0	0	0	2.9	2.9	2.1

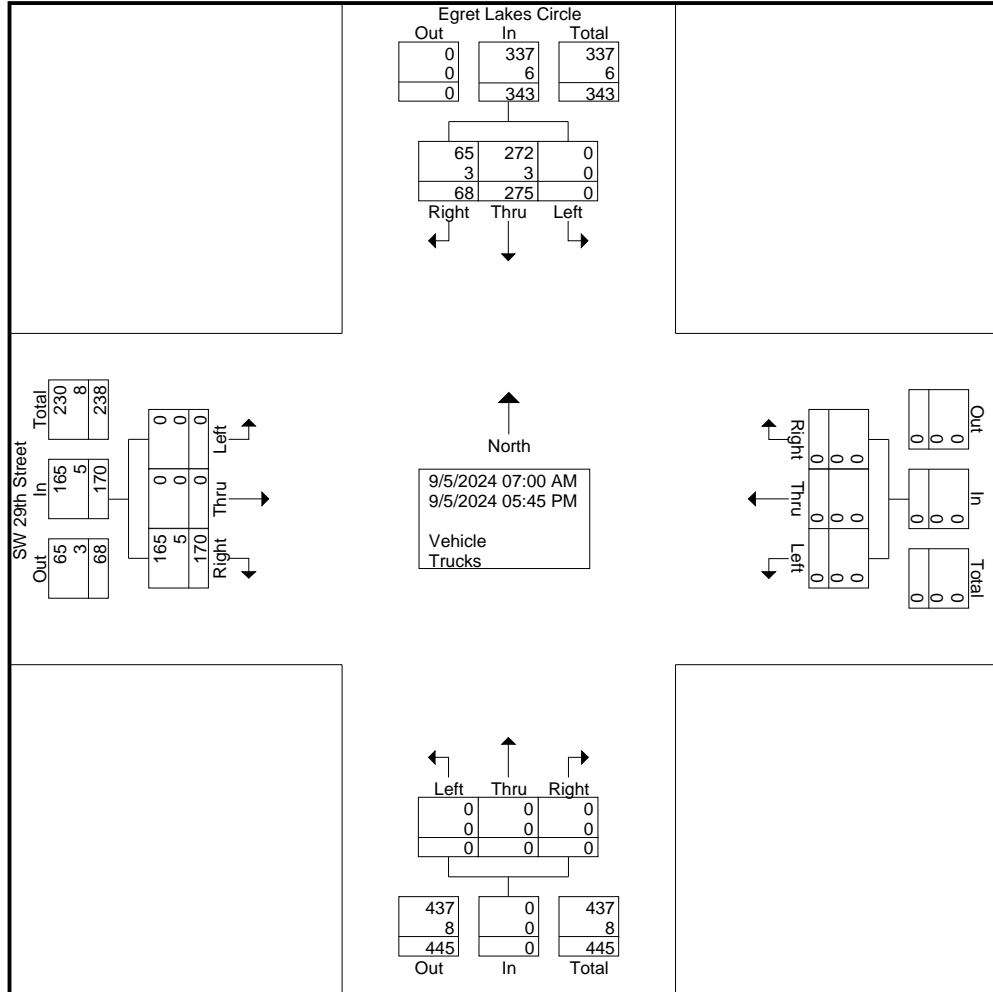
# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2



# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Egret Lakes Circle Southbound					Northbound					Westbound					SW 29th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	13	4	17	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	36
07:15 AM	0	0	19	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	45
07:30 AM	0	0	16	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	30
07:45 AM	0	0	13	5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	32
Total Volume	0	0	61	16	77	0	0	0	0	0	0	0	0	0	0	0	0	0	66	66	143
% App. Total	0	0	79.2	20.8		0	0	0	0	0	0	0	0	0	0	0	0	0	100		
PHF	.000	.000	.803	.800	.837	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.750	.794
Vehicle	0	0	60	14	74	0	0	0	0	0	0	0	0	0	0	0	0	0	65	65	139
% Vehicle	0	0	98.4	87.5	96.1	0	0	0	0	0	0	0	0	0	0	0	0	0	98.5	98.5	97.2
Trucks	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
% Trucks	0	0	1.6	12.5	3.9	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	1.5	2.8

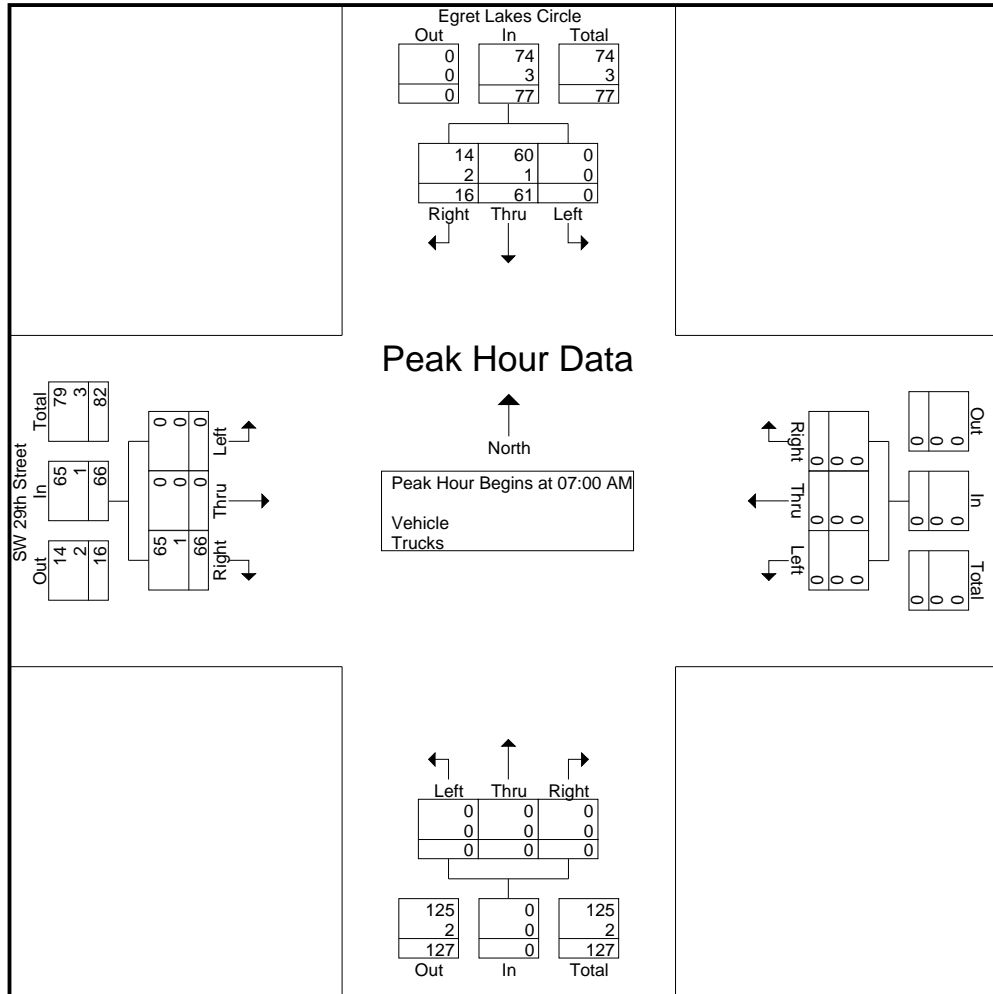
# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)

