

RESOLUTION No. 22-24

A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, ADOPTING THE DORAL BOULEVARD CORRIDOR ACCESS MANAGEMENT STUDY IN ORDER TO MOVE FORWARD WITH THE IMPLEMENTATION OF PROPOSED ALTERNATIVE 3; PROVIDING FOR IMPLEMENTATION; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, on March 14, 2007, City Council adopted the Doral Boulevard Street Beautification Master Plan which has guided the development and redevelopment that has taken place along Doral Boulevard including building heights and scale, landscape architectural components, including sidewalk improvements, amenities, and architectural features; and

WHEREAS, the Public Works Department (PWD) completed Phase I of the Doral Boulevard Street Beautification Master Plan, which included landscape, irrigation, and lighting improvements along the medians of Doral Boulevard between the Florida Turnpike and NW 97th Avenue; and

WHEREAS, the design and permitting phases of Phase II, segment of Doral Boulevard between NW 97th Avenue and the Palmetto Expressway (SR 826), was recently completed and is scheduled to commence in the Fiscal Year 2022-23; and

WHEREAS, in the last several years, the City of Doral has experienced several redevelopment projects along the corridor, particularly between NW 97th Avenue and Palmetto (SR 826); and

WHEREAS, this revitalization has also transitioned this segment of the corridor from one that relied primarily on passenger vehicle and heavy truck traffic to an area that must also cater to pedestrian, transit, and bicyclists; and

WHEREAS, on November 2020, the PWD initiated the Doral Boulevard Corridor Access Management Study to develop access management improvements along Doral Boulevard from NW 97th Avenue to the Palmetto Expressway (SR 826) to enhance safety, improve mobility and traffic flow, and improve accessibility and connectivity for all travel modes; and

WHEREAS, as part of this study, four (4) alternatives were developed and evaluated; and

WHEREAS, staff respectfully requests that the Mayor and the City Councilmembers to adopt the Doral Boulevard Corridor Access Management Study and to move forward with the implementation proposed in Alternative No. 3.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL AS FOLLOWS:

Section 1. Recitals. The above recitals are true and correct and incorporated herein.

Section 2. Approval. The Doral Boulevard Corridor Access Management Study, a copy of which is attached hereto as Exhibit "A", is hereby approved.

Section 3. Authorization. The City Manager is authorized to implement the improvements provided in Alternative No. 3 of the Doral Boulevard Corridor Access Management Study.

Section 4. Implementation. The City Manager and the City Attorney are hereby authorized to take such further action as may be necessary to implement the purpose and the provisions of this Resolution.

Section 5. Effective Date. This Resolution shall take effect immediately upon adoption.

The foregoing Resolution was offered by Councilmember Mariaca who moved its adoption.

The motion was seconded by Vice Mayor Cabral and upon being put to a vote, the vote was as follows:

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Digna Cabral	Yes
Councilman Pete Cabrera	Yes
Councilwoman Claudia Mariaca	Yes
Councilman Oscar Puig-Corve	Yes

PASSED AND ADOPTED this 9 day of February, 2022.



JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:



CONNIE DIAZ, MMC
CITY CLERK

APPROVED AS TO FORM AND LEGAL SUFFICIENCY
FOR THE USE AND RELIANCE OF THE CITY OF DORAL ONLY:



LUIS FIGUEREDO, ESQ.
CITY ATTORNEY

EXHIBIT “A”

ACCESS MANAGEMENT STUDY

DORAL BOULEVARD
NW 41st STREET / NW 36th STREET
From NW 97th Avenue to NW 79th Avenue



City Project Manager: Rita Carbonell



ACCESS MANAGEMENT STUDY



NW 41 STREET/NW 36 STREET/DORAL BOULEVARD FROM NW 97 AVENUE TO SR 826/PALMETTO EXPRESSWAY

City Project Manager: Rita Carbonell

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ENGINEER'S CERTIFICATION

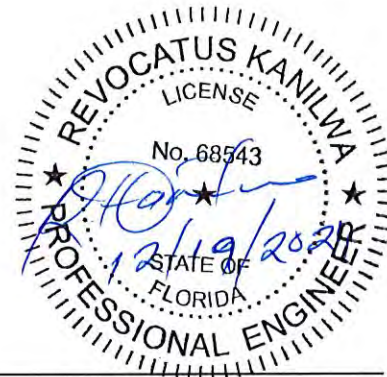
I, Revocatus Kanilwa, PE, PTOE, with Florida PE No. 68543, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 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 Description:

Access management Study

Doral Boulevard

From NW 97 Avenue to SR 826/Palmetto Expressway



Revocatus Kanilwa, P.E.

Florida Registration P.E. No. 68543

C. H. Perez & Associates Consulting Engineers, Inc.

9594 NW 41st Street, Suite 201

Doral, Florida 33178

CA No.25976

1 Executive Summary

C. H. Perez & Associates Consulting Engineers, Inc. (P&A), as a sub-consultant to Wantman Group Inc., was retained by the City of Doral, Public Works Department to perform an Access Management Study along NW 41st Street/NW 36th Street Ext/Doral Boulevard from NW 97th Avenue to SR 826/Palmetto Expressway in Miami-Dade County. The purpose of this access management study was to evaluate the existing access along the arterial to identify alternatives that could improve traffic operations and safety along the arterial within the project limits.

Doral Boulevard is a six-lane divided arterial functionally classified as an "Urban Principle Arterial-Other" with a posted speed limit of 40 MPH. The arterial provides east/west access in the City of Doral between two major highways, the Homestead Extension of the Florida Turnpike (HEFT) to the west and the Palmetto Expressway (SR 826) to the east. The segment has 17 full median openings, three (3) directional median openings, and eight (8) signalized intersections.

Within the study limits, the arterial is bordered with various land uses such as shopping plazas, a supermarket, apartment buildings, restaurants, office buildings, hotels, gas stations, a TV station, and a golf course, to name a few. There are sidewalks on both sides of the arterial, but there are no dedicated bicycle facilities. Standard crosswalks across the arterial are only provided at signalized intersections. Within the study limits, the study segment has 11 bus stops in the eastbound direction and seven (7) in the westbound direction. Only three bus stops have bus shelters.

Vehicular traffic data collection included Turning Movement Counts (TMCs) and 72-hour machine counts. The TMCs were collected at all signalized intersections, the median openings and driveways. The machine counts were conducted to the east of NW 9th Avenue and also to the east of NW 87th Avenue. Since the vehicular data was collected in November, 2020, the data was adjusted to account for seasonal variations and the COVID-19 impacts. The baseline year (2021) traffic data was projected to the Design Year (2031) using an annual growth factor developed using the FDOT Trend Analysis method. The number of pedestrians crossing the arterial midblock between the NW 97th Avenue and NW 93rd Court signals, and between the NW 82nd Avenue and NW 79th Avenue signals were collected in November 2021.

A crash analysis for the study segment was performed based on five years of crash data downloaded from the FDOT's Signal Four Analytics database. The data was downloaded and reviewed for five years, starting from January 1, 2014, through December 31, 2018. The main focus of the crash analysis was on angle and left-turn crashes happening at the existing median openings and signals. Overall, there were 992 crashes reported with an annual distribution of 162, 211, 198, 204, and 217 for Years 2014, 2015, 2016, 2017, and 2018, respectively. Among the 992 crashes, 111 crashes were angle crashes, and 69 crashes were left-turn crashes.

- The angle crashes occurred at different times of the day with no peak period. Six (6) crashes occurred within the AM peak period, and 27 crashes occurred during the PM peak period. There were 11 and 13 left-turn crashes during the AM and PM peak periods, respectively.
- Other crashes along the arterial included rear-end (366 crashes), sideswipe (351 crashes), right-turn (52 crashes), 13 fixed object crashes, 11 backed-into crashes, seven (7) non-fixed object collision crashes, three (3) pedestrian crashes,

four (4) bicycle crashes, and five (5) non-collision crashes.

- The single pedestrian crash occurred at the signalized intersection of Doral Boulevard and NW 97th Avenue, while four (4) of the five (5) bicycle crashes occurred at driveways along the arterial.
- There was one (1) fatality that was reported within the study limits in the five-year period. The fatality involved a motorcyclist and occurred at 11.23 AM on March 8, 2016. The crash happened when a vehicle making a right turn from the McDonald's restaurant driveway (located on the north side of the arterial between Median Openings #s 3 and 4) collided with a motorcyclist traveling westbound.
- There were 130 crashes (13.2%) that resulted in injuries. These included 18 angle crashes and eight (8) left-turn crashes.

Further reviews of the left-turn and angle crashes were conducted for two more years from January 1, 2019 to December 31, 2020. In this period there were 33 left-turn and 60 angle crashes reported. Please notice that the traffic pattern in Year 2020 was impacted by the COVID-19 pandemic due to business and school closures. As a result, this may have had an effect on the number of left-turn and angle crash incidences recorded.

The existing spacing between adjacent median openings along the arterial was found not to be in compliance with the minimum spacing requirements specified by the FDOT. In some cases, the available spacing is only a fraction of the required minimum spacing (1,320 feet for full median openings or 660 feet for directional median openings). In addition to the No-Build Alternative, three Build Alternatives for improving the access management along the arterial were evaluated. The three alternatives were:

Alternative 1: This is the No-Build alternative that does not make any changes to the existing median openings as than those recommended by the different developments along the arterial.

Alternative 2: This alternative considered the median opening closure and/or modifications recommended in the **Doral Boulevard Street Beautification Master Plan** prepared for the City in the 2000s.

Alternative 3: This alternative considered closing or modifying existing median openings that historically have experienced a high frequency of angle crashes or demonstrated operational difficulties in the field for turning vehicles and/or have low levels of vehicular demand that can easily be accommodated at alternate locations without significantly increasing the travel time or delay for the affected movement(s).

Alternative 4: The alternative recommended closing or modifying several existing median openings so that the access management spacing between consecutive median openings do not deviate by more than 10% from the FDOT median opening spacing criteria for Access Class 5.

The improvements under each alternative were categorized into HIGH, MEDIUM and LOW priority improvements as listed below:

1.1.1 Alternative 2

High Priority Improvements

- Close completely the following full median openings: MO # 1, MO #2, MO #3, M #4, MO #18, and MO #20.
- Modify the following full median openings to directional median openings: MO # 6 and MO #19.

- Adjust the signal timings at the NW 97th Avenue and NW 82nd Avenue signals.

Medium Priority Improvements

- Close completely the following full median openings: MO #13, MO #15, and MO #16.
- Modify the following full median openings to directional opening: MO 14 and MO #17.
- Adjust the signal timings at the NW 8800 Block, NW 8400 Block, NW 8300 Block, and NW 82nd Avenue signals.

Low Priority Improvements

- Close completely the following full median openings: MO #8, MO #9, MO # 10, and MO #12.
- Modify the following full median openings to directional openings: MO # 7 and MO #11.

1.1.2 Alternative 3

High Priority Improvements

- Close completely the following full median openings: MO # 1, MO #2, MO #3, M #4, MO #18, and MO #20.
- Modify the following full median openings to directional median openings: MO # 6 and MO #19.
- Adjust the signal timings at the NW 97th Avenue and NW 82nd Avenue signals.

Medium Priority Improvements

- Close completely the following full median openings: MO #13, MO #15, and MO #16.
- Modify the following full median openings to directional opening: MO 14 and MO #17.
- Adjust the signal timings at the NW 8800 Block, NW 8400 Block, NW 8300 Block, and NW 82nd Avenue signals.

Low Priority Improvements

- Close completely the following full median openings: MO #8, MO #9, MO # 10, and MO #12.
- Modify the following full median openings to directional openings: MO # 7 and MO #11.

1.1.3 Alternative 4

High Priority Improvements

- Close completely the following full median openings: MO # 1, MO #2, MO #3, MO #4, MO #18, and MO #20.
- Modify the following full median openings to directional median openings: MO # 6 and MO #19.
- Adjust the signal timings at the NW 97th Avenue and NW 82nd Avenue signals.
- Consolidate the two eastbound bus stops near the NW 97th Avenue signal into one bus stop with a re-designed shelter located on the eastbound departure side of the intersection.
- Relocate the bus stop from the near side of the westbound approach to the NW 87th Avenue signal to the far side if the intersection, and if feasible, provide a bus shelter for the new location.

Medium Priority Improvements

- Close completely the following full median openings: MO #13, MO #14, MO #15, MO #16, and MO #17.
- Adjust the signal timings at the NW 8800 Block, NW 87th Avenue, NW 8400 Block, NW 8300 Block, and NW 82nd Avenue signals.
- Relocate the existing eastbound bus stop from near the Doral Concourse Entrance to the far side of the NW 8300 Block signal and if feasible, provide a bus shelter for the new location.

Low Priority Improvements

- Close completely the following full median openings: MO #8, MO #9, and MO # 10.
- Modify the following full median openings to directional openings: MO # 7 and MO #12.

- Relocate the eastbound bus stop on the approach to the NW 8400 Block signal to the far side of the intersection and relocate the westbound bus stop closer the intersection. If feasible, provide bus shelters at the new locations.

Although all three alternatives were determined to be economically viable based on the safety benefit to cost analysis conducted, after examining each of the build alternatives in terms of safety improvements and potential impacts to the operations of the adjacent signals, it is recommended that Alternative #3 be considered as the Preferred Alternative. This alternative avoids diverting traffic to the congested signals at the NW 97th Avenue, NW 87th Avenue and NW 79th Avenue signals while achieving the same crash reduction benefits as the other two alternatives.

Pedestrian improvements were also evaluated, including the feasibility of providing midblock crosswalks between the NW 97th Avenue and NW 93rd Court signals, and between the NW 82nd Avenue and NW 79th Avenue signals. The midblock crosswalk evaluation showed that the conditions in these areas did not satisfy the minimum installation criteria established by the Florida Department of Transportation (FDOT) as provided in the Traffic Engineering Manual (TEM). The following pedestrian improvement recommendations, also listed in the order of priority, are given:

High Priority Improvements

- Upgrade existing standard crosswalk markings to special emphasis crosswalk markings and install audible pedestrian signal pushbuttons at the NW 97th Avenue, NW 87th Avenue, NW 82nd Avenue, and NW 79th Avenue signals.
- Install a special emphasis marking crosswalk with countdown pedestrian signal heads and audible pedestrian pushbuttons on the east leg at the NW 82nd Avenue signal.

Medium Priority Improvements

- Install a special emphasis crosswalk with countdown pedestrian signal heads, and audible pedestrian pushbuttons on the west side at the NW 8800 Block signal. Upgrade the existing pushbuttons for the east leg crosswalk to audible pushbuttons.
- Install special emphasis crosswalks with pedestrian signal heads, and audible pedestrian pushbuttons on the east and west legs at the NW 8400 Block signal.
- Provide special emphasis crosswalk markings and audible pedestrian signal pushbuttons on the east leg at the NW 8300 Block signal.

Low Priority Improvements

- Upgrade the crosswalk markings at the NW 93rd Court to special emphasis crosswalk markings and install audible pedestrian signal pushbuttons.

The study area includes at least two Miami Dade Transit routes with a total of 18 in-lane bus stops. Only three (3) bus stops have bus shelters. An inventory of the existing bus stops showed some of them to be very closely spaced and several were located away from nearby signalized crosswalks. The following transit improvements, listed in the order of priority, are provided:

High Priority Improvements

- Consolidate the two existing eastbound bus stops on each side of the NW 97th Avenue signal into one bus stop with a re-designed shelter located on the eastbound departure side of the intersection.

Medium Priority Improvements

- Relocate the bus stop from the westbound approach to the NW 8800 Block signal to the downstream side of the intersection and provide a bus shelter for the new location.
- Relocate the eastbound bus stop on the departure side of NW 8800 Block closer to the intersection and provide a bus shelter for the new location.
- Relocate the bus stop on the eastbound approach to the NW 8400 Block signal to the far side of the intersection and provide a bus shelter at the new location. Relocate the westbound far side bus stop closer to the signal and provide a bus shelter.
- Relocate the existing eastbound bus stop at the Doral Concourse Entrance to the far side of the NW 8300 Block signal and provide a bus shelter for the new location.
- Relocate the bus stop on the westbound departure side at the NW 82 Avenue signal closer to the intersection and provide a bus shelter at the new location. Relocate the eastbound bus stop near the Burger King restaurant closer to the NW 82 Avenue signal and provide a bus shelter at the new location.

Low Priority Improvements

- Relocate the existing bus stops on the approaches to the NW 93rd Court signal to the far side of the intersection and provide bus shelters at the new locations.
- Upgrade the existing bus stops at the Atlanta Federal Reserve Bank by providing bus shelters.

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2 Introduction

C. H. Perez & Associates Consulting Engineers, Inc. (P&A), as a sub-consultant to Wantman Group Inc., was retained by the City of Doral, Public Works Department to perform an Access Management Study along Doral Boulevard from NW 97th Avenue to SR 826/Palmetto Expressway in Miami-Dade County.

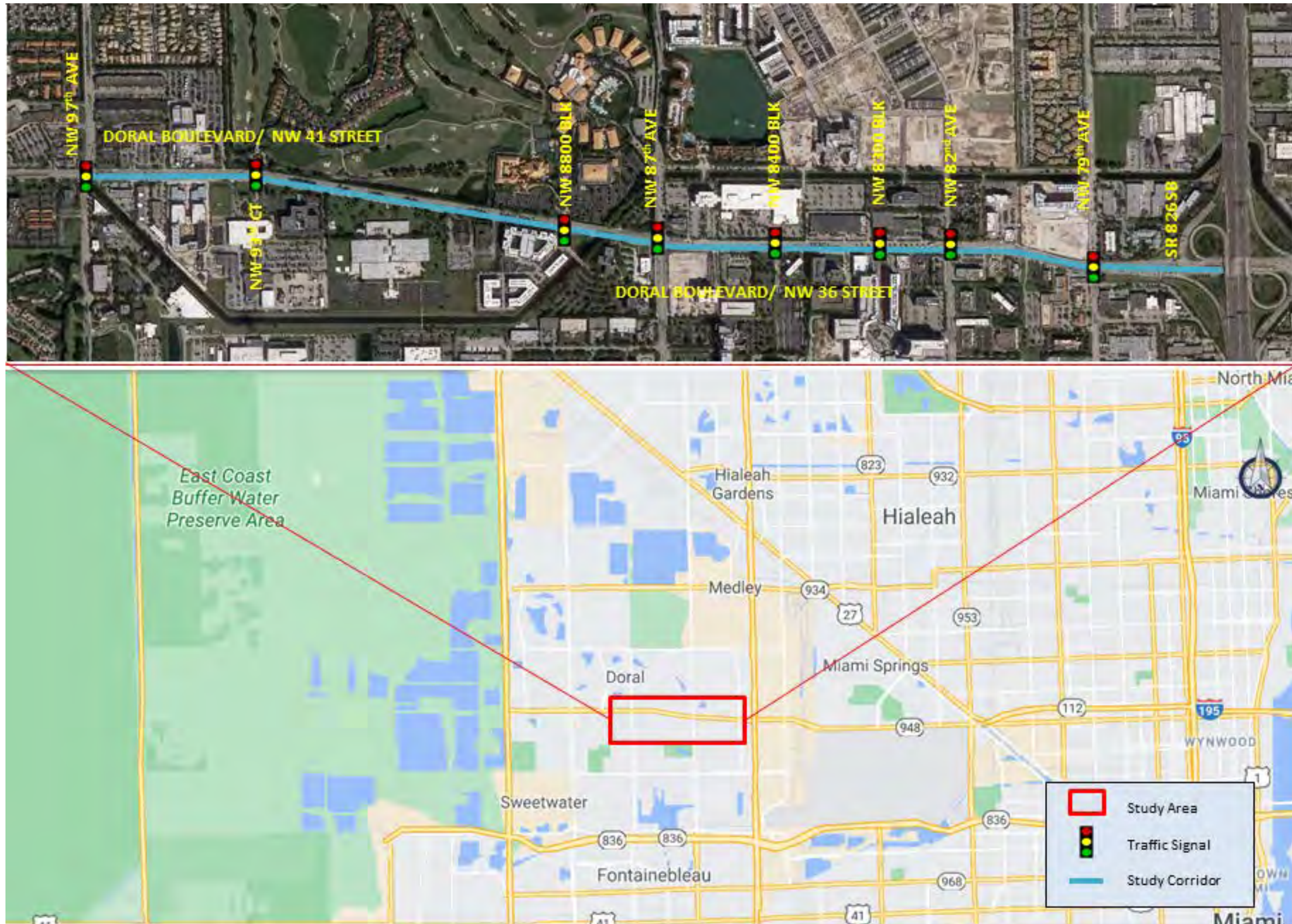
The purpose of this access management study was to evaluate the existing access along the arterial to identify alternatives that could improve traffic operations and safety along the arterial within the project limits.

The study report was prepared following the procedures outlined in the Florida Department of Transportation's (FDOT) Manual on Uniform Traffic Studies (MUTS), the Highway Capacity Manual – 2000 Update (2000 HCM), the 2009 Manual on Uniform Traffic Control Devices (MUTCD), the Highway Safety Improvement Program Guidelines (HSIPG) and the FDOT Access Manual Guidebook, 2019 Edition. The report discusses:

- Existing Conditions
- Traffic Data Collection
- Crash Analysis
- Field Observations
- Proposed Improvements
- Diversion of Vehicular Traffic
- Operational Analysis
- Evaluation of Cost to Benefit Ratio Analysis
- Recommendations and Conclusions

Figure 2-1 shows the location of the study area.

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3 Existing Conditions

3.1 Roadway Characteristics

Doral Boulevard is a six-lane divided arterial functionally classified as an "Urban Principle Arterial-Other" with a posted speed limit of 40 MPH. The arterial provides east/west access in the City of Doral between two major highways, the Homestead Extension of the Florida Turnpike (HEFT) to the west and the Palmetto Expressway (SR 826) to the east. The arterial is under the jurisdiction of Miami-Dade County. The study segment is about 1.85 miles long and consists of the following signalized intersections listed from west to east:

1. NW 97th Avenue
2. NW 93rd Court
3. NW 8800 Block
4. NW 87th Avenue
5. NW 8400 Block
6. NW 8300 Block
7. NW 82nd Avenue
8. NW 79th Avenue
9. SR 826/Palmetto Expressway SB Off-ramp

These signalized locations use ECONOLITE traffic signal controllers, which are interconnected by fiber optic cable. Please see the signal timing reports in **Appendix A**.

3.2 Existing Access Condition

The regulation of access along a highway is necessary to promote the safe and efficient movement of people and goods. The FDOT developed Rule 14-97 that specifies the minimum spacing requirements for median openings, signals, and driveways, as shown in **Table 3-1** on the next page. The segment has 17 full median openings, three (3) directional median openings, and the nine (9) signalized intersections listed above. Starting from west to east, the median openings are described as follows:

3.2.1 Median Opening #1 (MO#1):

This is the first median opening west of the NW 97th Avenue signal. It is a full median opening allowing all movements to and from the Publix Supermarket Plaza to the north and an office building to the south.

3.2.2 Median Opening #2 (MO#2):

This is the first median opening east of the NW 97th Avenue signal. It is a full median opening allowing access to and from the Doral Center Plaza to the north that includes several restaurants, pediatric office, a dentistry, medical office, barber shop, etc. To the south the median opening provides access to the Doral 9690 Plaza that includes a bank, an animal hospital, a nail salon, a restaurant, an animal store and an Einstein Bros. Bagel.

3.2.3 Median Opening #3 (MO#3):

This is a westbound directional median opening located several feet west of the McDonald's restaurant driveway. It provides access to a local bank and allows U-turn movements for vehicles coming from the McDonald restaurant.

3.2.4 Median Opening #4 (MO#4):

This is a full median opening located at the westernmost driveway serving the Univision TV station. It serves the southbound left-turn movement from the TV station and accommodates eastbound left-turn/U-turn movements. The median opening was reconstructed by installing a raised channelized island in 2019 as part of the mixed-use 'Sanctuary at Doral' development.

3.2.5 Median Opening #5 (MO#5):

This is a westbound directional median opening providing access to the 'Sanctuary at Doral' development.

3.2.6 Median Opening #6 (MO#6):

This is the first median opening west of the NW 93rd Court signal providing full access to the Univision TV station.

3.2.7 Median Opening #7 (MO#7):

This is the first median opening located east of the NW 93rd Court signal. It provides full access to and from the West Coast University located on the south side of the arterial. The median opening does not provide for eastbound U-turns, and it does not provide access to any property on the north side.

3.2.8 Median Opening #8 (MO#8):

This is a full median opening that accommodates movements to and from the Atlanta Federal Reserve Bank building located on the south side of the arterial. The median opening does not provide for eastbound U-turns, and it does not provide access to any property on the north side.

3.2.9 Median Opening #9 (MO#9):

There is no driveway on either the north or south side of the arterial at this location. An auxiliary left-turn lane is provided to accommodate westbound U-turning vehicles.

3.2.10 Median Opening #10 (MO#10):

This is another full median opening that accommodates movements to and from the Atlanta Federal Reserve Bank building. The median opening does not provide for eastbound U-turns, and it does not provide access to any property on the north side.

3.2.11 Median Opening #11 (MO#11):

This is a full median opening that provides access to/from the AT&T office building located on the south side of the arterial. The median opening does not provide for eastbound U-turns, and it does not provide access to any property on the north side.

3.2.12 Median Opening #12 (MO#12):

This is another full median opening providing access for the AT&T office building. The median opening does not provide for eastbound U-turns, and it does not provide access to any property on the north side.

3.2.13 Median Opening #13 (MO#13):

This is a bi-directional median opening installed in 2017 along with the NW 8800 Block signal as part of the Doral Gateway development project. It provides access to the Doral Corporate Center office plaza for westbound vehicles. Currently the eastbound left-turn lane can only accommodate U-turn movements since the driveway to the Trump Doral property on the north side is blocked off with flexible delineators.

3.2.14 Median Opening #14 (MO#14):

This is the first median opening east of the NW 87th Avenue signal. It is a full median opening that currently accommodates westbound U-turns only due to the ongoing construction of the Doral Square development on the south side. There is no driveway on the north side and the median opening does not provide for eastbound U-turns.

3.2.15 Median Opening #15 (MO#15):

This median opening provides full access for the Doral Court Plaza located on the south side of the arterial next to the Doral Square development. There is no driveway on the north side and the median opening does not provide for eastbound U-turns.

3.2.16 Median Opening #16 (MO#16):

This is the first median opening east of the NW 8400 Block signal. It provides full access for the Holiday Inn hotel on the south side of the arterial and a mixed use business/office building located on the north side. There is no westbound left-turn lane.

3.2.17 Median Opening #17 (MO#17):

This is the first full median opening located west of the NW 8300 Block signal. It provides access to the same building with MO#16 on the north side and the 'Doral Concourse' office building on the south side of the arterial. The median opening has a painted channelizing island for the eastbound left-turn movement.

3.2.18 Median Opening #18 (MO#18):

This is the first median opening east of the NW 82nd Avenue signal providing full access to 'The Courtyards Garden Offices' and the 'Polytechnic University' located on the north and south sides of the arterial, respectively. Please note that there is no raised median or traffic separator between this median opening and Median Opening #19; therefore, westbound vehicles sometimes turn anywhere in-between to access the businesses on the south side of the arterial. U-turns in both directions are not restricted.

3.2.19 Median Opening #19 (MO#19):

This is a full median opening that provides access for the 'AC Hotels Marriott' on the north side and the 'Burger King' restaurant on the south side of the arterial. U-turns are not restricted.

3.2.20 Median Opening #20 (MO#20):

This is the first median opening west of the NW 79th Avenue signal. It provides full access for 'Bank United' on the south side of the arterial. The new development of 'Doral Atrium', which is still under construction, is located on the north side. U-turns are not restricted.

Table 3-2 shows the current spacing between the median openings along the arterial. As this table shows, the spacing among four (4) of the signalized intersections and all the median openings (full or directional) do not comply with the FDOT criteria for Access Class 5 (Restrictive). There are 18 and 33 driveways on the north and south sides, respectively. Currently, there are no dedicated right-turn lanes along the arterial into these driveways (except at the Sanctuary at Doral mixed-use development). When completed, there will be an eastbound exclusive right-turn lane to the Doral Square development and a westbound exclusive right-turn lane to the Doral Atrium development. The spacing between many of these driveways does not comply with the FDOT minimum spacing requirement criteria.

Table 3-1: FDOT Median Opening Spacing Criteria

Access Class	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		>45 mph	≤45 mph	Directional	Full	
2	Restrictive with Service Roads	1320	660	1320	2640	2640
3	Restrictive	660	440	1320	2640	2640
4	Non-Restrictive	660	440			2640
5	Restrictive	440	245	660	2640 >45 mph 1320 ≤ 45 mph	
6	Non-Restrictive	440	245			1320
7	Both Median Types	125		330	660	1320

Notes:

1. "Restrictive" physically prevent vehicle crossing.
2. "Non-Restrictive" allow turns across at any point.
3. Speeds shown in this table are posted speeds.

Connection Spacing Near Interchange Ramps:

Connections and median openings located within 1,320 feet of interchange ramps require the following spacing (measured from the ramp furthest from the interchange):

- 440 feet ≤ 45 mph
- 660 feet > 45 mph
- 1,320 feet on Access Class 2 Facilities > 45 mph

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Table 3-2: Existing Median Opening Spacing vs FDOT Criteria

Median Location	Median Opening Type	Signal Control	# of Storage Bay	Storage Length/Lane (ft)	Access Class	Existing Condition						Meets Requirements															
						Required FDOT Minimum Spacing (ft)			Existing Median Opening Spacing (ft)																		
						Signal	Full Opening	Directional	Signal	Full Opening	Directional (EB)	Directional (WB)	Signal	Full Opening	Directional (EB)	Directional WB											
Median Opening #1	Full	No	EBLT	205									n/a														
NW 97 Avenue	Full	Yes	2 EBLT	200	5	1320	1320	660	1550	315	n/a	Yes	No	n/a	n/a												
Median Opening #2				1 EBLT						50			410					No									
Median Opening #3	Directional (WB)	No	1 WBLT	135						2895	2895		2895					2895	2895	n/a	n/a	Yes	No	n/a	n/a	n/a	n/a
Median Opening #4	Full		1 WBLT	70																			370					135	No
Median Opening #5	Directional (WB)		1 EBLT	70																			No				
Median Opening #6	Full	Yes	1 EBLT	140																475	n/a	Yes	No				
NW 93 Court			1 EBLT	195						315	No																
Median Opening #7	Full	No	1 WBLT	70																635	n/a	Yes	No				
Median Opening #8			1 WBLT	85						300	No																
Median Opening #9	Full	No	1 WBLT	80																325	n/a	Yes	No				
Median Opening #10	Full		1 WBLT	130						330	No																
Median Opening #11		Full	No	1 WBLT						135											225	n/a	Yes	No			
Median Opening #12	1 WBLT			145						420	No																
NW 8800 Block	Yes	1 EBLT	130	660																660			No				
Median Opening #13	Bi-Directional	No	1 EBLT	115																850	490	490	365	No	No	No	No
NW 87 Avenue	Full	Yes	2 EBLT	130																	395	395		No	No		
Median Opening #14			1 WBLT	115																	1080	535		No	No		
Median Opening #15		No	1 WBLT	115																		205		No	No		
NW 8400 Block		Yes	1 EBLT	120																		340		No	No		
Median Opening #16		No	1 EBLT	50																		270		No	No		
Median Opening #17		Yes	1 EBLT	105								970	370		No	No											
NW 8300 Block		Yes	1 WBLT	200									330		No	No											
NW 82 Avenue		Yes	1 EBLT	155								605	n/a		No	No	n/a	n/a									
Median Opening #18		Full	No	1 EBLT	100								310		No	No											
Median Opening #19				1 WBLT	230									1355	350		No	No									
Median Opening #20		Yes	1 EBLT	85									205		No	No											
NW 79 Avenue		Yes	1 EBLT	385									520		No	No											
SR 826 SB Off-ramp		Yes	None	n/a								905			No												

3.3 Existing Land Uses

Within the study limits, the arterial is bordered by various land uses such as shopping plazas, supermarkets, restaurants, office buildings, banks, medical offices, beauty salons, hotels, gas stations, a TV station, and a golf course, to name a few. There are several new land development projects along the corridor which are currently at different stages of construction, as described below:

1. Sanctuary at Doral: This is a mixed residential/commercial development project that at the time of writing this report its construction was complete and it was partially occupied. The project is located on the south side of NW 41st



Street to the east of the NW 97th Avenue signal. This project introduced one new westbound directional median opening, identified as MO #5 in this report, and modified one existing full median opening (MO#4) by installing a raised channelizing island at the median opening. The development installed three new driveways none of which allows outbound left-turn or through movements. There is an exclusive eastbound right-turn lane at the main driveway.

2. Doral Square: This is a mixed office/commercial land use development project located at the southeast quadrant of NW 36th Street/Doral Boulevard and NW 87th Avenue. This project, when completed, will introduce one limited access driveway along NW 36th Street/Doral Boulevard that will only allow right-in/right-out movements. Eastbound entrance into the project will be from an exclusive right-turn lane. At the time of writing this report, this project is still under construction and is expected to be completed by the end of this year (2021).



3. Doral Atrium: This project redevelops an existing commercial land-use area for mixed residential/commercial land use. The project is located on the northwest quadrant of NW 36th Street/Doral Boulevard and NW 79th Avenue.



The project will be served with one full access driveway with two in-bound lanes and one out-bound right-turn-only lane. A bi-directional median opening will be provided at the location of the driveway. A westbound exclusive right-turn lane will be installed at the driveway. At the time of writing this report, this project is still under construction and is expected to be completed at the end of this year (2021).

3.4 Existing Pedestrian/Bicycle Facilities

Within the study segment, sidewalks are located on both sides of the arterial. There are no dedicated bicycle facilities along the arterial. Standard crosswalk markings with countdown pedestrian signal heads and pushbuttons are provided on all legs of the following signalized intersections:

1. Doral Boulevard and NW 97th Avenue
2. Doral Boulevard and NW 87th Avenue
3. Doral Boulevard and NW 82nd Avenue (except the east leg where there is no crosswalk)
4. Doral Boulevard and NW 79th Avenue (except the east leg where there is no crosswalk)



The NW 8800 Block and NW 8300 Block signals have standard crosswalks with countdown pedestrian signal heads and pushbuttons on the east legs only. The side street legs at these signals have standard crosswalks without pedestrian signal heads. Standard crosswalk markings are provided on all four legs at the NW 93rd Court signal but, there are no pedestrian signal heads. The NW 8400 Block signal has standard crosswalks only on the north and south legs of the intersection. The SR 826/Palmetto SB Off-ramp signal has signalized crosswalk across the off-ramp and across the westbound approach lanes.



3.5 Existing Transit Facilities

The following Miami - Dade Transit Authority (MDT) bus routes traverse through a portion of the study segment: Route # 35, Route # 95, and Route # 132. The segment has 11 in-lane bus stops in the eastbound direction and seven (7) in the

westbound direction. Some of the bus stops are in very close proximity and others are located far from nearby signalized crosswalks. Only three bus stops along the study segment have bus shelters. Besides the MDT Routes, a City of Doral Trolley service traverses the study segment via Route 2 in the eastbound direction from NW 97th Avenue to NW 82nd Avenue. Additionally, Route 1 covers a segment of the arterial between NW 97th Avenue and NW 87th Avenue in the eastbound direction.