Site Code : 00000000

Start Date : 9/5/2024

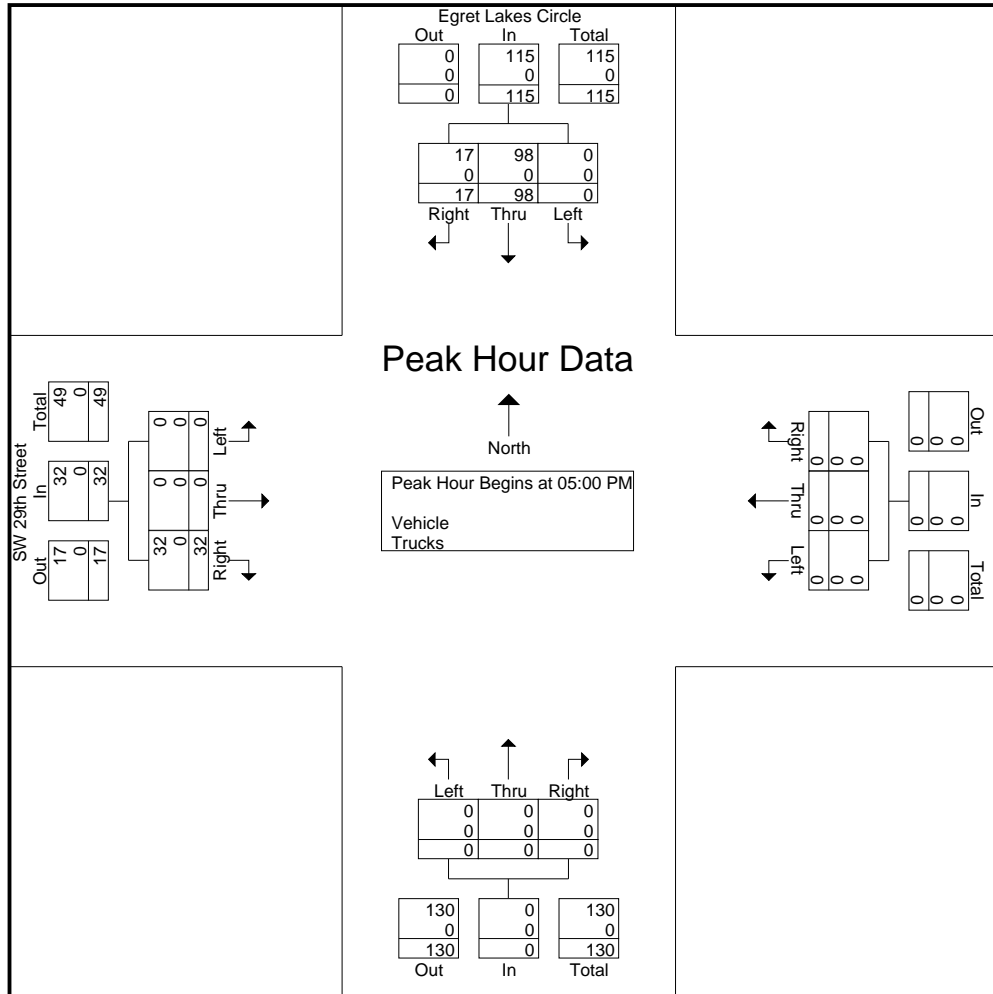
Page No : 4





# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 6



# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 1

## Groups Printed- Trucks

Start Time	Egret Lakes Circle Southbound					Northbound					Westbound					SW 29th Street Eastbound					Int. Total					
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total						
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2			
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
*** BREAK ***																										
Total	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4				
*** BREAK ***																										
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2				
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1				
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3				
*** BREAK ***																										
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1				
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1				
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4				
*** BREAK ***																										
Grand Total	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	11				
Apprch %	0	0	50	50		0	0	0	0		0	0	0	0		0	0	0	0	100						
Total %	0	0	27.3	27.3	54.5	0	0	0	0		0	0	0	0		0	0	0	0	45.5	45.5					

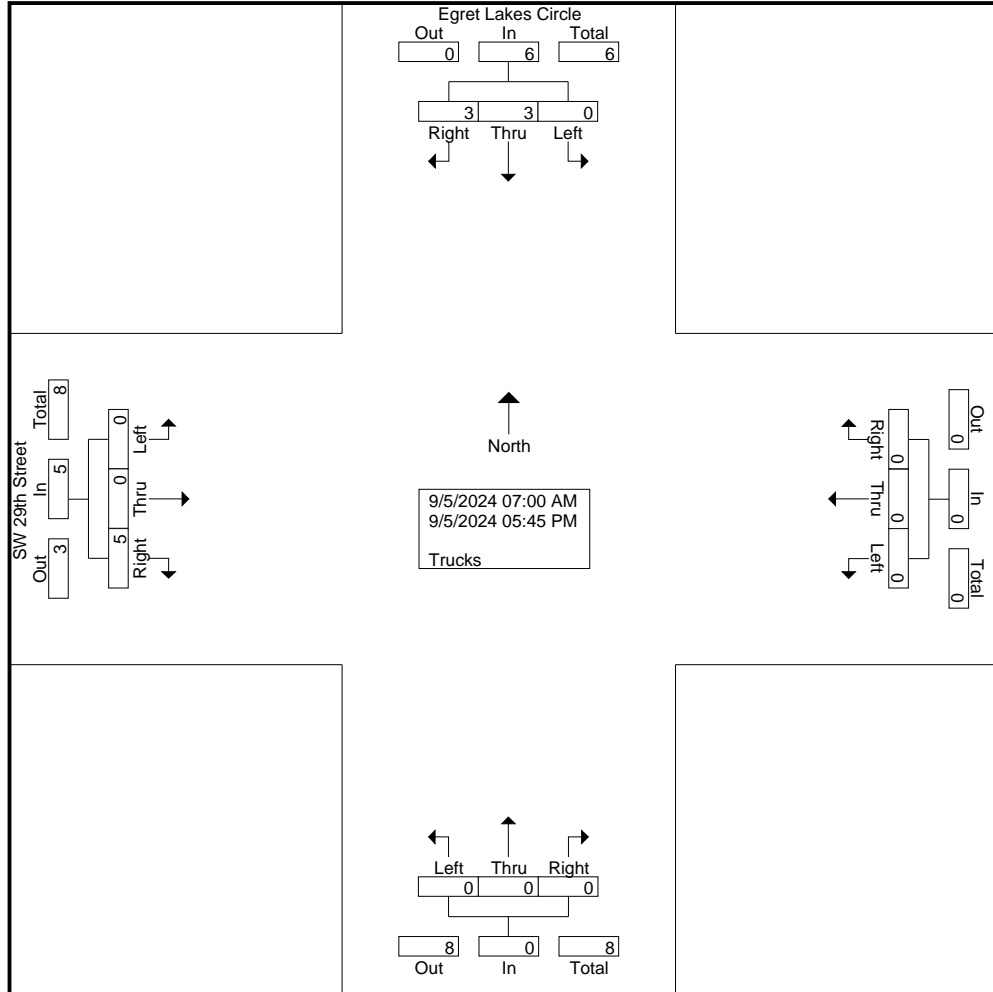
# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2



# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 3

Start Time	Egret Lakes Circle Southbound					Northbound					Westbound					SW 29th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	
% App. Total	0	0	33.3	66.7		0	0	0	0	0	0	0	0	0	0	0	0	0	100			
PHF	.000	.000	.250	.500	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	

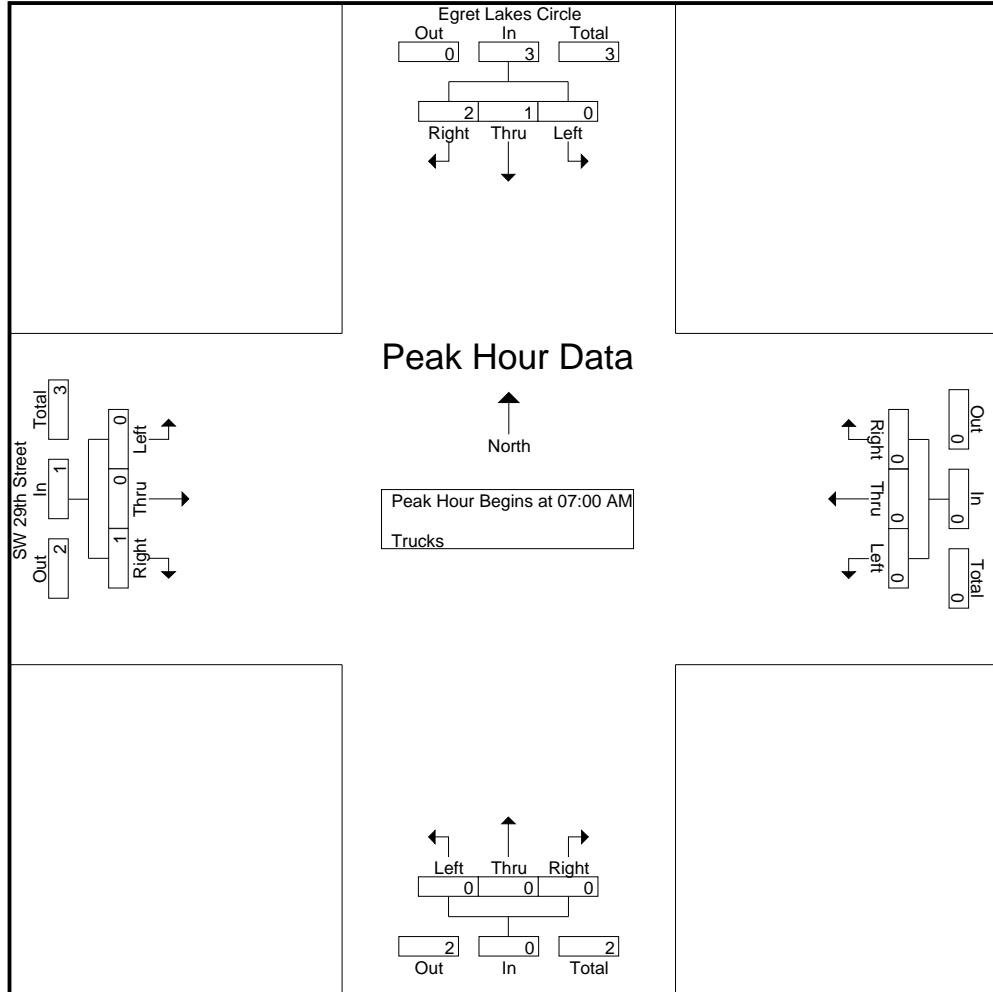
# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 4



# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)  
 Site Code : 00000000  
 Start Date : 9/5/2024  
 Page No : 5

Start Time	Egret Lakes Circle Southbound					Northbound					Westbound					SW 29th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	100			
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500	

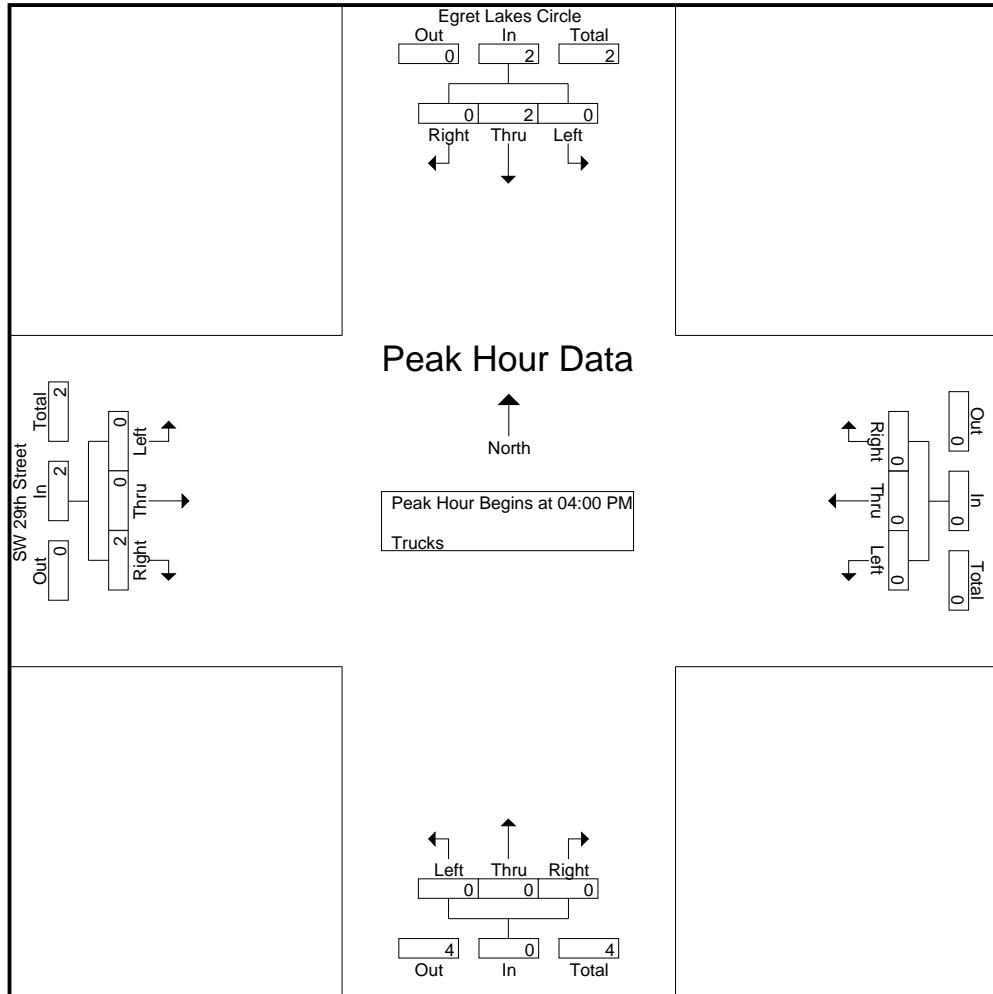
# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 6



# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 1

## Groups Printed- Peds & Bikes

Start Time	Egret Lakes Circle Southbound			Northbound			Westbound			SW 29th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>7</b>
<b>*** BREAK ***</b>													
08:15 AM	1	0	1	0	0	0	0	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	0	0	0	0	6	0	6	6
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>13</b>
<b>*** BREAK ***</b>													
04:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	2	0	2	0	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>
05:00 PM	0	0	0	1	0	1	0	0	0	1	0	1	2
05:15 PM	2	0	2	0	0	0	0	0	0	3	0	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>*** BREAK ***</b>													
<b>Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>9</b>
<b>Grand Total</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>23</b>	<b>33</b>
Apprch %	100	0		100	0		0	0	0	100	0		
Total %	18.2	0	18.2	12.1	0	12.1	0	0	0	69.7	0	69.7	

# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 2

Start Time	Egret Lakes Circle Southbound			Northbound			Westbound			SW 29th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	0	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	0	0	0	0	6	0	6	6
Total Volume	1	0	1	1	0	1	0	0	0	11	0	11	13
% App. Total	100	0		100	0		0	0		100	0		
PHF	.250	.000	.250	.250	.000	.250	.000	.000	.000	.458	.000	.458	.542

# Egret Lakes Cir at SW 29th Street (West)

File Name : TMC-7 Egret Lakes Cir at SW 29th Street (West)

Site Code : 00000000

Start Date : 9/5/2024

Page No : 3

Start Time	Egret Lakes Circle Southbound			Northbound			Westbound			SW 29th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	2	0	2	0	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	1	0	1	0	0	0	1	0	1	2
05:15 PM	2	0	2	0	0	0	0	0	0	3	0	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	4	0	4	1	0	1	0	0	0	7	0	7	12
% App. Total	100	0		100	0		0	0		100	0		
PHF	.500	.000	.500	.250	.000	.250	.000	.000	.000	.583	.000	.583	.600

AM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	7:00-8:00	3	0	0	0	54	0	0	0	0	3	104	13
SF	1.02	4	0	0	0	0	56	0	0	0	4	107	14
GF	1	4	0	0	0	0	56	0	0	0	4	107	14
Trip Gen & Dist.													
Existing		4	0	0	0	0	56	0	0	0	4	107	14
Future		4	0	0	0	0	56	0	0	0	4	107	14
Future + Trips		4	0	0	0	0	56	0	0	0	4	107	14