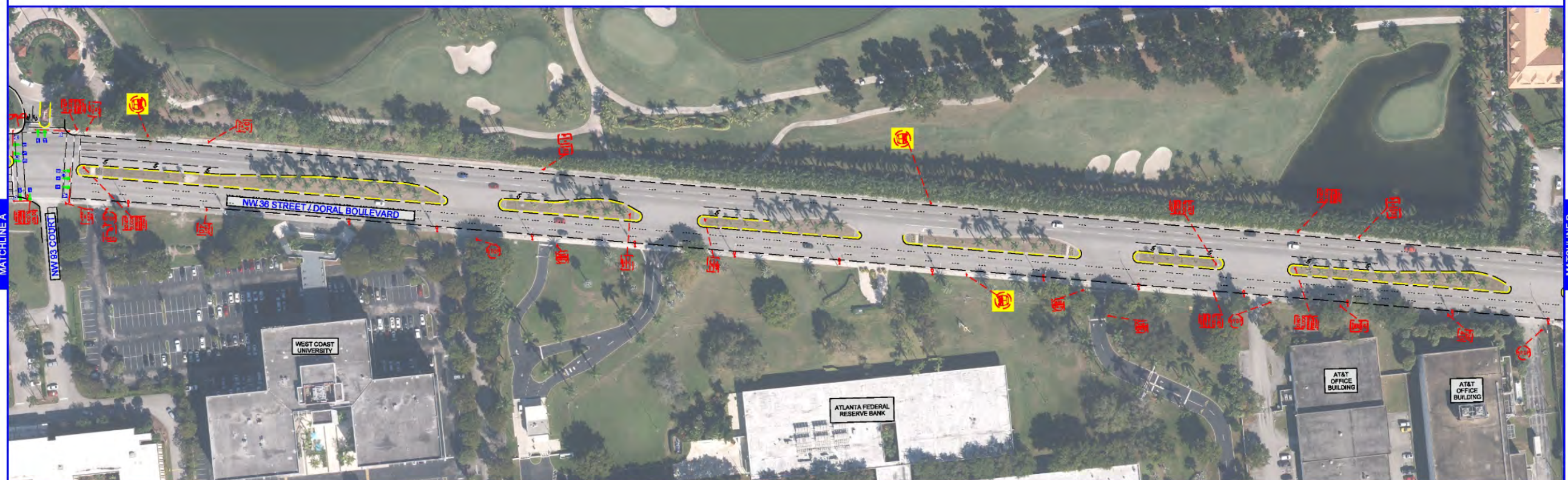
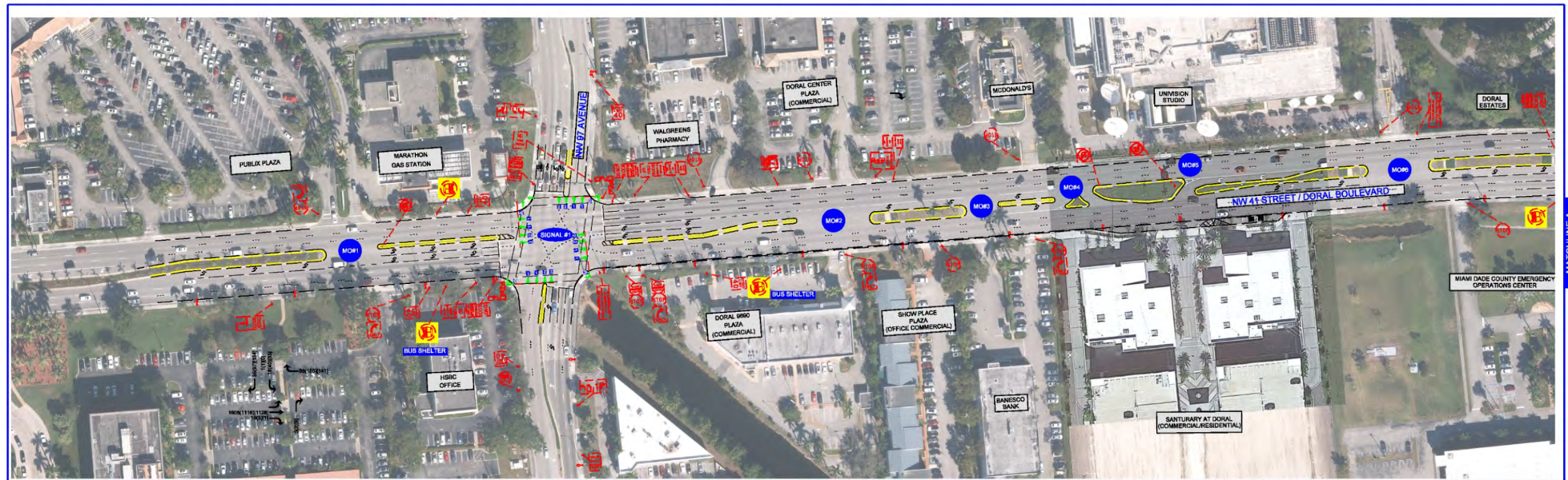


3.6 Existing Lighting

Street lighting is provided on the south side along the entire length of the study segment. A drive through the segment during nighttime in December 2020 revealed that all existing lighting fixtures were in good working.

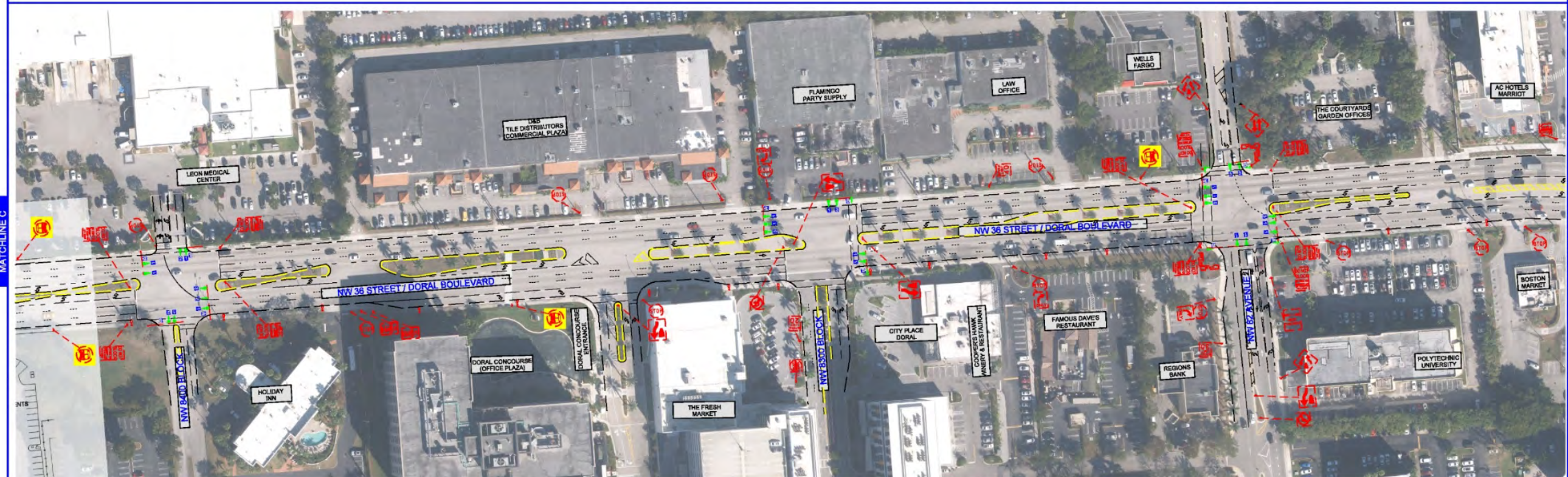
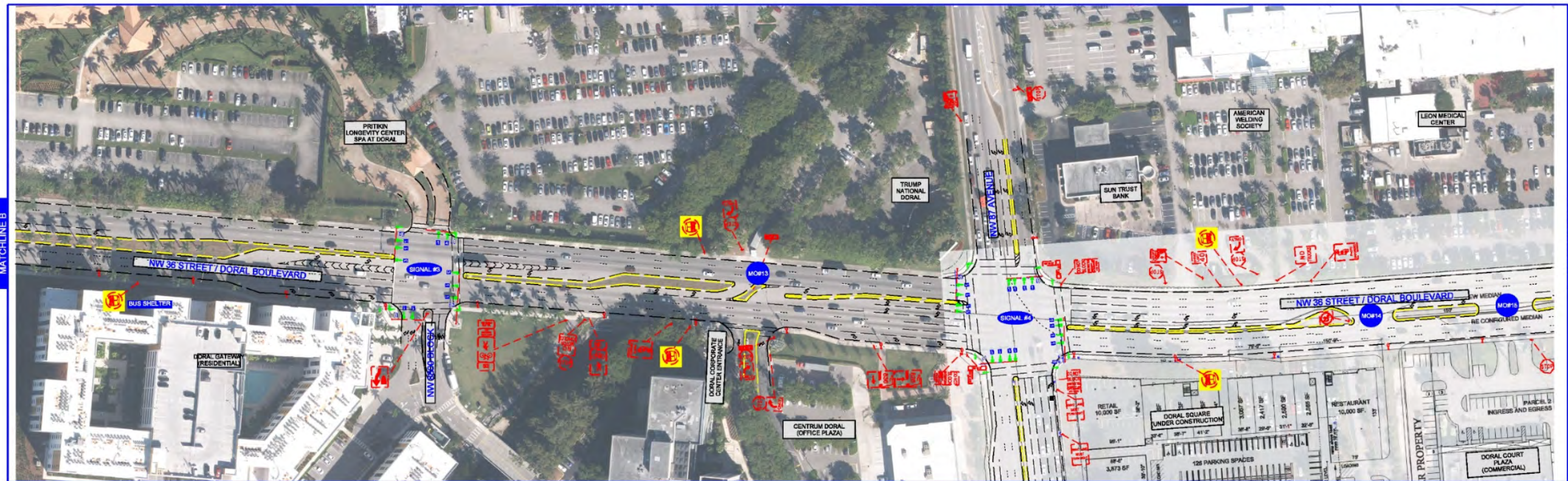
Figure 3-1 shows all the existing traffic control devices, turn lane storage length, existing median opening spacing, land uses, and other existing features along the study segment.

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LEGEND:		INTERSECTION DETAILS:				EXISTING CONDITION DIAGRAM NW 41 ST/DORAL BLVD FROM NW 97 AVE TO SR 826	FIGURE NO. 3-1A

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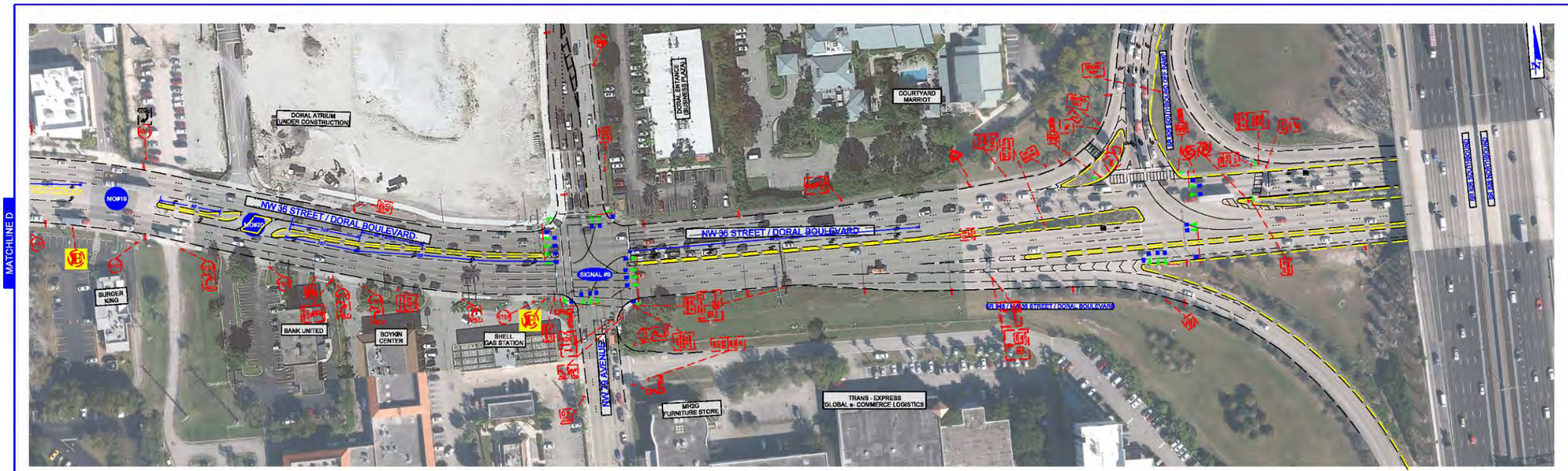
LEGEND:

	MEDIAN OPENING

INTERSECTION DETAILS:

EXISTING CONDITION DIAGRAM
NW 41 ST/DORAL BLVD
FROM NW 97 AVE TO SR 826

FIGURE NO.
3-1B



LEGEND:

INTERSECTION DETAILS:

**EXISTING CONDITION DIAGRAM
NW 41 ST/DORAL BLVD
FROM NW 97 AVE TO SR 826**

FIGURE NO.
3-1C

4 Traffic Data

4.1 Existing Traffic Data

The traffic data was collected starting on November 17, 2020 and included:

- Turning Movement Counts (TMCs) at all signalized intersections and median openings. This data covered two hours during the AM peak period, and two hours during the PM peak period.
- Bi-directional 72-hour machine counts taken at the following locations:
 - Between NW 97th Avenue and NW 87th Avenue
 - Between NW 87th Avenue and NW 77th Avenue

All the data collected in November 2020 was first adjusted for seasonal fluctuations using an adjustment factor of 1.02 obtained from the FDOT database. Given the drop in the levels of vehicular traffic caused by the COVID-19 pandemic, another adjustment was made using a factor of 1.04 obtained from a report prepared by another consultant for the City to account for the unusual traffic conditions. This factor was obtained by comparing 72-hour machine counts collected in 2020 against Annual Average Daily Traffic (AADT) from FDOT's portable count stations located within the study limits. **Table 4-1** and **Table 4-2** show the raw 2020 TMCs and the TMCs adjusted for seasonal variations and COVID-19, respectively. The raw TMCs and machine counts are included in **Appendix B** and **Appendix C**, respectively, while **Appendix D** includes the FDOT seasonal adjustment factors. Pedestrian volume counts are provided and discussed in Section 7 of the report.

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Table 4-1: Raw Peak Hour Traffic Volumes

2020 Raw Peak Hour Traffic Volumes															
Intersection	Peak Period	Approach Movements													
		NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
NW 41 St @ Publix Dwy (MO#1)	AM	-	-	0	18	1	65	-	88	1608	16	-	-	872	98
	PM	-	-	8	33	0	134	-	100	1128	1	-	-	1732	141
NW 41 St @ NW 97 Ave	AM	106	382	191	372	476	51	-	65	1316	246	-	182	813	137
	PM	246	583	168	278	786	122	-	89	887	134	-	163	1537	170
NW 97 Ave @ Doral Ctr Plaza Dwy(MO #2)	AM	3	0	16	11	0	11	6	19	1833	19	11	13	1094	9
	PM	4	0	17	14	0	32	2	9	1353	3	8	9	1721	25
NW 41 St @ Banesco Bank Dwy(MO #3)	AM	-	-	5	-	-	-	1	-	1841	29	16	5	1126	-
	PM	-	-	50	-	-	-	2	-	1359	31	6	2	1760	-
NW 41 St @ McDonald Restaurant Dwy (MO #4)	AM	-	-	-	1	-	45	6	8	1848	-	-	-	1102	21
	PM	-	-	-	1	-	37	25	4	1385	-	-	-	1708	47
NW 41 St @ Sanctuary at Doral Dwy (MO #5)	AM	-	-	12	-	-	-	-	-	1836	5	0	4	1126	-
	PM	-	-	19	-	-	-	-	-	1365	6	2	2	1755	-
NW 41 St @ Univision TV Station Dwy (MO #6)	AM	-	-	-	0	-	0	2	4	1827	-	0	-	1128	8
	PM	-	-	-	6	-	6	10	5	1362	-	2	-	1743	8
NW 41 St @ NW 93 Ct	AM	7	0	8	41	0	30	-	47	1763	28	-	13	1099	25
	PM	47	0	18	22	0	31	-	52	1294	9	-	8	1677	28
NW 41 St @ Federal Reserve Bank Dwy1(MO #7)	AM	3	-	13	-	-	-	0	-	1793	19	0	39	1128	-
	PM	18	-	78	-	-	-	3	-	1324	7	1	17	1703	-
NW 41 St @ Federal Reserve Bank Dwy2(MO #8)	AM	1	-	0	-	-	-	0	-	1805	1	0	7	1166	-
	PM	0	-	0	-	-	-	0	-	1402	1	0	5	1721	-
NW 41 St @ AT&T Dwy1 (MO #9)	AM	-	-	-	-	-	-	0	-	1805	0	0	0	1173	-
	PM	-	-	-	-	-	-	0	-	1402	0	0	0	1726	-
NW 41 St @ AT&T Dwy1 (MO #10)	AM	0	-	1	-	-	-	0	-	1805	0	0	0	1173	-
	PM	4	-	8	-	-	-	1	-	1402	0	1	0	1721	-
NW 41 St @ AT&T Dwy2 (MO #11)	AM	0	-	11	-	-	-	-	-	1790	4	1	1	1173	-
	PM	3	-	3	-	-	-	-	-	1404	2	1	3	1718	-
NW 41 St @ AT&T Dwy3 (MO #12)	AM	2	-	11	-	-	-	0	-	1799	2	1	1	1172	-
	PM	1	-	7	-	-	-	0	-	1406	2	4	4	1721	-
NW 36 St Ext @ NW 8800 Block	AM	37	0	104	2	0	1	-	11	1747	45	-	33	1136	2
	PM	42	0	30	0	0	0	-	2	1379	39	-	68	1687	0
NW 36 St Ext @ Doral Corporate Ctr Dwy (MO #13)	AM	-	-	26	-	-	-	1	0	1832	20	4	9	1191	0
	PM	-	-	60	-	-	-	2	0	1393	13	6	4	1746	0
NW 36 St Ext @ NW 87 Ave	AM	204	629	284	154	670	187	-	308	1254	313	-	435	813	116
	PM	345	762	356	156	862	226	-	226	1032	221	-	412	1185	160
NW 36 St Ext @ Doral Square Dwy (MO#14)	AM	-	-	-	-	-	-	-	-	1690	-	1	0	1359	-
	PM	-	-	-	-	-	-	-	-	1544	-	7	0	1741	-
NW 36 St Ext @ Doral Court Plaza Dwy	AM	4	-	14	-	-	-	2	-	1684	5	7	16	1354	-
	PM	7	-	23	-	-	-	2	-	1533	16	74	11	1739	-
NW 36 St Ext @ NW 8400 Block	AM	11	0	2	13	0	7	-	73	1596	16	-	18	1359	117
	PM	10	0	15	13	0	207	-	7	1606	10	-	12	1607	7
NW 36 St Ext @ Holiday Inn Dwy (MO#16)	AM	0	0	8	6	0	2	4	16	1590	0	0	0	1498	3
	PM	0	2	4	4	0	14	3	5	1627	0	1	2	1593	3
NW 36 St Ext @ Doral Concourse Dwy	AM	20	1	30	2	0	1	0	5	1580	19	5	24	1481	9
	PM	31	0	57	8	0	6	0	5	1611	20	21	16	1562	8
NW 36 St Ext @ NW 8300 Block	AM	24	2	49	0	-	3	-	0	1565	43	-	113	1493	15
	PM	57	0	75	0	-	31	-	1	1627	68	-	132	1519	24
NW 36 St Ext @ NW 82 Ave	AM	58	88	146	92	130	65	-	80	1396	139	-	259	1490	110
	PM	116	147	415	92	142	91	-	60	1587	77	-	205	1479	68
NW 36 St Ext @ Polytechnic University Dwy (MO#18)	AM	0	0	2	3	0	2	1	4	1629	1	2	20	1846	20
	PM	3	0	25	17	0	14	2	3	2086	2	6	14	1759	12
NW 36 St Ext @ Burger King Dwy (MO#19)	AM	6	1	18	12	1	16	8	15	1612	21	13	14	1830	11
	PM	4	0	17	14	0	32	2	9	2120	3	8	9	1743	21
NW 36 St Ext @ Bank United Dwy (MO#20)	AM	0	-	7	-	-	1	2	2	1613	11	8	1	1898	1
	PM	0	-	25	2	-	9	2	7	2142	7	6	2	1774	3
NW 36 St Ext @ NW 79 Ave	AM	22	108	152	421	202	76	-	73	1526	49	-	289	1783	370
	PM	68	118	341	667	221	113	-	90	2006	50	-	210	1596	256
NW 36 St Ext @ SR 826 Off-ramp	AM	-	-	-	580	-	792	-	-	1018	-	-	-	1671	-
	PM	-	-	-	344	-	343	-	-	1301	-	-	-	1679	-

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Table 4-2: Adjusted Peak Traffic Hour Volumes