PM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	5:00-6:00	1	0	0	0	0	17	0	0	0	3	78	45
SF	1.02	2	0	0	0	0	18	0	0	0	4	80	46
GF	1	2	0	0	0	0	18	0	0	0	4	80	46
Trip Gen & Dist.													
Existing		2	0	0	0	0	18	0	0	0	4	80	46
Future		2	0	0	0	0	18	0	0	0	4	80	46
Future + Trips		2	0	0	0	0	18	0	0	0	4	80	46

AM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	7:00-8:00	0	0	0	0	140	20	0	0	54	0	0	0
SF	1.02	0	0	0	0	143	21	0	0	56	0	0	0
GF	1	0	0	0	0	143	21	0	0	56	0	0	0
Trip Gen & Dist.													
Existing		0	0	0	0	143	21	0	0	56	0	0	0
Future		0	0	0	0	143	21	0	0	56	0	0	0
Future + Trips		0	0	0	0	143	21	0	0	56	0	0	0

PM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	4:30-5:30	0	0	0	0	56	39	0	0	31	0	0	0
SF	1.02	0	0	0	0	58	40	0	0	32	0	0	0
GF	1	0	0	0	0	58	40	0	0	32	0	0	0
Trip Gen & Dist.													
Existing		0	0	0	0	58	40	0	0	32	0	0	0
Future		0	0	0	0	58	40	0	0	32	0	0	0
Future + Trips		0	0	0	0	58	40	0	0	32	0	0	0

AM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	7:00-8:00	0	0	0	0	92	100	0	0	38	0	0	0
SF	1.02	0	0	0	0	94	102	0	0	39	0	0	0
GF	1	0	0	0	0	94	102	0	0	39	0	0	0
Trip Gen & Dist.													
Existing		0	0	0	0	94	102	0	0	39	0	0	0
Future		0	0	0	0	94	102	0	0	39	0	0	0
Future + Trips		0	0	0	0	94	102	0	0	39	0	0	0

PM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	4:30-5:30	0	0	0	0	28	57	0	0	62	0	0	0
SF	1.02	0	0	0	0	29	59	0	0	64	0	0	0
GF	1	0	0	0	0	29	59	0	0	64	0	0	0
Trip Gen & Dist.													
Existing		0	0	0	0	29	59	0	0	64	0	0	0
Future		0	0	0	0	29	59	0	0	64	0	0	0
Future + Trips		0	0	0	0	29	59	0	0	64	0	0	0

AM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	7:00-8:00	0	0	0	0	108	16	0	0	26	0	0	0
SF	1.02	0	0	0	0	111	17	0	0	27	0	0	0
GF	1	0	0	0	0	111	17	0	0	27	0	0	0
Trip Gen & Dist.													
Existing		0	0	0	0	111	17	0	0	27	0	0	0
Future		0	0	0	0	111	17	0	0	27	0	0	0
Future + Trips		0	0	0	0	111	17	0	0	27	0	0	0

PM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	5:00-6:00	0	0	0	0	55	43	0	0	18	0	0	0
SF	1.02	0	0	0	0	57	44	0	0	19	0	0	0
GF	1	0	0	0	0	57	44	0	0	19	0	0	0
Trip Gen & Dist.													
Existing		0	0	0	0	57	44	0	0	19	0	0	0
Future		0	0	0	0	57	44	0	0	19	0	0	0
Future + Trips		0	0	0	0	57	44	0	0	19	0	0	0

AM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	7:00-8:00	0	0	33	0	0	0	0	29	107	0	0	0
SF	1.02	0	0	34	0	0	0	0	30	110	0	0	0
GF	1	0	0	34	0	0	0	0	30	110	0	0	0
Trip Gen & Dist.													
Existing		0	0	34	0	0	0	0	30	110	0	0	0
Future		0	0	34	0	0	0	0	30	110	0	0	0
Future + Trips		0	0	34	0	0	0	0	30	110	0	0	0

PM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	5:00-6:00	0	0	88	0	0	0	0	45	31	0	0	0
SF	1.02	0	0	90	0	0	0	0	46	32	0	0	0
GF	1	0	0	90	0	0	0	0	46	32	0	0	0
Trip Gen & Dist.													
Existing		0	0	90	0	0	0	0	46	32	0	0	0
Future		0	0	90	0	0	0	0	46	32	0	0	0
Future + Trips		0	0	90	0	0	0	0	46	32	0	0	0

AM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	7:00-8:00	0	0	30	0	0	0	0	47	27	0	0	0
SF	1.02	0	0	31	0	0	0	0	48	28	0	0	0
GF	1	0	0	31	0	0	0	0	48	28	0	0	0
Trip Gen & Dist.													
Existing		0	0	31	0	0	0	0	48	28	0	0	0
Future		0	0	31	0	0	0	0	48	28	0	0	0
Future + Trips		0	0	31	0	0	0	0	48	28	0	0	0

PM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	5:00-6:00	0	0	14	0	0	0	0	96	36	0	0	0
SF	1.02	0	0	15	0	0	0	0	98	37	0	0	0
GF	1	0	0	15	0	0	0	0	98	37	0	0	0
Trip Gen & Dist.													
Existing		0	0	15	0	0	0	0	98	37	0	0	0
Future		0	0	15	0	0	0	0	98	37	0	0	0
Future + Trips		0	0	15	0	0	0	0	98	37	0	0	0

AM													
Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
RAW TMC	7:00-8:00	0	61	16	0	0	0	0	0	0	0	0	66
SF	1.02	0	63	17	0	0	0	0	0	0	0	0	68
GF	1	0	63	17	0	0	0	0	0	0	0	0	68
Trip Gen & Dist.													
Existing		0	63	17	0								

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.02	1.04
2	01/08/2023 - 01/14/2023	1.01	1.03
3	01/15/2023 - 01/21/2023	1.00	1.02
4	01/22/2023 - 01/28/2023	0.99	1.01
5	01/29/2023 - 02/04/2023	0.98	1.00
* 6	02/05/2023 - 02/11/2023	0.97	0.99
* 7	02/12/2023 - 02/18/2023	0.97	0.99
* 8	02/19/2023 - 02/25/2023	0.97	0.99
* 9	02/26/2023 - 03/04/2023	0.97	0.99
*10	03/05/2023 - 03/11/2023	0.98	1.00
*11	03/12/2023 - 03/18/2023	0.98	1.00
*12	03/19/2023 - 03/25/2023	0.98	1.00
*13	03/26/2023 - 04/01/2023	0.98	1.00
*14	04/02/2023 - 04/08/2023	0.98	1.00
*15	04/09/2023 - 04/15/2023	0.98	1.00
*16	04/16/2023 - 04/22/2023	0.98	1.00
*17	04/23/2023 - 04/29/2023	0.98	1.00
*18	04/30/2023 - 05/06/2023	0.98	1.00
19	05/07/2023 - 05/13/2023	0.98	1.00
20	05/14/2023 - 05/20/2023	0.98	1.00
21	05/21/2023 - 05/27/2023	0.99	1.01
22	05/28/2023 - 06/03/2023	1.00	1.02
23	06/04/2023 - 06/10/2023	1.00	1.02
24	06/11/2023 - 06/17/2023	1.01	1.03
25	06/18/2023 - 06/24/2023	1.02	1.04
26	06/25/2023 - 07/01/2023	1.04	1.06
27	07/02/2023 - 07/08/2023	1.05	1.07
28	07/09/2023 - 07/15/2023	1.06	1.08
29	07/16/2023 - 07/22/2023	1.05	1.07
30	07/23/2023 - 07/29/2023	1.05	1.07
31	07/30/2023 - 08/05/2023	1.04	1.06
32	08/06/2023 - 08/12/2023	1.03	1.05
33	08/13/2023 - 08/19/2023	1.03	1.05
34	08/20/2023 - 08/26/2023	1.02	1.04
35	08/27/2023 - 09/02/2023	1.01	1.03
36	09/03/2023 - 09/09/2023	1.00	1.02
37	09/10/2023 - 09/16/2023	0.99	1.01
38	09/17/2023 - 09/23/2023	0.99	1.01
39	09/24/2023 - 09/30/2023	0.99	1.01
40	10/01/2023 - 10/07/2023	0.98	1.00
41	10/08/2023 - 10/14/2023	0.98	1.00
42	10/15/2023 - 10/21/2023	0.98	1.00
43	10/22/2023 - 10/28/2023	0.99	1.01
44	10/29/2023 - 11/04/2023	1.00	1.02
45	11/05/2023 - 11/11/2023	1.00	1.02
46	11/12/2023 - 11/18/2023	1.01	1.03
47	11/19/2023 - 11/25/2023	1.01	1.03
48	11/26/2023 - 12/02/2023	1.01	1.03
49	12/03/2023 - 12/09/2023	1.01	1.03
50	12/10/2023 - 12/16/2023	1.02	1.04
51	12/17/2023 - 12/23/2023	1.01	1.03
52	12/24/2023 - 12/30/2023	1.01	1.03
53	12/31/2023 - 12/31/2023	1.00	1.02

\* PEAK SEASON

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## Appendix B: Synchro Reports

HCM 6th TWSC - Existing Condition - AM  
 6: Egret Lakes Cir & SW 153rd Avenue

09/27/2024

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	48	28	0	31
Future Vol, veh/h	0	0	48	28	0	31
Conflicting Peds, #/hr	0	0	0	15	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	65	38	0	42

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

Approach	WB	SB
HCM Control Delay, s	0	8.9
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	969
HCM Lane V/C Ratio	-	-	0.043
HCM Control Delay (s)	-	-	8.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC - Existing Condition - AM  
 8: Egret Lakes Cir & SW 29th Street (East)

09/27/2024

Intersection

Int Delay, s/veh 1.6

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕			
Traffic Vol, veh/h	0	27	111	17	0	0
Future Vol, veh/h	0	27	111	17	0	0
Conflicting Peds, #/hr	0	0	0	12	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	38	154	24	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	101	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.92	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.31	-	-
Pot Cap-1 Maneuver	0	938	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	927	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt NBT NBRWBLn1

Capacity (veh/h)	-	-	927
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s)	-	-	9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC - Existing Condition - AM  
 9: SW 30th Street & Egret Lakes Cir

09/27/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			
Traffic Vol, veh/h	0	39	94	102	0	0
Future Vol, veh/h	0	39	94	102	0	0
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	53	127	138	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	147	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.92	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.31	-
Pot Cap-1 Maneuver	0	877	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	865	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.4	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	865
HCM Lane V/C Ratio	-	0.061
HCM Control Delay (s)	-	9.4
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.2

HCM 6th TWSC - Existing Condition - AM  
 12: Egret Lakes Cir & SW 30th Terrace

09/27/2024

Intersection						
Int Delay, s/veh	2.4					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations		↗	↕			
Traffic Vol, veh/h	0	56	143	21	0	0
Future Vol, veh/h	0	56	143	21	0	0
Conflicting Peds, #/hr	0	0	0	9	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	74	188	28	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	117	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.92	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.31	-
Pot Cap-1 Maneuver	0	916	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	908	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NW	NE
HCM Control Delay, s	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	NET	NER	NWLn1
Capacity (veh/h)	-	-	908
HCM Lane V/C Ratio	-	-	0.081
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

HCM 6th TWSC - Existing Condition - AM  
 15: Egret Lakes Cir & SW 153rd Ct

09/27/2024

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↓			↑
Traffic Vol, veh/h	0	0	30	110	0	34
Future Vol, veh/h	0	0	30	110	0	34
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	42	153	0	47

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

Approach	WB	SB
HCM Control Delay, s	0	9.1
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	932
HCM Lane V/C Ratio	-	-	0.051
HCM Control Delay (s)	-	-	9.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

HCM 6th TWSC - Existing Condition - AM  
 17: Egret Lakes Cir & SW 29th Street (West)

09/27/2024

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	
Traffic Vol, veh/h	0	68	0	0	63	17
Future Vol, veh/h	0	68	0	0	63	17
Conflicting Peds, #/hr	0	1	0	0	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	0	0	80	22

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	63	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	988	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	978	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	978	-	-
HCM Lane V/C Ratio	0.088	-	-
HCM Control Delay (s)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

HCM 6th TWSC - Existing Condition - AM  
 19: SW 153rd Path & Egret Lakes Cir

09/27/2024

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔							↔	↔		
Traffic Vol, veh/h	4	107	14	0	0	0	0	0	56	4	0	0
Future Vol, veh/h	4	107	14	0	0	0	0	0	56	4	0	0
Conflicting Peds, #/hr	11	0	5	5	0	11	3	0	3	3	0	3
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	130	17	0	0	0	0	0	68	5	0	0

Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	11	0	0	-	-	-	82	89	-	-		
Stage 1	-	-	-	-	-	-	-	11	-	-		
Stage 2	-	-	-	-	-	-	-	78	-	-		
Critical Hdwy	4.12	-	-	-	-	-	6.92	7.52	-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.52	-	-		
Follow-up Hdwy	2.21	-	-	-	-	-	3.31	3.51	-	-		
Pot Cap-1 Maneuver	1614	-	-	-	-	-	0	0	964	889	0	0
Stage 1	-	-	-	-	-	-	0	0	-	-	0	0
Stage 2	-	-	-	-	-	-	0	0	-	925	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1597	-	-	-	-	-	-	-	959	815	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	815	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	857	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	9	9.4
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	959	1597	-	-	815
HCM Lane V/C Ratio	0.071	0.003	-	-	0.006
HCM Control Delay (s)	9	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0

HCM 6th TWSC - Existing Condition - PM  
 6: Egret Lakes Cir & SW 153rd Avenue

09/27/2024

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↓			↑
Traffic Vol, veh/h	0	0	98	37	0	15
Future Vol, veh/h	0	0	98	37	0	15
Conflicting Peds, #/hr	0	0	0	11	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	102	39	0	16

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

Approach	WB	SB
HCM Control Delay, s	0	8.8
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	954
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s)	-	-	8.8
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC - Existing Condition - PM  
 8: Egret Lakes Cir & SW 29th Street (East)

09/27/2024

Intersection

Int Delay, s/veh 1.4

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕			
Traffic Vol, veh/h	0	19	57	44	0	0
Future Vol, veh/h	0	19	57	44	0	0
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	67	52	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	66	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	984	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	978	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	8.8	0
HCM LOS	A	

Minor Lane/Major Mvmt NBT NBRWBLn1

Capacity (veh/h)	-	-	978
HCM Lane V/C Ratio	-	-	0.023
HCM Control Delay (s)	-	-	8.8
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC - Existing Condition - PM  
 9: SW 30th Street & Egret Lakes Cir

09/27/2024

Intersection

Int Delay, s/veh 3.7

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕			
Traffic Vol, veh/h	0	64	29	59	0	0
Future Vol, veh/h	0	64	29	59	0	0
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	33	66	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	52	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	1005	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	1003	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	8.9	0
HCM LOS	A	

Minor Lane/Major Mvmt NBT NBRWBLn1

Capacity (veh/h)	-	-	1003
HCM Lane V/C Ratio	-	-	0.072
HCM Control Delay (s)	-	-	8.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

HCM 6th TWSC - Existing Condition - PM  
 12: Egret Lakes Cir & SW 30th Terrace

09/27/2024

Intersection						
Int Delay, s/veh	2.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations		↗	↕			
Traffic Vol, veh/h	0	32	58	40	0	0
Future Vol, veh/h	0	32	58	40	0	0
Conflicting Peds, #/hr	0	0	0	13	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	37	67	46	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	70	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.96	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.33	-
Pot Cap-1 Maneuver	0	975	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	963	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NW	NE
HCM Control Delay, s	8.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NET	NERNWLn1
Capacity (veh/h)	-	963
HCM Lane V/C Ratio	-	0.038
HCM Control Delay (s)	-	8.9
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