2020 Seasonally Adjusted Peak Hour Traffic Volumes															
Intersection	Peak Period	Approach Movements													
		NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
NW 41 St @ Publix Dvwy (MO#1)	AM	-	-	0	19	2	67	-	91	1657	17	-	-	899	101
	PM	-	-	9	34	0	139	-	103	1162	2	-	-	1784	146
NW 41 St @ NW 97 Ave	AM	110	394	197	384	491	53	-	67	1356	254	-	188	838	142
	PM	254	601	174	287	810	126	-	92	914	139	-	168	1584	176
NW 97 Ave @ Doral Ctr Plaza Dvwy(MO #2)	AM	4	0	17	12	0	12	7	20	1888	20	12	14	1127	10
	PM	5	0	18	15	0	33	3	10	1394	4	9	10	1773	26
NW 41 St @ Banesco Bank Dvwy(MO #3)	AM	-	-	6	-	-	-	2	-	1897	30	17	6	1160	-
	PM	-	-	52	-	-	-	3	-	1400	32	7	3	1813	-
NW 41 St @ McDonald Restaurant Dwy (MO #4)	AM	-	-	-	2	-	47	7	9	1904	-	-	-	1136	22
	PM	-	-	-	2	-	39	26	5	1427	-	-	-	1760	49
NW 41 St @ Sanctuary at Doral Dwy (MO #5)	AM	-	-	13	-	-	-	-	-	1892	6	0	5	1160	-
	PM	-	-	20	-	-	-	-	-	1406	7	3	3	1808	-
NW 41 St @ Univision TV Station Dwy (MO #6)	AM	-	-	-	0	-	0	3	5	1882	-	0	-	1162	9
	PM	-	-	-	7	-	7	11	6	1403	-	3	-	1796	9
NW 41 St @ NW 93 Ct	AM	8	0	9	43	0	31	-	49	1816	29	-	14	1132	26
	PM	49	0	19	23	0	32	-	54	1333	10	-	9	1728	29
NW 41 St @ Federal Reserve Bank Dwy1 (MO #7)	AM	4	-	14	-	-	-	0	-	1847	20	0	41	1162	-
	PM	19	-	81	-	-	-	4	-	1364	8	2	18	1755	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #8)	AM	2	-	0	-	-	-	0	-	1860	2	0	8	1201	-
	PM	0	-	0	-	-	-	0	-	1445	2	0	6	1773	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #9)	AM	-	-	-	-	-	-	0	-	1860	0	0	0	1209	-
	PM	-	-	-	-	-	-	0	-	1445	0	0	0	1778	-
NW 41 St @ AT&T Dwy1 (MO #10)	AM	0	-	2	-	-	-	0	-	1860	0	0	0	1209	-
	PM	5	-	9	-	-	-	2	-	1445	0	2	0	1773	-
NW 41 St @ AT&T Dwy2 (MO #11)	AM	0	-	12	-	-	-	-	-	1844	5	2	2	1209	-
	PM	10	-	4	-	-	-	-	-	1447	3	2	4	1770	-
NW 41 St @ AT&T Dwy3 (MO #12)	AM	3	-	12	-	-	-	0	-	1853	3	2	2	1208	-
	PM	2	-	8	-	-	-	0	-	1449	3	5	5	1773	-
NW 36 St Ext @ NW 8800 Block	AM	39	0	108	3	0	2	-	12	1800	47	-	34	1171	3
	PM	44	0	31	0	0	0	-	3	1421	41	-	71	1738	0
NW 36 St Ext @ Doral Corporate Ctr Dwy (MO #13)	AM	-	-	27	-	-	-	2	0	1887	21	5	10	1227	0
	PM	-	-	62	-	-	-	3	0	1435	14	7	5	1799	0
NW 36 St Ext @ NW 87 Ave	AM	211	648	293	159	691	193	-	318	1292	323	-	449	838	120
	PM	356	785	367	161	888	233	-	233	1063	228	-	425	1221	165
NW 36 St Ext @ Doral Square Dwy (MO#14)	AM	-	-	16	-	-	-	-	-	1741	-	2	0	1400	-
	PM	-	-	58	-	-	-	-	-	1591	-	8	0	1794	-
NW 36 St Ext @ Doral Court Plaza Dwy	AM	5	-	15	-	-	-	3	-	1735	6	8	17	1395	-
	PM	8	-	24	-	-	-	3	-	1579	17	77	12	1792	-
NW 36 St Ext @ NW 8400 Block	AM	12	0	3	14	0	8	-	76	1644	17	-	19	1400	121
	PM	11	0	16	14	0	214	-	8	1655	11	-	13	1656	8
NW 36 St Ext @ Holiday Inn Dwy (MO#16)	AM	0	0	9	7	0	3	5	17	1638	0	0	0	1543	4
	PM	0	3	5	5	0	15	4	6	1676	0	2	3	1641	4
NW 36 St Ext @ Doral Concourse Dwy	AM	21	2	31	3	0	2	0	6	1628	20	6	25	1526	10
	PM	32	0	59	9	0	7	0	6	1660	21	22	17	1609	9
NW 36 St Ext @ NW 8300 Block	AM	25	3	51	0	-	4	-	0	1612	45	-	117	1538	16
	PM	59	0	78	0	-	32	-	2	1676	71	-	136	1565	25
NW 36 St Ext @ NW 82 Ave	AM	60	91	151	95	134	67	-	83	1438	144	-	267	1535	114
	PM	120	152	428	95	147	94	-	62	1635	80	-	212	1524	71
NW 36 St Ext @ Polytechnic University Dwy (MO#18)	AM	0	0	3	4	0	3	2	5	1678	2	3	21	1902	21
	PM	4	0	26	18	0	15	3	4	2149	3	7	15	1812	13
NW 36 St Ext @ Burger King Dwy (MO#19)	AM	7	2	19	13	2	17	9	16	1661	22	14	15	1885	12
	PM	5	0	18	15	0	33	3	10	2184	4	9	10	1796	22
NW 36 St Ext @ Bank United Dwy (MO#20)	AM	0	-	8	-	-	2	3	3	1662	12	9	2	1955	2
	PM	0	-	26	3	-	10	3	8	2207	8	7	3	1828	4
NW 36 St Ext @ NW 79 Ave	AM	23	112	157	434	209	79	-	76	1572	51	-	298	1837	382
	PM	71	122	352	688	228	117	-	93	2067	52	-	217	1644	264
NW 36 St Ext @ SR 826 Off-ramp	AM	-	-	-	598	-	816	-	-	1049	-	-	-	1722	-
	PM	-	-	-	355	-	354	-	-	1341	-	-	-	1730	-

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4.2 Baseline (2021) Peak Hour Volumes

Since the traffic data for the study were collected towards the end of 2020, the adjusted data from 2020 were projected to the current year 2021 using an annual growth rate of 0.5%. This rate was obtained using the FDOT Trend Analysis method for FDOT portable count stations located close to the study area (see **Appendix E**). **Table 4-3** shows a summary of the trend analysis.

As mentioned earlier, there are several land development projects along and near the arterial that were in different stages of construction at the time of the data collection. For this study, it is assumed that all of these developments will be fully developed and occupied by the end of 2021; therefore, traffic expected to be generated from these developments (see **Table 4-4**) was added to the 2021 forecast traffic to get the 2021 baseline traffic which is shown in **Table 4-5** and in **Appendix F**.

Table 4-3: Trend Analysis Summary

Growth Rate Trend Analysis Calculations					
Description	Station				
	8196	7022	8359	7051	
Trend Growth Rate (1)(%)	-0.11	-1.12	0.5	0.54	
Adjusted Trend Growth Rate(%)	0.5	0.5	0.5	0.54	
Average Growth Rate(%)					0.5

Table 4-4: Projected Trips for Approved Developments

Doral Public Charter School Project Trips														
Intersection	Expected Opening Yr	Peak Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NW 97 Ave @ NW 41 St	2021	AM	-	-	-	81	-	-	-	32	-	-	29	72
		PM	-	-	-	44	-	-	-	18	-	-	21	51
AM		101	72	14	-	81	-	-	-	113	16	-	-	
PM		72	51	10	-	44	-	-	-	62	9	-	-	
Sanctuary at Doral Project Trips														
NW 97 Ave @ NW 41 St	2021	AM	-	-	6	3	-	-	-	20	-	6	40	6
		PM	-	-	12	6	-	-	-	44	-	13	33	5
NW 93 Ct @ NW 41 St		AM	-	-	-	-	-	-	57	54	-	-	27	-
PM		-	-	-	-	-	-	47	45	-	-	60	-	
NW 87 Ave @ NW 41 St	AM	7	-	-	-	-	-	6	11	30	13	-	15	-
	PM	15	-	-	-	-	-	12	9	25	11	-	33	-
Shelton Charter Academy Project Trips														
NW 97 Ave @ NW 41 St	2022	AM	11	42	25	-	63	-	-	-	16	37	-	-
		PM	-	-	-	-	-	-	-	-	-	-	-	-
Doral Square Project Trips														
NW 41 St @ NW 87 Ave	2021	AM	4	7	-	2	1	-	-	1	1	-	-	72
		PM	16	25	-	21	10	-	-	14	6	-	-	51
NW 41 St @ NW 82 Ave		AM	1	-	-	-	-	-	-	15	1	-	6	-
PM		4	-	-	-	-	-	-	55	3	-	68	-	
Atrium Doral Project Trips														
NW 41 St @ NW 79 Ave	2021	AM	16	-	-	24	-	-	-	-	-	-	40	15
		PM	40	-	-	33	-	-	-	-	-	-	99	38
NW 41 St @ Driveway		AM	-	-	-	-	-	-	113	15	-	-	-	56
PM		-	-	-	-	-	-	153	37	-	-	-	-	139

Table 4-5: Baseline Year (2021) Peak Hour Traffic Volumes

2021 Baseline Peak Hour Traffic Volumes																
Intersection	Peak Period	Approach Movements														
		NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
NW 41 St @ Publix Dwy (MO#1)	AM	-	-	0	20	2	70	-	95	1723	18	-	-	935	105	
	PM	-	-	9	35	0	145	-	107	1208	2	-	-	1855	152	
NW 41 St @ NW 97 Ave	AM	125	452	236	483	574	55	-	70	1462	280	-	239	941	226	
	PM	264	625	193	348	842	131	-	96	1013	145	-	188	1701	239	
NW 97 Ave @ Doral Ctr Plaza Dwy (MO #2)	AM	4	0	18	12	0	12	7	21	1964	21	12	15	1172	10	
	PM	5	0	19	16	0	34	3	10	1450	4	9	10	1844	27	
NW 41 St @ Banesco Bank Dwy (MO #3)	AM	-	-	6	-	-	-	2	-	1973	31	18	6	1206	-	
	PM	-	-	54	-	-	-	3	-	1456	33	7	3	1886	-	
NW 41 St @ McDonald Restaurant Dwy (MO #4)	AM	-	-	-	2	-	49	7	9	1980	-	-	-	1181	23	
	PM	-	-	-	2	-	41	27	5	1484	-	-	-	1830	51	
NW 41 St @ Sanctuary at Doral Dwy (MO #5)	AM	-	-	14	-	-	-	-	-	1968	6	0	8	1206	-	
	PM	-	-	21	-	-	-	-	-	1462	7	3	18	1880	-	
NW 41 St @ Univision TV Station Dwy (MO #6)	AM	-	-	-	0	-	0	3	5	1957	-	0	-	1208	9	
	PM	-	-	-	7	-	7	11	6	1459	-	3	-	1868	9	
NW 41 St @ NW 93 Ct	AM	8	0	9	45	0	32	-	108	1943	30	-	15	1204	27	
	PM	51	0	20	24	0	33	-	103	1431	10	-	9	1857	30	
NW 41 St @ Federal Reserve Bank Dwy1 (MO #7)	AM	4	-	15	-	-	-	0	-	1921	21	0	43	1208	-	
	PM	20	-	84	-	-	-	4	-	1419	8	2	19	1825	-	
NW 41 St @ Federal Reserve Bank Dwy2 (MO #8)	AM	2	-	0	-	-	-	0	-	1934	2	0	8	1249	-	
	PM	0	-	0	-	-	-	0	-	1503	2	0	6	1844	-	
NW 41 St @ Federal Reserve Bank Dwy2 (MO #9)	AM	-	-	-	-	-	-	0	-	1934	0	0	0	1257	-	
	PM	-	-	-	-	-	-	0	-	1503	0	0	0	1849	-	
NW 41 St @ AT&T Dwy1 (MO #10)	AM	0	-	2	-	-	-	0	-	1934	0	0	0	1257	-	
	PM	5	-	9	-	-	-	2	-	1503	0	2	0	1844	-	
NW 41 St @ AT&T Dwy2 (MO #11)	AM	0	-	12	-	-	-	-	-	1918	5	2	2	1257	-	
	PM	10	-	4	-	-	-	-	-	1505	3	2	4	1841	-	
NW 41 St @ AT&T Dwy3 (MO #12)	AM	3	-	12	-	-	-	0	-	1927	3	2	2	1256	-	
	PM	2	-	8	-	-	-	0	-	1507	3	5	5	1844	-	
NW 36 St Ext @ NW 8800 Block	AM	41	0	112	3	0	2	-	12	1872	49	-	35	1218	3	
	PM	46	0	32	0	0	0	-	3	1478	43	-	74	1808	0	
NW 36 St Ext @ Doral Corporate Ctr Dwy (MO #13)	AM	-	-	28	-	-	-	2	0	1962	22	5	10	1276	0	
	PM	-	-	64	-	-	-	3	0	1492	15	7	5	1871	0	
NW 36 St Ext @ NW 87 Ave	AM	331	753	319	167	801	207	-	342	1375	350	-	483	887	197	
	PM	473	892	392	188	924	242	-	251	1145	254	-	451	1303	223	
NW 36 St Ext @ Doral Square Dwy (MO#14)	AM	-	-	16	-	-	-	-	-	1811	3	1	7	1456	-	
	PM	-	-	58	-	-	-	-	-	1655	35	7	72	1866	-	
NW 36 St Ext @ Doral Court Plaza Dwy	AM	5	-	16	-	-	-	3	-	1804	6	8	18	1451	-	
	PM	8	-	25	-	-	-	3	-	1642	18	80	12	1864	-	
NW 36 St Ext @ NW 8400 Block	AM	12	0	3	15	0	8	-	79	1710	18	-	20	1456	126	
	PM	11	0	17	15	0	223	-	8	1721	11	-	14	1722	8	
NW 36 St Ext @ Holiday Inn Dwy (MO#16)	AM	0	0	9	7	0	3	5	18	1704	0	0	0	1605	4	
	PM	0	3	5	5	0	16	4	6	1743	0	2	3	1707	4	
NW 36 St Ext @ Doral Concourse Dwy	AM	22	2	32	3	0	2	0	6	1693	21	6	26	1587	10	
	PM	33	0	61	9	0	7	0	6	1726	22	23	18	1673	9	
NW 36 St Ext @ NW 8300 Block	AM	26	3	53	0	-	4	-	0	1676	47	-	122	1600	17	
	PM	61	0	81	0	-	33	-	2	1743	74	-	141	1628	26	
NW 36 St Ext @ NW 82 Ave	AM	63	95	157	99	139	70	-	86	1511	151	-	278	1602	119	
	PM	129	158	445	99	153	98	-	64	1755	86	-	220	1653	74	
NW 36 St Ext @ Polytechnic University Dwy (MO#18)	AM	0	0	3	4	0	3	2	5	1745	2	3	22	1978	22	
	PM	4	0	27	19	0	16	3	4	2235	3	7	16	1884	14	
NW 36 St Ext @ Burger King Dwy (MO#19)	AM	7	2	20	14	2	18	9	17	1727	23	15	16	1960	12	
	PM	5	0	19	16	0	34	3	10	2271	4	9	10	1868	23	
NW 36 St Ext @ Bank United Dwy (MO#20)	AM	0	-	8	-	-	115	3	18	1728	12	9	2	2033	58	
	PM	0	-	27	-	-	163	3	45	2295	8	7	3	1901	143	
NW 36 St Ext @ NW 79 Ave	AM	40	116	163	475	217	82	-	79	1635	53	-	310	1950	412	
	PM	114	127	366	749	237	122	-	97	2150	54	-	226	1809	313	
NW 36 St Ext @ SR 826 Off-ramp	AM	-	-	-	622	-	849	-	-	1091	-	-	-	1791	-	
	PM	-	-	-	369	-	368	-	-	1395	-	-	-	1799	-	

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4.3 Future (2031) No-Build Volumes

The 2021 baseline traffic data were forecast to the Design Year (2031) using an annual growth factor of 0.5% to get the future No-Build peak hour traffic volumes. **Table 4-6** shows the forecasted no-build peak hour traffic volumes, which are also included in **Appendix G**.