HCM 6th TWSC - Existing Condition - PM  
 15: Egret Lakes Cir & SW 153rd Ct

09/27/2024

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Vol, veh/h	0	0	46	32	0	90
Future Vol, veh/h	0	0	46	32	0	90
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	49	34	0	97

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

Approach	WB	SB
HCM Control Delay, s	0	9
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1005
HCM Lane V/C Ratio	-	-	0.096
HCM Control Delay (s)	-	-	9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

HCM 6th TWSC - Existing Condition - PM  
 17: Egret Lakes Cir & SW 29th Street (West)

09/27/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕	
Traffic Vol, veh/h	0	33	0	0	100	18
Future Vol, veh/h	0	33	0	0	100	18
Conflicting Peds, #/hr	0	1	0	0	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	0	110	20

Major/Minor	Minor2	Major2
Conflicting Flow All	- 77	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.94	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.32	- -
Pot Cap-1 Maneuver	0 968	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 958	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	8.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	958	-	-
HCM Lane V/C Ratio	0.038	-	-
HCM Control Delay (s)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th TWSC - Existing Condition - PM  
 19: SW 153rd Path & Egret Lakes Cir

09/27/2024

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔							↔	↔		
Traffic Vol, veh/h	4	80	46	0	0	0	0	0	18	2	0	0
Future Vol, veh/h	4	80	46	0	0	0	0	0	18	2	0	0
Conflicting Peds, #/hr	1	0	7	7	0	1	0	0	5	5	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	87	50	0	0	0	0	0	20	2	0	0

Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	1	0	0	-	-	-	81	58	-	-		
Stage 1	-	-	-	-	-	-	-	1	-	-		
Stage 2	-	-	-	-	-	-	-	57	-	-		
Critical Hdwy	4.12	-	-	-	-	-	6.92	7.52	-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.52	-	-		
Follow-up Hdwy	2.21	-	-	-	-	-	3.31	3.51	-	-		
Pot Cap-1 Maneuver	1628	-	-	-	-	-	0	0	966	935	0	0
Stage 1	-	-	-	-	-	-	0	0	-	-	0	0
Stage 2	-	-	-	-	-	-	0	0	-	951	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1626	-	-	-	-	-	-	-	960	913	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	913	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	929	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	8.8	9
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	960	1626	-	-	913
HCM Lane V/C Ratio	0.02	0.003	-	-	0.002
HCM Control Delay (s)	8.8	7.2	0	-	9
HCM Lane LOS	A	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0

HCM 6th TWSC - Proposed Conditions - AM  
 6: Egret Lakes Cir & SW 153rd Avenue

09/28/2024

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↶			↷
Traffic Vol, veh/h	0	0	48	28	0	31
Future Vol, veh/h	0	0	48	28	0	31
Conflicting Peds, #/hr	0	0	0	15	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	65	38	0	42



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

Approach	WB	SB
HCM Control Delay, s	0	9
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	943
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC - Proposed Conditions - AM  
 8: Egret Lakes Cir & SW 29th Street (East)

09/28/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	111	17	0	0
Future Vol, veh/h	0	27	111	17	0	0
Conflicting Peds, #/hr	0	0	0	12	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	38	154	24	0	0



Major/Minor	Minor1	Major1	
Conflicting Flow All	-	178	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.21	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.309	-
Pot Cap-1 Maneuver	0	868	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	858	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.4	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	858
HCM Lane V/C Ratio	-	0.044
HCM Control Delay (s)	-	9.4
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

HCM 6th TWSC - Proposed Conditions - AM  
 9: SW 30th Street & Egret Lakes Cir

09/28/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	94	102	0	0
Future Vol, veh/h	0	39	94	102	0	0
Conflicting Peds, #/hr	0	0	0	14	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	53	127	138	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	210	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.21	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.309	-
Pot Cap-1 Maneuver	0	833	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	822	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 822
HCM Lane V/C Ratio	-	- 0.064
HCM Control Delay (s)	-	- 9.7
HCM Lane LOS	-	- A
HCM 95th %tile Q(veh)	-	- 0.2

HCM 6th TWSC - Proposed Conditions - AM  
 12: Egret Lakes Cir & SW 30th Terrace

09/28/2024

Intersection						
Int Delay, s/veh	2.5					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations		<b>7</b>	<b>1</b>			
Traffic Vol, veh/h	0	56	143	21	0	0
Future Vol, veh/h	0	56	143	21	0	0
Conflicting Peds, #/hr	0	0	0	9	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	74	188	28	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	211	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.21	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.309	-
Pot Cap-1 Maneuver	0	832	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	825	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NW	NE
HCM Control Delay, s	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	NET	NERNWLn1
Capacity (veh/h)	-	825
HCM Lane V/C Ratio	-	0.089
HCM Control Delay (s)	-	9.8
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.3

HCM 6th TWSC - Proposed Conditions - AM  
 15: Egret Lakes Cir & SW 153rd Ct

09/28/2024

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	30	110	0	34
Future Vol, veh/h	0	0	30	110	0	34
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	42	153	0	47

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

Approach	WB	SB
HCM Control Delay, s	0	9.1
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	926
HCM Lane V/C Ratio	-	-	0.051
HCM Control Delay (s)	-	-	9.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

HCM 6th TWSC - Proposed Conditions - AM  
 17: Egret Lakes Cir & SW 29th Street (West)

09/28/2024

Intersection

Int Delay, s/veh 4.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	68	0	0	63	17
Future Vol, veh/h	0	68	0	0	63	17
Conflicting Peds, #/hr	0	1	0	0	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	0	0	80	22

Major/Minor Minor2 Major2

Conflicting Flow All	-	103	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	952	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	942	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach EB SB

HCM Control Delay, s	9.2	0
HCM LOS	A	

Minor Lane/Major Mvmt EBLn1 SBT SBR

Capacity (veh/h)	942	-	-
HCM Lane V/C Ratio	0.091	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

HCM 6th TWSC - Proposed Conditions - AM  
 19: SW 153rd Path & Egret Lakes Cir

09/28/2024

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕							↗	↘		
Traffic Vol, veh/h	4	107	14	0	0	0	0	0	56	4	0	0
Future Vol, veh/h	4	107	14	0	0	0	0	0	56	4	0	0
Conflicting Peds, #/hr	11	0	5	5	0	11	3	0	3	3	0	3
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	5	130	17	0	0	0	0	0	68	5	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	11	0	0	-	-	147	197	-	-
Stage 1	-	-	-	-	-	-	11	-	-
Stage 2	-	-	-	-	-	-	186	-	-
Critical Hdwy	4.11	-	-	-	-	6.21	7.11	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.309	3.509	-	-
Pot Cap-1 Maneuver	1615	-	-	0	0	903	764	0	0
Stage 1	-	-	-	0	0	-	-	0	0
Stage 2	-	-	-	0	0	-	818	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1598	-	-	-	-	899	697	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	697	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	754	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	9.3	10.2
HCM LOS		A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	899	1598	-	-	697
HCM Lane V/C Ratio	0.076	0.003	-	-	0.007
HCM Control Delay (s)	9.3	7.3	0	-	10.2
HCM Lane LOS	A	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0