Table 4-6: 2031 No-Build Peak Hour Volumes

		2031 No-Build Projected Peak Hour Traffic Volumes													
Intersection	Peak Period	Approach Movements													
		NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
NW 41 St @ Publix Dwy (MO#1)	AM	-	-	0	21	2	74	-	100	1811	19	-	-	983	110
	PM	-	-	10	37	0	152	-	112	1270	2	-	-	1950	160
NW 41 St @ NW 97 Ave	AM	131	475	248	508	603	58	-	74	1537	294	-	251	989	238
	PM	278	657	203	366	885	138	-	101	1065	152	-	198	1788	251
NW 97 Ave @ Doral Ctr Plaza Dwy(MO #2)	AM	4	0	19	13	0	13	7	22	2064	22	13	16	1232	11
	PM	5	0	20	17	0	36	3	11	1524	4	9	11	1938	28
NW 41 St @ Banesco Bank Dwy(MO #3)	AM	-	-	6	-	-	-	2	-	2074	33	19	6	1268	-
	PM	-	-	57	-	-	-	3	-	1530	35	7	3	1982	-
NW 41 St @ McDonald Restaurant Dwy (MO #4)	AM	-	-	-	2	-	52	7	9	2081	-	-	-	1241	24
	PM	-	-	-	2	-	43	28	5	1560	-	-	-	1924	54
NW 41 St @ Sanctuary at Doral Dwy (MO #5)	AM	-	-	15	-	-	-	-	-	2069	6	0	8	1268	-
	PM	-	-	22	-	-	-	-	-	1537	7	3	19	1976	-
NW 41 St @ Univision TV Station Dwy (MO #6)	AM	-	-	-	0	-	0	3	5	2057	-	0	-	1270	9
	PM	-	-	-	7	-	7	12	6	1534	-	3	-	1964	9
NW 41 St @ NW 93 Ct	AM	8	0	10	47	0	34	-	114	2042	32	-	16	1266	28
	PM	54	0	21	25	0	35	-	108	1504	11	-	9	1952	32
NW 41 St @ Federal Reserve Bank Dwy1 (MO #7)	AM	4	-	16	-	-	-	0	-	2019	22	0	45	1270	-
	PM	21	-	88	-	-	-	4	-	1492	8	2	20	1918	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #8)	AM	2	-	0	-	-	-	0	-	2033	2	0	8	1313	-
	PM	0	-	0	-	-	-	0	-	1580	2	0	6	1938	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #9)	AM	-	-	-	-	-	-	2	-	2033	0	2	0	1321	-
	PM	-	-	-	-	-	-	0	-	1580	0	0	0	1944	-
NW 41 St @ AT&T Dwy1 (MO #10)	AM	0	-	2	-	-	-	0	-	2033	0	0	0	1321	-
	PM	5	-	10	-	-	-	2	-	1580	0	2	0	1938	-
NW 41 St @ AT&T Dwy2 (MO #11)	AM	0	-	13	-	-	-	-	-	2016	5	2	2	1321	-
	PM	10	-	4	-	-	-	-	-	1582	3	2	4	1935	-
NW 41 St @ AT&T Dwy3 (MO #12)	AM	3	-	13	-	-	-	0	-	2026	3	2	2	1320	-
	PM	2	-	8	-	-	-	0	-	1584	3	5	5	1938	-
NW 36 St Ext @ NW 8800 Block	AM	43	0	118	3	0	2	-	13	1968	52	-	37	1280	3
	PM	48	0	34	0	0	0	-	3	1554	45	-	78	1900	0
NW 36 St Ext @ Doral Corporate Ctr Dwy (MO #13)	AM	-	-	29	-	-	-	2	0	2062	23	5	11	1341	0
	PM	-	-	67	-	-	-	3	0	1568	16	7	5	1967	0
NW 36 St Ext @ NW 87 Ave	AM	348	792	335	176	842	218	-	359	1445	368	-	508	932	207
	PM	497	938	412	198	971	254	-	264	1204	267	-	474	1370	234
NW 36 St Ext @ Doral Square Dwy (MO#14)	AM	-	-	17	-	-	-	-	-	1904	3	2	7	1530	-
	PM	-	-	61	-	-	-	-	-	1740	37	8	76	1961	-
NW 36 St Ext @ Doral Court Plaza Dwy	AM	5	-	17	-	-	-	3	-	1896	6	8	19	1525	-
	PM	8	-	26	-	-	-	3	-	1726	19	84	13	1959	-
NW 36 St Ext @ NW 8400 Block	AM	13	0	3	16	0	8	-	83	1797	19	-	21	1530	132
	PM	12	0	18	16	0	234	-	8	1809	12	-	15	1810	8
NW 36 St Ext @ Holiday Inn Dwy (MO#16)	AM	0	0	9	7	0	3	5	19	1791	0	0	0	1687	4
	PM	0	3	5	5	0	17	4	6	1832	0	2	3	1794	4
NW 36 St Ext @ Doral Concourse Dwy	AM	23	2	34	3	0	2	0	6	1780	22	6	27	1668	11
	PM	35	0	64	9	0	7	0	6	1814	23	24	19	1759	9
NW 36 St Ext @ NW 8300 Block	AM	27	3	56	0	-	4	-	0	1762	49	-	128	1682	18
	PM	64	0	85	0	-	35	-	2	1832	78	-	148	1711	27
NW 36 St Ext @ NW 82 Ave	AM	66	100	165	104	146	74	-	90	1588	159	-	292	1684	125
	PM	136	166	468	104	161	103	-	67	1845	90	-	231	1738	78
NW 36 St Ext @ Polytechnic University Dwy (MO#18)	AM	0	0	3	4	0	3	2	5	1834	2	3	23	2079	23
	PM	4	0	28	20	0	17	3	4	2349	3	7	17	1980	15
NW 36 St Ext @ Burger King Dwy (MO#19)	AM	7	2	21	15	2	19	9	18	1815	24	16	17	2060	13
	PM	5	0	20	17	0	36	3	11	2387	4	9	11	1964	24
NW 36 St Ext @ Bank United Dwy (MO#20)	AM	0	-	8	-	-	121	3	19	1816	13	9	2	2137	61
	PM	0	-	28	-	-	171	3	47	2412	8	7	3	1998	150
NW 36 St Ext @ NW 79 Ave	AM	42	122	171	499	228	86	-	83	1719	56	-	326	2050	433
	PM	120	133	385	787	249	128	-	102	2260	57	-	238	1902	329
NW 36 St Ext @ SR 826 Off-ramp	AM	-	-	-	654	-	892	-	-	1147	-	-	-	1883	-
	PM	-	-	-	388	-	387	-	-	1466	-	-	-	1891	-

4.4 Traffic Diversion

Any median opening closure/modification will necessitate the re-routing of certain vehicular traffic movements. As will be discussed later in the report, this study identifies three build alternatives for closing/modifying median openings along the arterial. **Appendix H** shows the anticipated vehicular traffic diversions for each of the proposed build alternatives. As a cautionary note, please note that, although the peak hour traffic data at the median openings were adjusted to account for seasonal variability and the COVID-19 pandemic impacts, the actual volumes when business and schools re-open for in-person attendance may end up being higher than projected.

4.5 Design Year Peak Hour Traffic

To get the Design Year (2031) peak hour traffic used in the future conditions operational analysis, the diverted traffic volumes for each build alternative were added to the 2031 No-Build peak hour traffic volumes. **Tables 4-7** through **4-9** show the resulting peak hour traffic volumes under each improvement alternative.

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Table 4-7: Alternative 2 Design Year (2031) Peak Hour Volumes

2031 Alternative 2 Projected Peak Hour Traffic Volumes															
Intersection	Peak Period	Approach Movements													
		NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
NW 41 St @ Publix Dwy (MO#1)	AM	-	-	0	-	2	74	-	-	1932	19	-	-	983	110
	PM	-	-	10	-	0	152	-	-	1419	2	-	-	1950	160
NW 41 St @ NW 97 Ave	AM	131	475	248	508	603	58	100	74	1537	294	69	251	989	238
	PM	278	657	203	366	885	138	122	101	1065	152	50	198	1788	251
NW 97 Ave @ Doral Ctr Plaza Dwy(MO #2)	AM	-	-	19	-	-	26	-	-	2093	22	-	-	1288	11
	PM	-	-	20	-	-	53	-	-	1538	4	-	-	1971	28
NW 41 St @ Banesco Bank Dwy(MO #3)	AM	-	-	6	-	-	-	-	-	2080	33	-	-	1346	-
	PM	-	-	57	-	-	-	-	-	1538	35	-	-	2049	-
NW 41 St @ McDonald Restaurant Dwy (MO #4)	AM	-	-	-	-	-	52	-	-	2101	-	-	-	1294	24
	PM	-	-	-	-	-	43	-	-	1598	-	-	-	1981	54
NW 41 St @ Sanctuary at Doral Dwy (MO #5)	AM	-	-	15	-	-	-	-	-	2069	6	0	8	1319	-
	PM	-	-	22	-	-	-	-	-	1537	7	10	19	2031	-
NW 41 St @ Univision TV Station Dwy (MO #6)	AM	-	-	-	-	-	0	3	5	2057	-	0	-	1270	9
	PM	-	-	-	-	-	14	12	6	1534	-	3	-	1964	9
NW 41 St @ NW 93 Ct	AM	8	0	9	47	0	34	-	114	2042	32	-	16	1266	28
	PM	54	0	21	25	0	35	-	108	1504	11	-	9	1952	32
NW 41 St @ Federal Reserve Bank Dwy1 (MO #7)	AM	-	-	20	-	-	-	0	-	2019	22	0	45	1270	-
	PM	-	-	109	-	-	-	4	-	1492	8	2	20	1918	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #8)	AM	-	-	-	-	-	-	0	-	2037	2	0	8	1313	-
	PM	-	-	-	-	-	-	0	-	1601	2	2	6	1938	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #9)	AM	-	-	-	-	-	-	0	-	2039	0	0	0	1321	-
	PM	-	-	-	-	-	-	0	-	1601	0	0	0	1944	-
NW 41 St @ AT&T Dwy1 (MO #10)	AM	-	-	7	-	-	-	0	-	2039	0	-	0	1321	-
	PM	-	-	9	-	-	-	2	-	1601	0	-	0	1940	-
NW 41 St @ AT&T Dwy2 (MO #11)	AM	-	-	13	-	-	-	-	-	2027	5	6	2	1321	-
	PM	-	-	14	-	-	-	-	-	1603	3	12	4	1935	-
NW 41 St @ AT&T Dwy3 (MO #12)	AM	-	-	16	-	-	-	0	-	2037	3	-	-	1320	-
	PM	-	-	10	-	-	-	0	-	1615	3	-	-	1938	-
NW 36 St Ext @ NW 8800 Block	AM	43	0	118	3	0	2	14	13	1968	52	16	37	1280	3
	PM	48	0	34	0	0	0	33	3	1554	45	12	78	1900	0
NW 36 St Ext @ Doral Corporate Ctr Dwy (MO #13)	AM	-	-	29	-	-	-	2	0	2062	23	-	-	1357	0
	PM	-	-	67	-	-	-	3	0	1568	16	-	-	1979	0
NW 36 St Ext @ NW 87 Ave	AM	348	792	335	176	842	218	-	359	1445	368	-	508	932	207
	PM	497	938	412	198	971	254	-	264	1204	267	-	474	1370	234
NW 36 St Ext @ Doral Square Dwy (MO#14)	AM	-	-	17	-	-	-	-	-	1904	3	29	7	1530	-
	PM	-	-	61	-	-	-	-	-	1740	37	105	76	1961	-
NW 36 St Ext @ Doral Court Plaza Dwy	AM	-	-	22	-	-	-	3	-	1896	6	-	-	1552	-
	PM	-	-	34	-	-	-	3	-	1726	19	-	-	2056	-
NW 36 St Ext @ NW 8400 Block	AM	13	0	3	16	0	8	8	83	1797	19	10	21	1530	132
	PM	12	0	18	16	0	234	8	8	1809	12	19	15	1810	8
NW 36 St Ext @ Holiday Inn Dwy (MO#16)	AM	-	-	9	-	-	10	-	-	1815	0	-	-	1690	4
	PM	-	-	8	-	-	22	-	-	1842	0	-	-	1808	4
NW 36 St Ext @ Doral Concourse Dwy	AM	-	-	59	-	-	5	0	30	1780	22	6	27	1668	11
	PM	-	-	99	-	-	16	0	19	1814	23	24	19	1759	9
NW 36 St Ext @ NW 8300 Block	AM	27	3	56	0	-	4	-	0	1787	49	-	128	1682	18
	PM	64	0	85	0	-	60	-	-	1867	78	-	148	1711	27
NW 36 St Ext @ NW 82 Ave	AM	66	100	165	104	146	74	25	90	1588	159	19	292	1684	125
	PM	136	166	468	104	161	103	35	67	1845	90	37	231	1738	78
NW 36 St Ext @ Polytechnic University Dwy (MO#18)	AM	-	-	3	-	-	7	-	-	1841	2	-	-	2094	23
	PM	-	-	32	-	-	37	-	-	2356	3	-	-	1997	15
NW 36 St Ext @ Burger King Dwy (MO#19)	AM	-	-	30	-	-	36	16	18	1815	24	27	17	2060	13
	PM	-	-	25	-	-	53	14	11	2387	4	19	11	1964	24
NW 36 St Ext @ Bank United Dwy (MO#20)	AM	-	-	8	-	-	121	-	-	1845	13	-	-	2148	61
	PM	-	-	28	-	-	171	-	-	2465	8	-	-	2008	150
NW 36 St Ext @ NW 79 Ave	AM	42	122	171	499	228	86	29	83	1719	56	-	326	2050	433
	PM	120	133	385	787	249	128	55	83	2260	57	-	238	1902	329
NW 36 St Ext @ SR 826 Off-ramp	AM	-	-	-	654	-	892	-	83	1147	-	-	-	1883	-
	PM	-	-	-	388	-	387	-	102	1466	-	-	-	1891	-

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Table 4-8: Alternative 3 Design Year (2031) Peak Hour Volumes

2031 Alternative 3 Projected Peak Hour Traffic Volumes															
Intersection	Peak Period	Approach Movements													
		NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
NW 41 St @ Publix Dwy (MO#1)	AM	-	-	0	-	-	97	-	100	1834	19	-	-	983	110
	PM	-	-	10	-	0	189	-	112	1307	2	-	-	1950	160
NW 41 St @ NW 97 Ave	AM	131	475	248	508	603	58	-	74	1537	294	13	251	989	238
	PM	278	657	203	366	885	138	10	101	1065	152	17	198	1788	251
NW 97 Ave @ Doral Ctr Plaza Dwy(MO #2)	AM	-	0	23	-	0	26	-	-	2106	22	40	16	1232	11
	PM	-	0	25	-	0	53	-	-	1555	4	19	11	1938	28
NW 41 St @ Banesco Bank Dwy(MO #3)	AM	-	-	6	-	-	-	-	-	2103	33	-	-	1293	-
	PM	-	-	57	-	-	-	-	-	1544	35	-	-	1992	-
NW 41 St @ McDonald Restaurant Dwy (MO #4)	AM	-	-	-	-	-	54	-	-	2130	-	-	-	1241	24
	PM	-	-	-	-	-	45	-	-	1608	-	-	-	1924	54
NW 41 St @ Sanctuary at Doral Dwy (MO #5)	AM	-	-	15	-	-	-	-	-	2069	6	0	8	1268	-
	PM	-	-	22	-	-	-	-	-	1537	7	10	19	1976	-
NW 41 St @ Univision TV Station Dwy (MO #6)	AM	-	-	-	-	-	0	-	-	2062	-	0	-	1270	9
	PM	-	-	-	-	-	14	-	-	1552	-	3	-	1964	9
NW 41 St @ NW 93 Ct	AM	8	0	10	47	0	34	-	122	2042	32	-	16	1266	28
	PM	54	0	21	25	0	35	-	126	1504	11	-	9	1952	32
NW 41 St @ Federal Reserve Bank Dwy1 (MO #7)	AM	-	-	20	-	-	-	0	-	2019	22	0	45	1270	-
	PM	-	-	109	-	-	-	4	-	1492	8	2	20	1918	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #8)	AM	-	-	-	-	-	-	0	-	2037	2	0	8	1313	-
	PM	-	-	-	-	-	-	0	-	1601	2	2	6	1938	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #9)	AM	-	-	-	-	-	-	0	-	2039	0	0	0	1321	-
	PM	-	-	-	-	-	-	0	-	1601	0	0	0	1944	-
NW 41 St @ AT&T Dwy1 (MO #10)	AM	-	-	7	-	-	-	0	-	2039	0	-	0	1321	-
	PM	-	-	9	-	-	-	2	-	1601	0	-	0	1940	-
NW 41 St @ AT&T Dwy2 (MO #11)	AM	0	-	13	-	-	-	11	-	2016	5	6	2	1321	-
	PM	11	-	4	-	-	-	21	-	1582	3	12	4	1935	-
NW 41 St @ AT&T Dwy3 (MO #12)	AM	3	-	13	-	-	-	0	-	2026	3	2	2	1320	-
	PM	2	-	8	-	-	-	0	-	1584	3	5	5	1938	-
NW 36 St Ext @ NW 8800 Block	AM	43	0	118	3	0	2	-	13	1968	52	16	37	1280	3
	PM	48	0	34	0	0	0	10	3	1554	45	12	78	1900	0
NW 36 St Ext @ Doral Corporate Ctr Dwy (MO #13)	AM	-	-	29	-	-	-	2	0	2062	23	-	-	1357	0
	PM	-	-	67	-	-	-	3	0	1568	16	-	-	1979	0
NW 36 St Ext @ NW 87 Ave	AM	348	792	335	176	842	218	-	359	1445	368	-	508	932	207
	PM	497	938	412	198	971	254	-	264	1204	267	-	474	1370	234
NW 36 St Ext @ Doral Square Dwy (MO#14)	AM	-	-	17	-	-	-	-	-	1904	3	29	7	1530	-
	PM	-	-	61	-	-	-	-	-	1740	37	105	76	1961	-
NW 36 St Ext @ Doral Court Plaza Dwy	AM	5	-	17	-	-	-	3	-	1896	6	-	-	1525	-
	PM	8	-	26	-	-	-	3	-	1726	19	-	-	1959	-
NW 36 St Ext @ NW 8400 Block	AM	13	0	3	16	0	8	-	83	1797	19	10	21	1530	132
	PM	12	0	18	16	0	234	-	8	1809	12	19	15	1810	8
NW 36 St Ext @ Holiday Inn Dwy (MO#16)	AM	-	-	9	-	-	10	-	-	1815	0	-	-	1687	4
	PM	-	-	8	-	-	22	-	-	1842	0	-	-	1799	4
NW 36 St Ext @ Doral Concourse Dwy	AM	-	-	59	-	-	5	24	6	1780	22	6	27	1668	11
	PM	-	-	99	-	-	16	13	6	1814	23	24	19	1759	9
NW 36 St Ext @ NW 8300 Block	AM	27	3	56	0	-	4	-	0	1762	49	-	128	1682	18
	PM	64	0	85	0	-	35	-	2	1832	78	-	148	1711	27
NW 36 St Ext @ NW 82 Ave	AM	66	100	165	104	146	74	25	90	1588	159	19	292	1684	125
	PM	136	166	468	104	161	103	35	67	1845	90	37	231	1738	78
NW 36 St Ext @ Polytechnic University Dwy (MO#18)	AM	-	-	3	-	-	7	-	-	1841	2	-	-	2105	23
	PM	-	-	32	-	-	37	-	-	2356	3	-	-	2004	15
NW 36 St Ext @ Burger King Dwy (MO#19)	AM	-	-	30	-	-	36	16	18	1815	24	27	17	2060	13
	PM	-	-	25	-	-	53	14	11	2387	4	19	11	1964	24
NW 36 St Ext @ Bank United Dwy (MO#20)	AM	0	-	8	-	-	121	-	-	1845	13	-	-	2148	61
	PM	0	-	28	-	-	171	-	-	2467	8	-	-	2008	150
NW 36 St Ext @ NW 79 Ave	AM	42	122	171	499	228	86	29	83	1719	56	-	326	2050	433
	PM	120	133	385	787	249	128	55	102	2260	57	-	238	1902	329
NW 36 St Ext @ SR 826 Off-ramp	AM	-	-	-	654	-	892	-	83	1147	-	-	-	1883	-
	PM	-	-	-	388	-	387	-	102	1466	-	-	-	1891	-

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Table 4-9: Alternative 4 Design Year (2031) Peak Hour Volumes

2031 Alternative 4 Projected Peak Hour Traffic Volumes															
Intersection	Peak Period	Approach Movements													
		NBL	NBT	NBR	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR
NW 41 St @ Publix Dwy (MO#1)	AM	-	-	0	-	-	95	-	-	1911	19	-	-	983	110
	PM	-	-	19	-	-	189	-	-	1382	2	-	-	1950	160
NW 41 St @ NW 97 Ave	AM	131	475	248	508	603	58	100	74	1537	294	69	251	989	238
	PM	278	657	203	366	885	138	122	101	1065	152	50	198	1788	251
NW 97 Ave @ Doral Ctr Plaza Dwy(MO #2)	AM	4	0	19	-	-	26	-	-	2093	22	-	-	1288	11
	PM	5	0	20	-	-	53	-	-	1538	4	-	-	1971	28
NW 41 St @ Banesco Bank Dwy(MO #3)	AM	-	-	6	-	-	-	2	-	2080	33	19	6	1346	-
	PM	-	-	57	-	-	-	3	-	1538	35	7	3	2049	-
NW 41 St @ McDonald Restaurant Dwy (MO #4)	AM	-	-	-	2	-	52	7	9	2101	-	-	-	1294	24
	PM	-	-	-	2	-	43	28	5	1598	-	-	-	1981	54
NW 41 St @ Sanctuary at Doral Dwy (MO #5)	AM	-	-	15	-	-	-	-	-	2069	6	0	8	1319	-
	PM	-	-	22	-	-	-	-	-	1537	7	10	19	2031	-
NW 41 St @ Univision TV Station Dwy (MO #6)	AM	-	-	-	0	-	0	3	5	2057	-	0	-	1270	9
	PM	-	-	-	7	-	14	12	6	1534	-	3	-	1964	9
NW 41 St @ NW 93 Ct	AM	8	0	10	47	0	34	-	114	2042	32	-	16	1266	28
	PM	54	0	21	25	0	35	-	108	1504	11	-	9	1952	32
NW 41 St @ Federal Reserve Bank Dwy1 (MO #7)	AM	4	-	16	-	-	-	0	-	2019	22	0	45	1270	-
	PM	21	-	88	-	-	-	4	-	1492	8	2	20	1918	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #8)	AM	-	-	-	-	-	-	0	-	2037	2	0	8	1313	-
	PM	-	-	-	-	-	-	0	-	1601	2	2	6	1938	-
NW 41 St @ Federal Reserve Bank Dwy2 (MO #9)	AM	-	-	-	-	-	-	0	-	2039	0	0	0	1321	-
	PM	-	-	-	-	-	-	0	-	1601	0	0	0	1944	-
NW 41 St @ AT&T Dwy1 (MO #10)	AM	-	-	7	-	-	-	0	-	2039	0	-	0	1321	-
	PM	-	-	9	-	-	-	2	-	1601	0	-	0	1940	-
NW 41 St @ AT&T Dwy2 (MO #11)	AM	-	-	13	-	-	-	-	-	2027	5	6	2	1321	-
	PM	-	-	14	-	-	-	-	-	1603	3	12	4	1935	-
NW 41 St @ AT&T Dwy3 (MO #12)	AM	-	-	16	-	-	-	11	-	2026	3	2	2	1320	-
	PM	-	-	10	-	-	-	31	-	1584	3	5	5	1938	-
NW 36 St Ext @ NW 8800 Block	AM	43	0	118	3	0	2	3	13	1968	52	16	37	1280	3
	PM	48	0	34	0	0	0	2	3	1554	45	12	78	1900	0
NW 36 St Ext @ Doral Corporate Ctr Dwy (MO #13)	AM	-	-	29	-	-	-	2	0	2062	23	-	-	1357	0
	PM	-	-	67	-	-	-	3	0	1568	16	-	-	1979	0
NW 36 St Ext @ NW 87 Ave	AM	348	792	335	176	842	218	-	359	1445	368	36	508	932	207
	PM	497	938	412	198	971	254	-	264	1204	267	81	474	1370	234
NW 36 St Ext @ Doral Square Dwy (MO#14)	AM	-	-	17	-	-	-	-	-	1904	3	-	-	1566	-
	PM	-	-	61	-	-	-	-	-	1740	37	-	-	2142	-
NW 36 St Ext @ Doral Court Plaza Dwy	AM	5	-	17	-	-	-	3	-	1896	6	-	-	1552	-
	PM	8	-	26	-	-	-	3	-	1726	19	-	-	2056	-
NW 36 St Ext @ NW 8400 Block	AM	13	0	3	16	0	8	5	83	1797	19	43	21	1530	132
	PM	12	0	18	16	0	234	8	8	1809	12	62	15	1810	8
NW 36 St Ext @ Holiday Inn Dwy (MO#16)	AM	-	-	9	-	-	10	-	-	1815	0	-	-	1690	4
	PM	-	-	8	-	-	22	-	-	1842	0	-	-	1808	4
NW 36 St Ext @ Doral Concourse Dwy	AM	-	-	59	-	-	5	-	-	1810	22	-	-	1701	11
	PM	-	-	99	-	-	16	-	-	1833	23	-	-	1802	9
NW 36 St Ext @ NW 8300 Block	AM	27	3	56	0	-	4	55	0	1762	49	-	128	1682	18
	PM	64	0	85	0	-	35	54	2	1832	78	-	148	1711	27
NW 36 St Ext @ NW 82 Ave	AM	66	100	165	104	146	74	-	90	1588	159	19	292	1684	125
	PM	136	166	468	104	161	103	-	67	1845	90	37	231	1738	78
NW 36 St Ext @ Polytechnic University Dwy (MO#18)	AM	-	-	3	-	-	7	-	-	1841	2	-	-	2105	23
	PM	-	-	32	-	-	37	-	-	2356	3	-	-	2004	15
NW 36 St Ext @ Burger King Dwy (MO#19)	AM	-	-	28	-	-	34	16	18	1815	24	27	17	2060	13
	PM	-	-	25	-	-	53	14	11	2387	4	19	11	1964	24
NW 36 St Ext @ Bank United Dwy (MO#20)	AM	-	-	8	-	-	121	3	19	1816	13	-	-	2148	61
	PM	-	-	28	-	-	171	3	47	2412	8	-	-	2008	150
NW 36 St Ext @ NW 79 Ave	AM	42	122	171	499	228	86	29	83	1719	56	-	326	2050	433
	PM	120	133	385	787	249	128	55	102	2260	57	-	238	1902	329
NW 36 St Ext @ SR 826 Off-ramp	AM	-	-	-	654	-	892	-	83	1147	-	-	-	1883	-
	PM	-	-	-	388	-	387	-	102	1466	-	-	-	1891	-

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5 Crash Analysis

A crash analysis for the study segment was first performed based on five years of crash data downloaded from the FDOT's Signal Four Analytics database. The data was downloaded and reviewed for five years, starting from January 1, 2014, through December 31, 2018. The main focus of the crash analysis was on angle and left-turn crashes happening at the existing median openings and signals. In the five years, there were 992 crashes reported with an annual distribution of 162, 211, 198, 204, and 217 for Years 2014, 2015, 2016, 2017, and 2018, respectively. Among the 992 crashes, 111 crashes were angle crashes, and 69 crashes were left-turn crashes.

- The angle crashes occurred at different times of the day with no peak period. Six (6) crashes occurred within the AM peak period, and 27 crashes occurred during the PM peak period. There were 11 and 13 left-turn crashes during the AM and PM peak periods, respectively.
- Other crashes along the arterial included rear-end (366 crashes), sideswipe (351 crashes), right-turn (52 crashes), 13 fixed object crashes, 11 backed-into crashes, seven (7) non-fixed object collision crashes, three (3) pedestrian crashes, four (4) bicycle crashes, and five (5) non-collision crashes.
- Rear-end and sideswipe crashes were concentrated on the approaches to the signalized approaches at NW 97th Avenue, NW 87th Avenue, and NW 79th Street. Although, according to the crash records, the majority of the rear-end crashes were due to drivers following too closely, the lack of exclusive right-turn lanes along the arterial may have played a significant role. The sideswipe crashes were mostly attributed to drivers improperly changing lanes in heavy traffic streams.
- The single pedestrian crash occurred at the signalized intersection of Doral Boulevard and NW 97th Avenue, while four (4) of the five (5) bicycle crashes occurred within sidewalks at driveways along the arterial.
- There was one (1) fatality that was reported within the study limits in the five-year period. The fatality involved a motorcyclist and occurred at 11.23 AM on March 8, 2016. The crash happened when a vehicle making a right turn from the McDonald's restaurant driveway (located on the north side of the arterial between Median Openings #s 3 and 4) collided with a motorcyclist traveling westbound.
- There were 130 crashes (13.2%) that resulted in injuries. These included 18 angle crashes and eight (8) left-turn crashes.
- **Tables 5-1** through **5-3** present summaries of the overall crashes along the arterial. The summaries for the overall crashes are also presented as histograms in **Figure 5-1**. Annual crash summary sheets as well as the collision diagrams for all crashes between January 1, 2014 and December 31, 2018 are shown in **Appendix I**.

Further reviews of the left-turn and angle crashes were conducted for two more years from January 1, 2019 to December 31, 2020 whereby 33 left-turn and 60 angle additional crashes were reported. **Table 5-4** shows the annual breakdown and crash distribution of the left-turn and angle crashes by location. Please notice that the level of traffic demand in Year 2020 was impacted by the COVID-19 pandemic due to business and school closures. As a result, this may have had an effect on the number of left-turn and angle crash incidences recorded.

Figure 5-2 shows the collision diagrams for the angle and left-turn crashes that occurred from January 1, 2014 through December 31, 2020.

Table 5-1: Summary of Crash Types

Doral Boulevard/NW 41 Street/NW 36 Street from NW 97 Avenue to SR 826/Palmetto Expressway		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	71	79	57	78	81	366	73	36.9%
	Angle	17	25	23	25	21	111	22	11.2%
	Left Turn	13	12	16	14	14	69	14	7.0%
	Right Turn	5	13	9	11	14	52	10	5.2%
	Sideswipe	46	77	85	70	73	351	70	35.4%
	Backed Into	2	1	3	0	5	11	2	1.1%
	Pedestrian	0	1	0	1	1	3	1	0.3%
	Bicycle	1	0	1	0	2	4	1	0.4%
	Fixed Object	4	2	0	4	3	13	3	1.3%
	Curb	0	0	0	1	2	3	1	0.3%
	Concrete Traffic Barrier	0	1	0	0	0	1	0	0.1%
	Tree (Standing)	1	0	0	0	0	1	0	0.1%
	Utility Pole/Light Support	1	0	0	0	0	1	0	0.1%
	Traffic Sign Support	0	0	0	1	0	1	0	0.1%
	Traffic Signal Support	1	0	0	2	1	4	1	0.4%
	Other Post, Pole Or Support	0	1	0	0	0	1	0	0.1%
	Other Fixed Object	1	0	0	0	0	1	0	0.1%
	Other Non Fixed Object Collisions	1	0	4	0	2	7	1	0.7%
	Parked Motor Vehicle	0	0	1	0	0	1	0	0.1%
	Work Zone/Maintenance Equip.	0	0	0	0	1	1	0	0.1%
	Struck by Falling/Shifting Cargo	0	0	2	0	0	2	0	0.2%
	Other Non-Fixed Object	1	0	1	0	1	3	1	0.3%
	Non-Collisions	2	1	0	1	1	5	1	0.5%
	Overturn/Rollover	2	0	0	0	0	2	0	0.2%
	Fell/Jumped from Motor Vehicle	0	1	0	0	0	1	0	0.1%
	Ran into Water/Canal	0	0	0	0	1	1	0	0.1%
Other Non-Collision	0	0	0	1	0	1	0	0.1%	
Total Crashes	162	211	198	204	217	992	198	100.0%	

Table 5-2: Summary of Crashes by Severity, Lighting, Surface Conditions and Weather Conditions

Doral Boulevard/NW 41 Street/NW 36 Street from NW 97 Avenue to SR 826/Palmetto Expressway		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
SEVERITY	PDO Crashes	142	181	177	177	184	861	172	86.8%
	Fatal Crashes	0	0	1	0	0	1	0	0.1%
	Injury Crashes	20	30	20	27	33	130	26	13.1%
LIGHTING CONDITIONS	Daylight	129	185	178	167	178	837	167	84.4%
	Dusk	5	1	1	1	3	11	2	1.1%
	Dawn	2	3	0	2	2	9	2	0.9%
	Dark	26	22	19	34	34	135	27	13.6%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	136	187	178	176	198	875	175	88.2%
	Wet	26	24	20	28	19	117	23	11.8%
	Others	0	0	0	0	0	0	0	0.0%
WEATHER CONDITIONS	Clear	135	183	178	180	192	868	174	87.5%
	Cloudy	10	18	11	10	14	63	13	6.4%
	Rain	16	10	9	13	11	59	12	5.9%
	Fog, Smog, Smoke	1	0	0	1	0	2	0	0.2%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0	0.0%

Table 5-3: Summary of Crashes by Hour, Day of the Week and Month

Doral Boulevard/NW 41 Street/NW 36 Street from NW 97 Avenue to SR 826/Palmetto Expressway		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
MONTH OF YEAR	January	22	16	16	18	15	87	17	8.8%
	February	10	16	13	24	13	76	15	7.7%
	March	2	9	19	15	22	67	13	6.8%
	April	0	9	17	2	23	51	10	5.1%
	May	5	19	19	2	18	63	13	6.4%
	June	10	22	17	16	20	85	17	8.6%
	July	18	14	19	22	18	91	18	9.2%
	August	11	20	18	18	15	82	16	8.3%
	September	23	14	19	14	19	89	18	9.0%
	October	18	25	13	29	15	100	20	10.1%
	November	23	21	14	24	15	97	19	9.8%
	December	20	26	14	20	24	104	21	10.5%
DAY OF WEEK	Monday	24	29	34	30	44	161	32	16.2%
	Tuesday	39	38	47	34	44	202	40	20.4%
	Wednesday	32	43	33	36	41	185	37	18.6%
	Thursday	27	47	28	36	24	162	32	16.3%
	Friday	28	39	42	44	39	192	38	19.4%
	Saturday	6	10	11	13	17	57	11	5.7%
	Sunday	6	5	3	11	8	33	7	3.3%
HOUR OF DAY	00:00-06:00	5	4	2	7	10	28	6	2.8%
	06:00-09:00	20	23	26	27	25	121	24	12.2%
	09:00-11:00	22	29	29	29	31	140	28	14.1%
	11:00-13:00	17	29	39	32	26	143	29	14.4%
	13:00-15:00	37	42	30	23	33	165	33	16.6%
	15:00-18:00	35	61	47	44	50	237	47	23.9%
	18:00-21:00	18	20	19	30	34	121	24	12.2%
	21:00-24:00	8	3	6	12	8	37	7	3.7%

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Doral Boulevard/NW 41 Street/NW 36 Street from NW 97 Avenue to SR 826/Palmetto Expressway



Figure 5-1: Histogram of Crashes

Table 5-4: Summary of Left-turn and Angle Crashes from 2014-2020

Location	Left-turn Crashes								Angle Crashes							
	2014	2015	2016	2017	2018	2019	2020	Total	2014	2015	2016	2017	2018	2019	2020	Total
Median Opening #1	1	1						2	1	2	1	1		4	1	10
NW 97 Avenue				1	1			2		1				3	4	8
Median Opening #2	1	2	1	3		1		8	6	7	3	7	6	8	3	40
Median Opening #3								0								0
Median Opening #4								0								0
Median Opening #5								0								0
Median Opening #6			1					1		2				1		3
NW 93 Court								0								0
Median Opening #7							1	1								0
Median Opening #8								0								0
Median Opening #9								0								0
Median Opening #10								0								0
Median Opening #11								0								0
Median Opening #12								0								0
NW 8800 Block								0		1	3					4
Median Opening #13	1		4	1		1		7	1	4						5
NW 87 Avenue	3	1	2		2	3		11	1		4	2	1	5		13
Median Opening #14		1			1			2								0
Median Opening #15								0						1		1
NW 8400 Block	1					1		2		1		1	1			3
Median Opening #16								0			1		1			2
Median Opening #17								0		1	1					2
NW 8300 Block	1				1	1		3						2		2
NW 82 Avenue	4	4	4	1	7	3	3	26	4	1	2	1	4	3	14	29
Median Opening #18		1	2	1		2	1	7	2		2	1	1			6
Median Opening #19	1		4		1			6		2	1					3
Median Opening #20		1		4		1	1	7			1					1
NW 79 Avenue		1			2	3	1	7	1	2	4	11	8	6	5	37
SR 826 Off-Ramp Signal								0	1	1						2