HCM 6th TWSC - Proposed Conditions - PM  
 6: Egret Lakes Cir & SW 153rd Avenue

09/28/2024

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	98	37	0	15
Future Vol, veh/h	0	0	98	37	0	15
Conflicting Peds, #/hr	0	0	0	11	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	102	39	0	16
Major/Minor	Major2		Minor2			
Conflicting Flow All	-		0		133	
Stage 1	-		-		-	
Stage 2	-		-		-	
Critical Hdwy	-		-		6.21	
Critical Hdwy Stg 1	-		-		-	
Critical Hdwy Stg 2	-		-		-	
Follow-up Hdwy	-		-		3.309	
Pot Cap-1 Maneuver	-		-		0 919	
Stage 1	-		-		0 -	
Stage 2	-		-		0 -	
Platoon blocked, %	-		-			
Mov Cap-1 Maneuver	-		-		909	
Mov Cap-2 Maneuver	-		-		-	
Stage 1	-		-		-	
Stage 2	-		-		-	
Approach	WB		SB			
HCM Control Delay, s	0		9			
HCM LOS			A			
Minor Lane/Major Mvmt	WBT	WBR	SBLn1			
Capacity (veh/h)	-	-	909			
HCM Lane V/C Ratio	-	-	0.017			
HCM Control Delay (s)	-	-	9			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

HCM 6th TWSC - Proposed Conditions - PM  
 8: Egret Lakes Cir & SW 29th Street (East)

09/28/2024

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		<b>↑</b>	<b>↑</b>			
Traffic Vol, veh/h	0	19	57	44	0	0
Future Vol, veh/h	0	19	57	44	0	0
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	67	52	0	0



Major/Minor	Minor1	Major1	
Conflicting Flow All	-	99	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	957	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	952	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	952
HCM Lane V/C Ratio	-	0.023
HCM Control Delay (s)	-	8.9
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

HCM 6th TWSC - Proposed Conditions - PM  
 9: SW 30th Street & Egret Lakes Cir

09/28/2024

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	64	29	59	0	0
Future Vol, veh/h	0	64	29	59	0	0
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	33	66	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	68	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	995	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	993	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	8.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 993
HCM Lane V/C Ratio	-	- 0.072
HCM Control Delay (s)	-	- 8.9
HCM Lane LOS	-	- A
HCM 95th %tile Q(veh)	-	- 0.2

HCM 6th TWSC - Proposed Conditions - PM  
 12: Egret Lakes Cir & SW 30th Terrace

09/28/2024

Intersection						
Int Delay, s/veh	2.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations		<b>↑</b>	<b>↑</b>			
Traffic Vol, veh/h	0	32	58	40	0	0
Future Vol, veh/h	0	32	58	40	0	0
Conflicting Peds, #/hr	0	0	0	13	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	37	67	46	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	103	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.23	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.327	-
Pot Cap-1 Maneuver	0	949	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	937	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NW	NE
HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NET	NERNWLn1
Capacity (veh/h)	-	937
HCM Lane V/C Ratio	-	0.039
HCM Control Delay (s)	-	9
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

HCM 6th TWSC - Proposed Conditions - PM  
 15: Egret Lakes Cir & SW 153rd Ct

09/28/2024

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	46	32	0	90
Future Vol, veh/h	0	0	46	32	0	90
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	0	49	34	0	97

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 73
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- - 6.21
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- - 3.309
Pot Cap-1 Maneuver	-	- 0 992
Stage 1	-	- 0 -
Stage 2	-	- 0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 985
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s	0	9.1
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	985
HCM Lane V/C Ratio	-	-	0.098
HCM Control Delay (s)	-	-	9.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

HCM 6th TWSC - Proposed Conditions - PM  
 17: Egret Lakes Cir & SW 29th Street (West)

09/28/2024

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	33	0	0	100	18
Future Vol, veh/h	0	33	0	0	100	18
Conflicting Peds, #/hr	0	1	0	0	0	11
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	0	110	20

Major/Minor	Minor2	Major2
Conflicting Flow All	- 132	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 917	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 907	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.1	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	907	-	-
HCM Lane V/C Ratio	0.04	-	-
HCM Control Delay (s)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th TWSC - Proposed Conditions - PM  
 19: SW 153rd Path & Egret Lakes Cir

09/28/2024

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕							↕	↕		
Traffic Vol, veh/h	4	80	46	0	0	0	0	0	18	2	0	0
Future Vol, veh/h	4	80	46	0	0	0	0	0	18	2	0	0
Conflicting Peds, #/hr	1	0	7	7	0	1	0	0	5	5	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	87	50	0	0	0	0	0	20	2	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	-	124	136	-	-
Stage 1	-	-	-	-	-	-	1	-	-
Stage 2	-	-	-	-	-	-	135	-	-
Critical Hdwy	4.11	-	-	-	-	6.21	7.11	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.309	3.509	-	-
Pot Cap-1 Maneuver	1628	-	-	0	0	929	837	0	0
Stage 1	-	-	-	0	0	-	-	0	0
Stage 2	-	-	-	0	0	-	871	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1626	-	-	-	-	923	817	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	817	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	850	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	9	9.4
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	923	1626	-	-	817
HCM Lane V/C Ratio	0.021	0.003	-	-	0.003
HCM Control Delay (s)	9	7.2	0	-	9.4
HCM Lane LOS	A	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0

## Appendix C: Roadway Capacity Analysis

TABLE 7

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

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
<b>Class I (40 mph or higher posted speed limit)</b>						<b>Core Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>Freeway Adjustments</b>					
Non-State Signalized Roadways - 10%						Auxiliary Lane + 1,000 Ramp Metering + 5%					
<b>Median &amp; Turn Lane Adjustments</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%		<b>Uninterrupted Flow Highway Adjustments</b>					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2						1	Divided	Yes	+5%		
<b>BICYCLE MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Multi	Undivided	Yes	-5%		
Paved						Multi	Undivided	No	-25%		
Shoulder/Bicycle						<sup>1</sup> 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 HCM and the Transit Capacity and Quality of Service Manual.					
Lane Coverage	B	C	D	E		<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
0-49%	*	150	390	1,000		<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
50-84%	110	340	1,000	>1,000		* Cannot be achieved using table input value defaults.					
85-100%	470	1,000	>1,000	**		** 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.					
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<i>Source:</i> Florida Department of Transportation Systems Implementation Office <a href="https://www.fdot.gov/planning/systems/">https://www.fdot.gov/planning/systems/</a>					
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	140	480							
50-84%	*	80	440	800							
85-100%	200	540	880	>1,000							
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (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							

## Appendix D: Miami-Dade County Policy on Speed Humps

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**APPENDIX III****POLICY ON SPEED HUMPS**

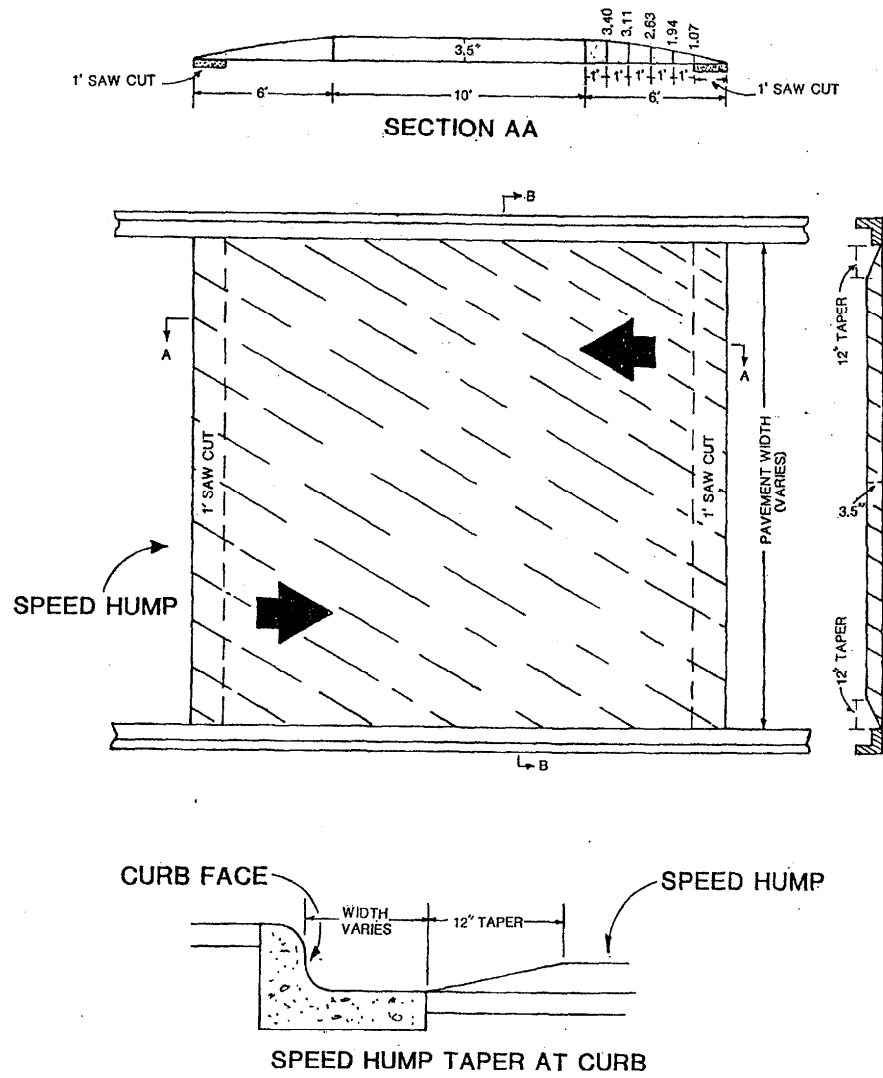
**PURPOSE:** The purpose of this policy is to provide guidelines for the installation of speed humps along local residential streets within Miami-Dade County.