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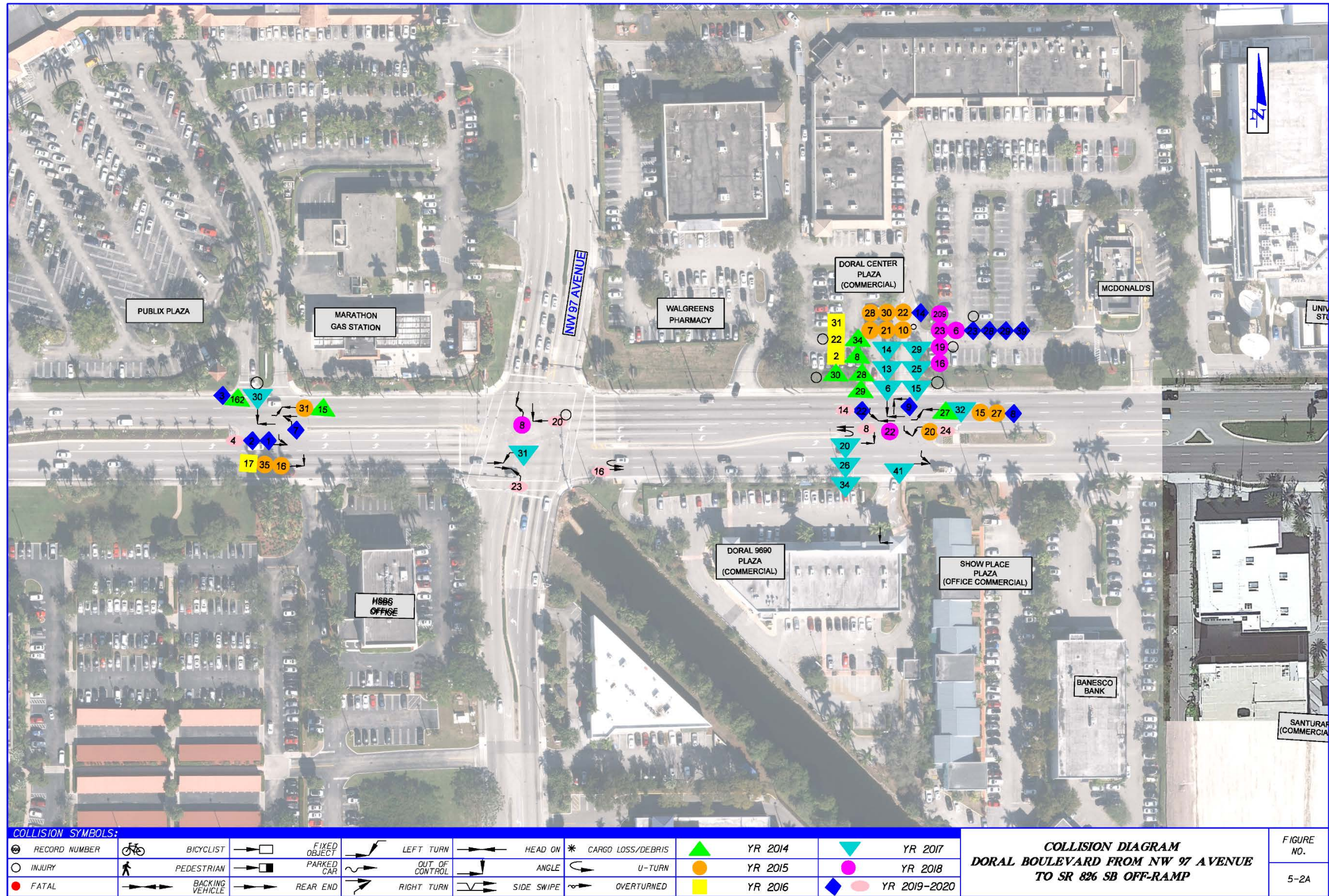
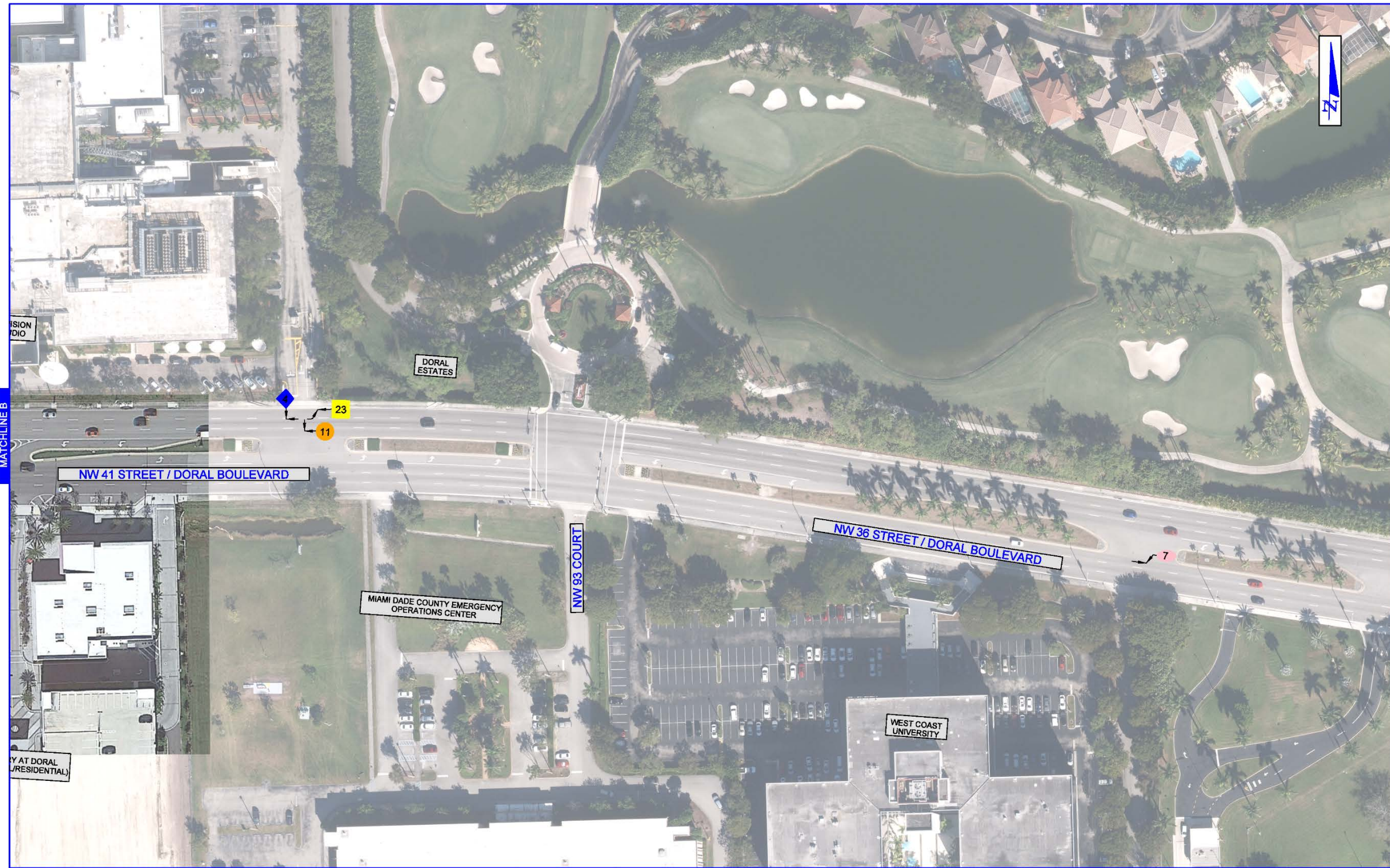


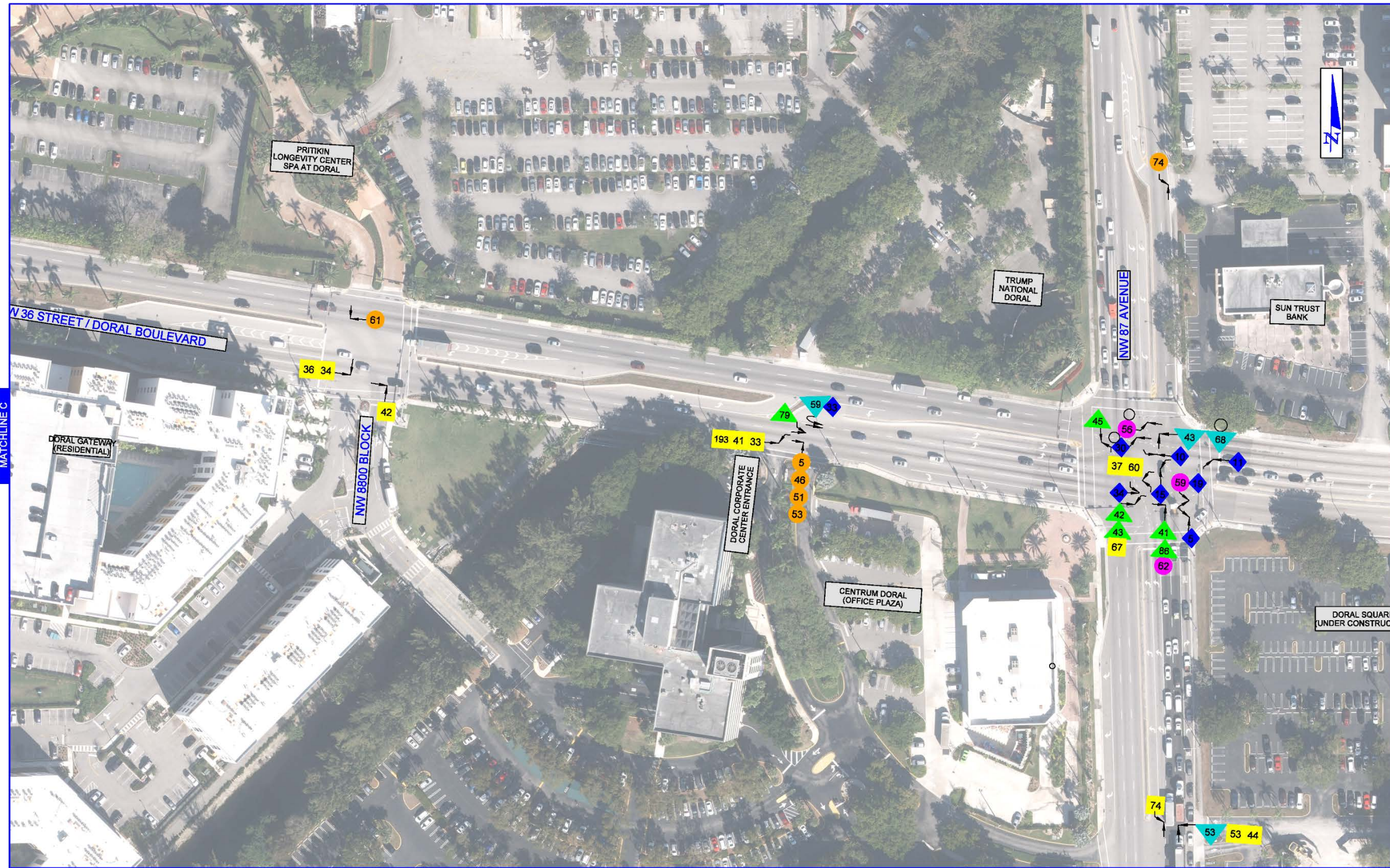
Figure 5-2: Collision Diagram for Angle and Left-turn Crashes



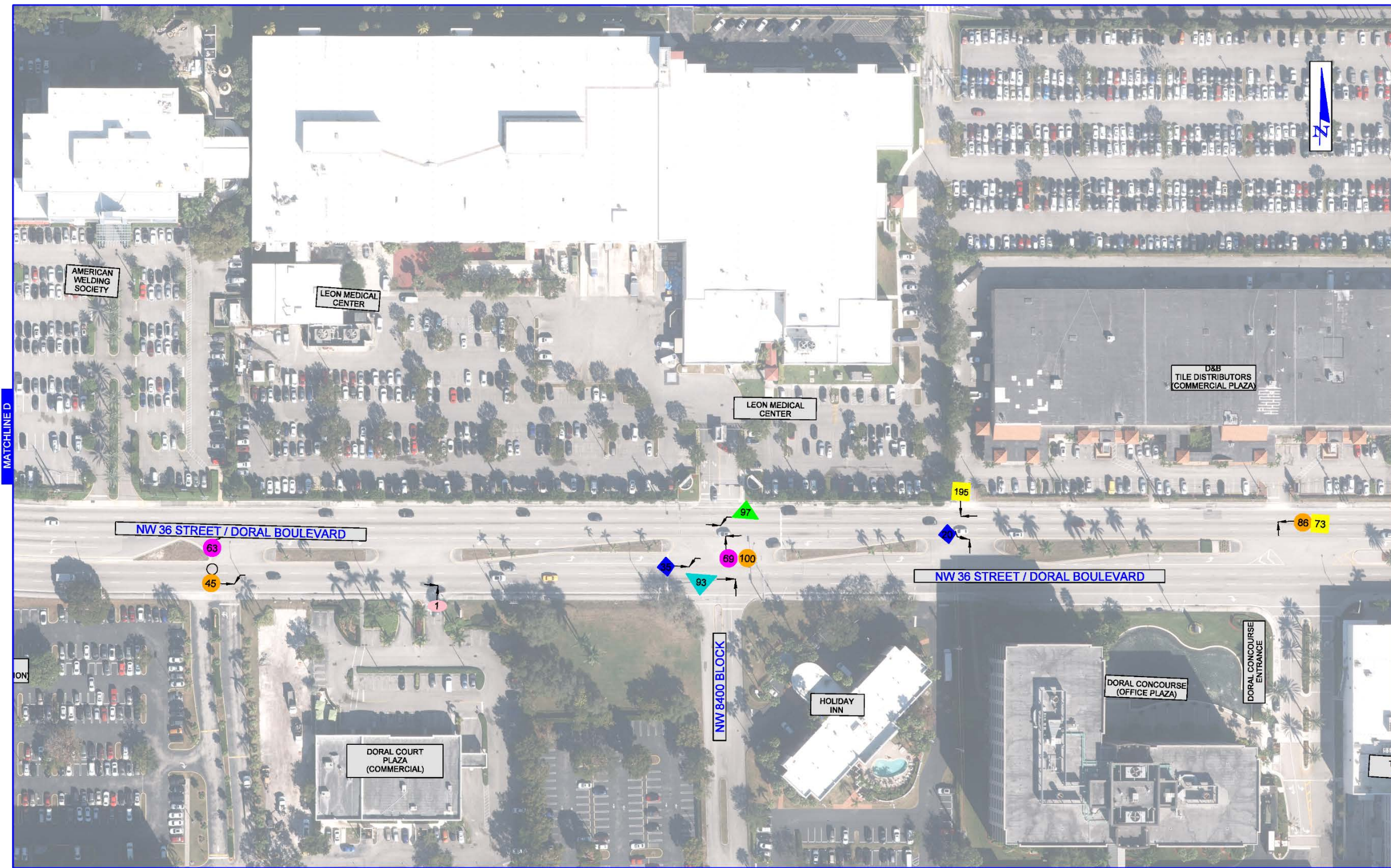
COLLISION SYMBOLS:										COLLISION DIAGRAM DORAL BOULEVARD FROM NW 97 AVENUE TO SR 826 SB OFF-RAMP		FIGURE NO. 5-2B
⊕ RECORD NUMBER	🚲 BICYCLIST	▢ FIXED OBJECT	↶ LEFT TURN	↷ HEAD ON	* CARGO LOSS/DEBRIS	▲ YR 2014	▼ YR 2017					
⊙ INJURY	🚶 PEDESTRIAN	▣ PARKED CAR	↷ OUT OF CONTROL	↘ ANGLE	↻ U-TURN	● YR 2015	● YR 2018					
● FATAL	↵ BACKING VEHICLE	↔ REAR END	↷ RIGHT TURN	↘ SIDE SWIPE	↻ OVERTURNED	■ YR 2016	◆ YR 2019-2020					



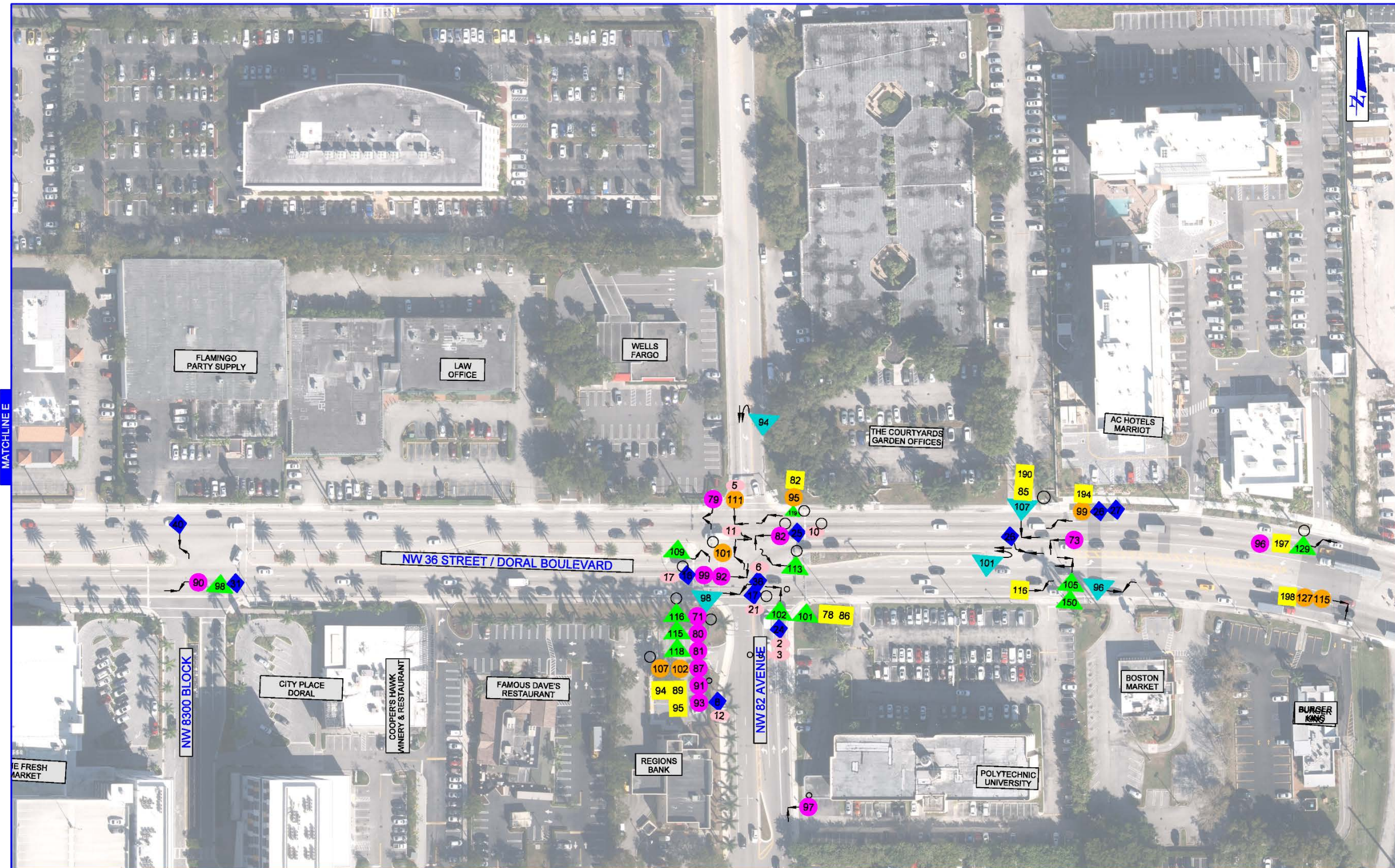
COLLISION SYMBOLS:										COLLISION DIAGRAM DORAL BOULEVARD FROM NW 97 AVENUE TO SR 826 SB OFF-RAMP		FIGURE NO. 5-2C
RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS/DEBRIS	YR 2014	YR 2017					
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2015	YR 2018					
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2016	YR 2019-2020					