**POLICY:** Speed humps will be considered, on a case-by-case basis, and only on local residential streets, which meet the following criterion:

**CRITERION:**

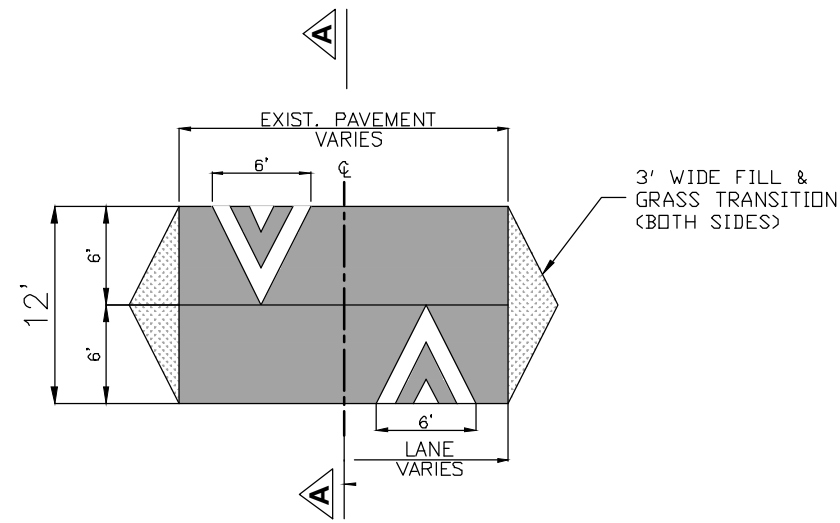
- The street must be a local residential street. **Speed hump shall not be constructed on collector and arterial roadways.**
- The street shall not have more than one traffic lane in each direction.
- The street must be at least 750 feet long, with no intersecting roadways in between.
- Traffic volumes on the street must equal or exceed 750 vehicles per day.
- The street is posted at or has a speed limit of 30 MPH or less.
- The traffic engineering study has determined that the 85<sup>th</sup> percentile speed on the street is at least 10 MPH over the speed limit.
- The speed humps will not be considered within 250 feet of a traffic signal, within 50 feet of an intersection, in front of a driveway, within an intersection or adjacent to fire hydrants.
- The speed humps will not be considered in, or on the approaches to, a horizontal or a vertical curve where visibility of the hump is restricted.
- The street should not be located along an emergency response route, regional transit or school bus route and must be approved by the respective agencies for the installation of speed humps.
- Installation of these devices shall not cause the traffic to divert to other neighborhood streets.
- 2/3 of the residents/property owners of the block(s) concur with the installation of the speed hump.
- The District Commissioner approves the use of PTP funding for the installation.

FLAT-TOPPED SPEED HUMP DESIGN

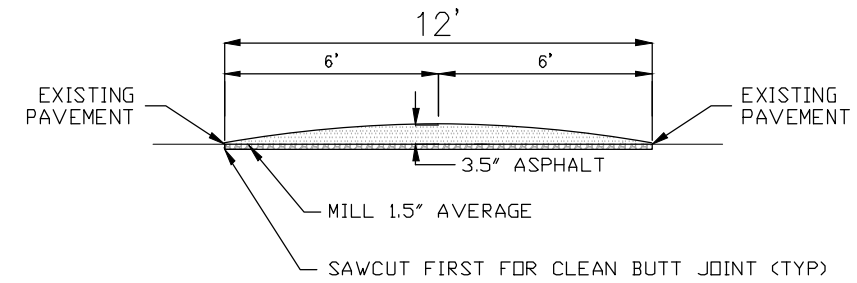


5

# SPEED HUMP PARABOLIC DETAILS



**SPEED HUMP PLAN VIEW**  
N.T.S



**SECTION A - A**  
N.T.S

REFERENCE: MUTCD SECTION-3B.25 & 3B.26

-24 RPM total for Center Line & Speed Hump as shown.

-Paint:

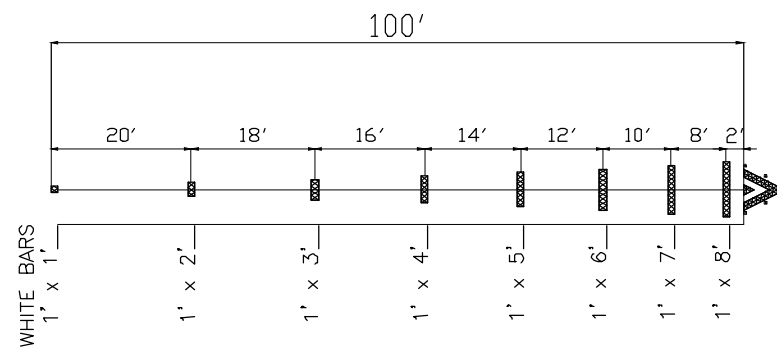
- 250' of 2-6" Yellow Each Hump
- 100' of 12" White Each Hump

DRAINAGE NOTE:

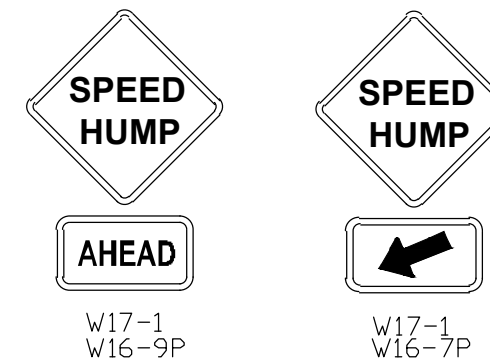
HUMP TO BE AT LEAST 3" AWAY FROM THE EDGE OF PAVEMENT ON BOTH SIDES IN ORDER TO ALLOW PROPER FLOW OF RUNOFF INTO THE EXISTING CATCH BASINS.  
REGRADE EXISTING SWALE IF NEEDED.

NOTE:

- LOCATE SPEED HUMP AND SIGNS TO MINIMIZE IMPACT ON DRIVEWAYS
- REMOVE ALL SIGNING AND MARKING IN CONFLICT WITH THE DESIGN.



## SIGNS DETAILS



	<b>MIAMI-DADE COUNTY</b> PUBLIC WORKS AND WASTE MANAGEMENT DEPARTMENT TRAFFIC ENGINEERING DIVISION			<b>SPEED HUMPS GENERAL DETAILS</b>			
	PROJECT No	SHEET 4 OF 5	REV.	DATE	DESCRIPTION	BY:	A. SUAREZ DESIGN