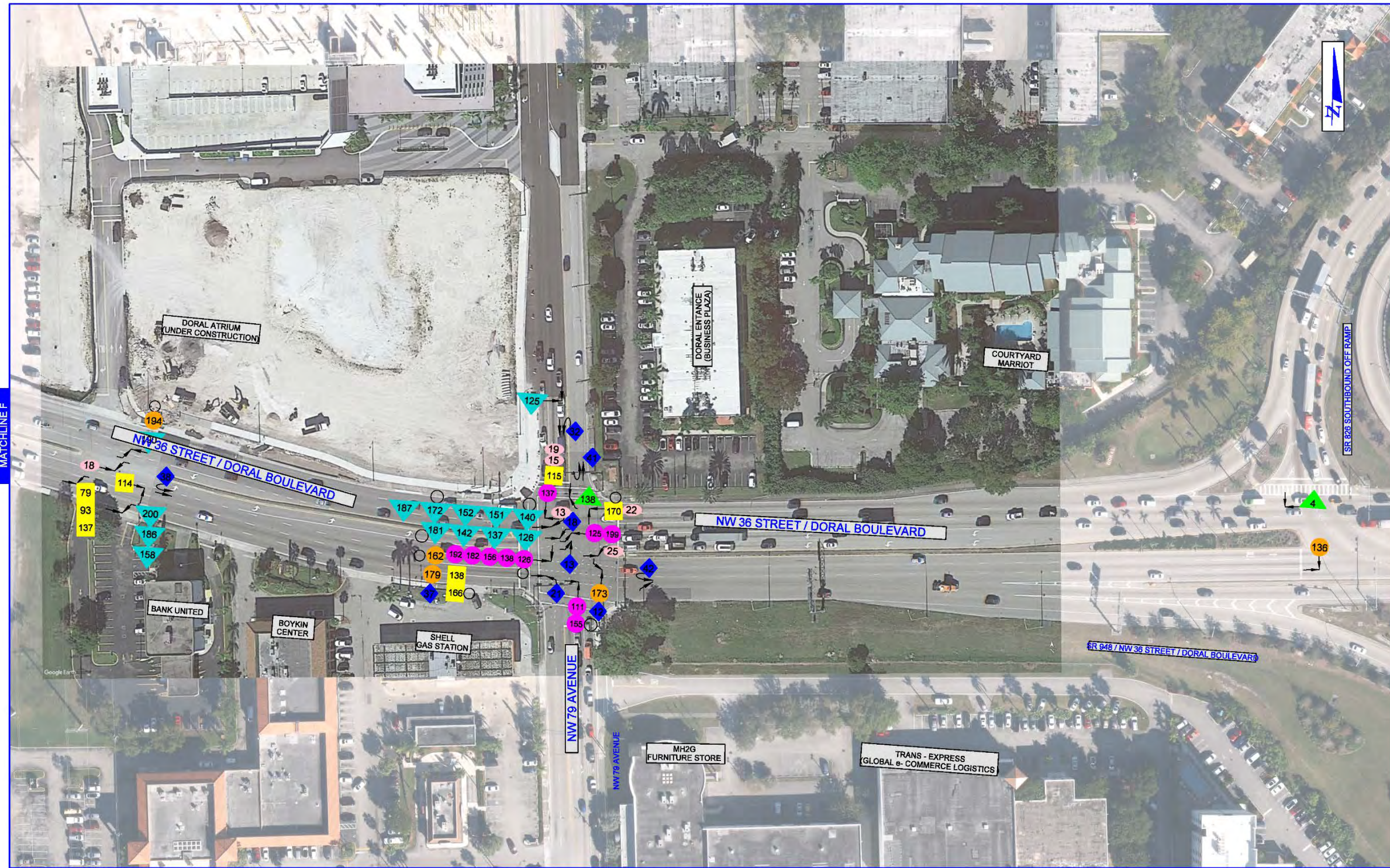
COLLISION SYMBOLS:										COLLISION DIAGRAM DORAL BOULEVARD FROM NW 97 AVENUE TO SR 826 SB OFF-RAMP		FIGURE NO.				
⊕	RECORD NUMBER	🚲	BICYCLIST	▣	FIXED OBJECT	↶	LEFT TURN	↷	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017	5-2D
○	INJURY	🚶	PEDESTRIAN	▣	PARKED CAR	⤴	OUT OF CONTROL	↘	ANGLE	↺	U-TURN	●	YR 2015	●	YR 2018	
●	FATAL	↵	BACKING VEHICLE	↶	REAR END	↷	RIGHT TURN	↘	SIDE SWIPE	↺	OVERTURNED	■	YR 2016	■	YR 2019-2020	
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COLLISION SYMBOLS:										COLLISION DIAGRAM DORAL BOULEVARD FROM NW 97 AVENUE TO SR 826 SB OFF-RAMP		FIGURE NO. 5-2E			
⊕	RECORD NUMBER	🚲	BICYCLIST	▬	FIXED OBJECT	↶	LEFT TURN	↷	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017
○	INJURY	🚶	PEDESTRIAN	▬	PARKED CAR	↶	OUT OF CONTROL	↷	ANGLE	↶	U-TURN	●	YR 2015	●	YR 2018
●	FATAL	↶	BACKING VEHICLE	↶	REAR END	↶	RIGHT TURN	↷	SIDE SWIPE	↶	OVERTURNED	■	YR 2016	◆	YR 2019-2020



COLLISION SYMBOLS:										COLLISION DIAGRAM DORAL BOULEVARD FROM NW 97 AVENUE TO SR 826 SB OFF-RAMP		FIGURE NO.				
⊙	RECORD NUMBER	🚲	BICYCLIST	🚗	FIXED OBJECT	↩	LEFT TURN	➡	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017	5-2F
○	INJURY	🚶	PEDESTRIAN	🚗	PARKED CAR	⤴	OUT OF CONTROL	↘	ANGLE	↺	U-TURN	●	YR 2015	●	YR 2018	
●	FATAL	↔	BACKING VEHICLE	↔	REAR END	↘	RIGHT TURN	↔	SIDE SWIPE	↺	OVERTURNED	■	YR 2016	■	YR 2019-2020	



COLLISION SYMBOLS:										COLLISION DIAGRAM DORAL BOULEVARD FROM NW 97 AVENUE TO SR 826 SB OFF-RAMP		FIGURE NO.				
⊕	RECORD NUMBER	🚲	BICYCLIST	🚗	FIXED OBJECT	↩	LEFT TURN	➡	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017	5-26
⊙	INJURY	🚶	PEDESTRIAN	🚗	PARKED CAR	⤴	OUT OF CONTROL	↘	ANGLE	↻	U-TURN	●	YR 2015	●	YR 2018	
●	FATAL	↔	BACKING VEHICLE	➡	REAR END	↘	RIGHT TURN	↘	SIDE SWIPE	↻	OVERTURNED	■	YR 2016	◆	YR 2019-2020	
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6 Field Review

Field reviews were conducted for the study area during the AM, and PM peak periods on December 2 and 8, 2020. The following are descriptions of the observations along the arterial:

6.1 AM Peak Period Observation

General:

- The observation was conducted on December 8, 2020, from 7:00 AM to 9:30 AM, and on December 8, 2020 from 7:30 AM to 8:30 AM.
- The traffic flow along the arterial was relatively high during this period, with the eastbound flow appearing to be the peak direction. However, compared to the pre-pandemic days, the observed traffic flow level along the arterial appeared lower and few vehicles were observed turning at most of the median openings due to business/office closures.
- The turning traffic demand at the median openings between the NW 93rd Court signal and the NW 8800 Block signal was very low.
- Some congestions were observed at the NW 97th Avenue, NW 87th Avenue, NW 82nd Avenue, and NW 79th Avenue signals, creating long queues on at least one of the intersections' approaches.
- The ability of vehicles to make left turns to or from the arterial against the opposing through traffic flow at the unsignalized median openings varied throughout the observation period. There were times when turning vehicles could easily execute the maneuver due to the availability of gaps created by upstream signals, but there were also periods when the turning vehicles faced difficulties due to a steady stream of vehicles. This was the case especially at median opening locations close to the signalized intersections of NW 97th Avenue, NW 87th Avenue, NW 82nd Avenue, and NW 79th Avenue where long queues formed blocking nearby median openings.
- Left turn phase failures were observed at several signalized intersections, as will be discussed later. The following section discusses the individual locations with accompanying photographs taken during this peak period.

6.1.1 Median Opening # 1

- Eastbound queues from the signal at NW 97th Avenue extended beyond the median opening. Vehicles turning left from the Publix Plaza driveway were sometimes blocked by the eastbound queue and had to wait in the median area before joining the eastbound traffic flow. There was not a single vehicle observed turning left from the south driveway.
- Eastbound vehicles turning left into the plaza appeared to do so with relative ease due to the gaps created by the adjacent signal at NW 97th Avenue.



Photo 1: Vehicle making a left-turn from the Publix Plaza driveway



Photo 2: Eastbound vehicle making a left-turn at the Publix Plaza driveway

6.1.2 NW 97th Avenue Signal

- The eastbound, northbound and southbound approaches experienced a high volume of vehicular traffic, creating long queues.
- There were no operational issues associated with the left turning movements from Doral Boulevard. The left-turn queues on both approaches did not spill over onto the adjacent through lanes, and no phase failures were observed for the movements.



Photo 3: View of eastbound approach vehicles



Photo 4: View of northbound approach vehicles



Photo 5: View of southbound approach vehicles



Photo 6: View of westbound approach vehicles

6.1.3 Median Opening # 2

- Left-turning vehicles into and out of the businesses located to the north and south sides of the arterial appeared to be able to do so with relative ease during this period due to availability of gaps created by the signals at NW 97th Avenue and NW 93rd Court. On the few occasions when left-turning vehicles could not find a gap, the turning vehicles were seen waiting within the median opening area before completing the maneuver.



Photo 7: View of northbound left-turning vehicle at the median opening



Photo 8: View of southbound left-turning truck at the median opening

6.1.4 Median Openings # 3 Thru 6

- No operations issues were observed at the four median openings. Large gaps were available due to the adjacent signals at NW 97th Avenue and NW 93rd Court, and the left-turning demand from all directions was generally very low.



Photo 9: View of westbound left-turning vehicle at Median Opening #3



Photo 10: A vehicle exiting the McDonald restaurant making to make a westbound U-turn maneuver at Median Opening # 3

6.1.5 NW 93rd Block Signal

- No issues were observed at this signalized intersection. The left-turning vehicles were very low.



Photo 11: View of eastbound approach traffic

6.1.6 Median Openings # 7 Thru 12

- No operations issues were observed at the four median openings. Large gaps were available due to the adjacent signals at NW 93rd Avenue and NW 8800 Block, and the left-turning traffic demand from the properties was generally very low.



Photo 12: Typical View of traffic conditions at MO#s 7 through 12

6.1.7 NW 8800 Block Signal

- There were operational issues observed at this signalized location.

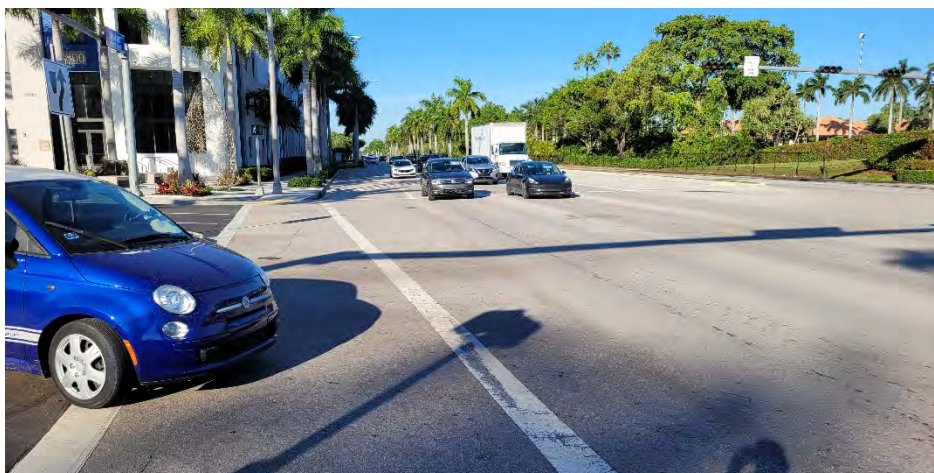


Photo 13: View to eastbound approach traffic at the NW 8800 Block signal



Photo 14: View of northbound vehicles at the NW 8800 Block signal



Photo 15: Westbound view to the NW 8800 Block signal

6.1.8 Median Opening # 13

- Westbound left-turning vehicles were sometimes blocked by eastbound queues from the NW 87th Avenue signal that extended beyond the median opening, but for the most part the signal at NW 8800 Block created gaps for this movement. No eastbound left-turning vehicles were observed (the entry to the Trump property is currently blocked off with flexible delineators).



Photo 16: View of westbound left-turning vehicle at Median Opening #13



Photo 17: View of eastbound approach to Median Opening #13



Photo 18: View of eastbound queue from the NW 87th Ave signal extending past Median Opening #13

6.1.9 NW 87th Avenue Signal

- All approaches to the signal experienced high traffic volumes.
- The observed left-turning traffic volumes on the eastbound and westbound approaches were high. However, there were no queue spillage from these lanes onto the adjacent through lane, and there were no phase failure observed for the movements.
- There was very little pedestrian activity observed at the intersection at this time.



Photo 19: View of eastbound traffic to NW 87th Ave signal



Photo 20: View of northbound traffic to NW 87th Ave signal



Photo 21: Westbound view to the NW 87th Ave signal

6.1.10 Median Openings # 14 And 15

- No operations issues were observed at the two median openings. Large gaps were available for vehicles turning at Median Opening #15 due to the adjacent signals at NW 87th Avenue and NW 8400 Block, plus the left-turning traffic demand was generally very low.



Photo 22: View of Median Opening # 14



Photo 23: Left-turning vehicle exiting at Median Opening #15

6.1.11 NW 8400 Block Signal

- There were operational issues observed at this signalized location.

6.1.12 Median Openings # 16 And 17

- Very few vehicles were observed turning at Median Opening #16. At Median Opening #17, left-turning vehicles from the south properties were sometimes observed experiencing problems due to heavy traffic flow along the arterial.



Photo 24: Southbound left-turning at Median Opening #16

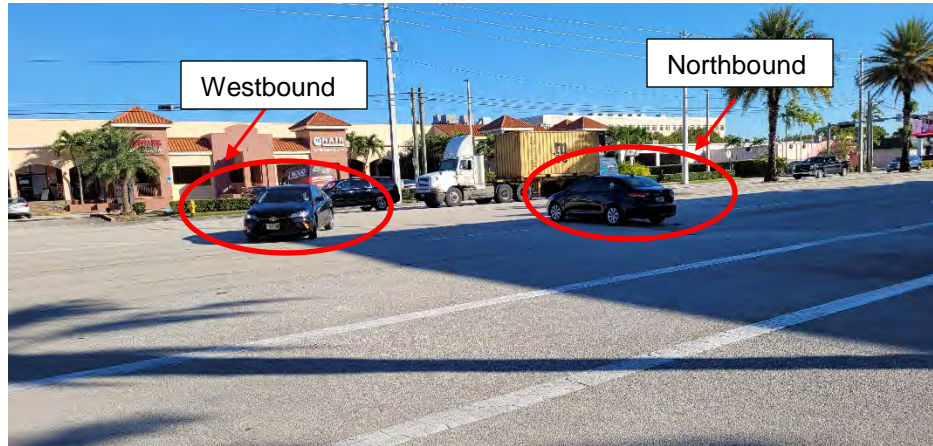


Photo 25: Westbound and northbound left-turning vehicles at Median Opening #17

6.1.13 NW 8300 Block Signal

- No major issues were observed at this signalized location. However, there were a few periods when westbound left-turning vehicles seemed to experience difficulties making the turning during the permissive portion of the phase.
- Eastbound left-turn and U-turn movements are not allowed at this intersection.
- There were no pedestrian activities observed during this period.



Photo 26: Westbound view to the NW 8300 Block signal



Photo 27: View of westbound vehicles waiting to turn left at the NW 8300 Block signal

6.1.14 NW 82nd Avenue Signal

- A heavy westbound left-turn traffic demand was observed, with queues of up to 18 vehicles forming on the left-turn lane. The left-turn queue was observed spilling onto the adjacent through lane, and it took at least two cycles for these turning vehicles to get through the intersection. Permissive left-turns across the arterial at this intersection were difficult to execute due to heavy traffic flow.
- The eastbound left-turn demand was generally low, and the movement did not experience as many difficulties as the westbound movement.
- Please notice that the westbound U-turn movement at this intersection is currently prohibited.

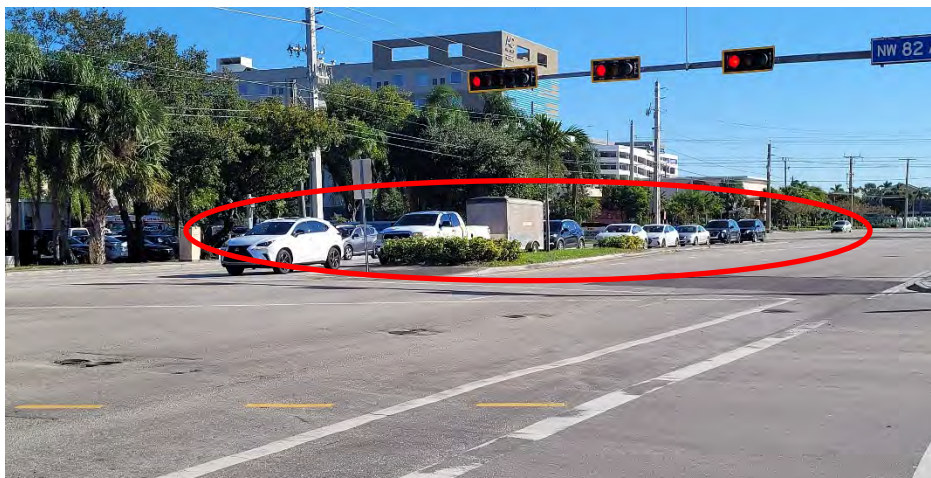


Photo 28: View of westbound left-turn queue at the NW 82 Ave signal

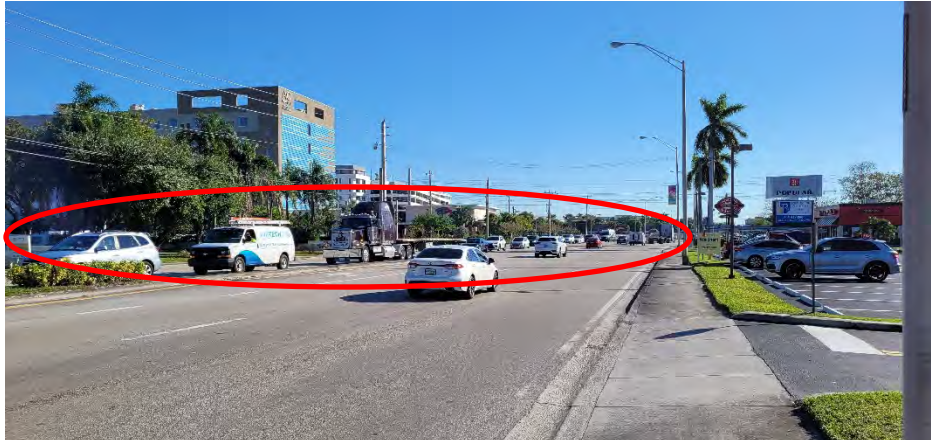


Photo 29: View of westbound left-turn queue at the NW 82 Ave signal extending beyond Median Opening #18

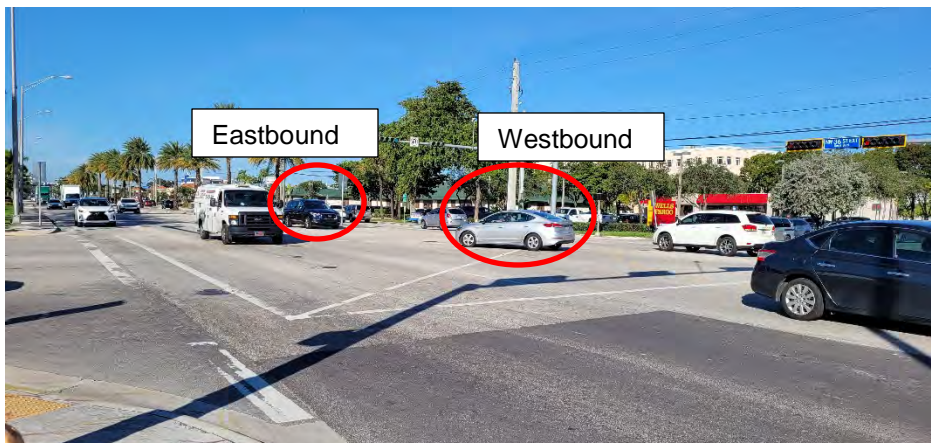


Photo 30: View of westbound and eastbound left-turning vehicles waiting for a gap at the NW 82 Ave signal

6.1.15 Median Openings # 18 Thru 20

- Median Opening #18 and Median Opening #20 are located very close to the NW 82nd Avenue signal and the NW 79th Avenue signal, respectively. Queues from these signals were observed extending beyond the median openings and thus blocking turning vehicles. No issues were observed at Median Opening #19.

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Photo 31: Westbound queue from NW 82 Ave signal blocking Median Opening # 18

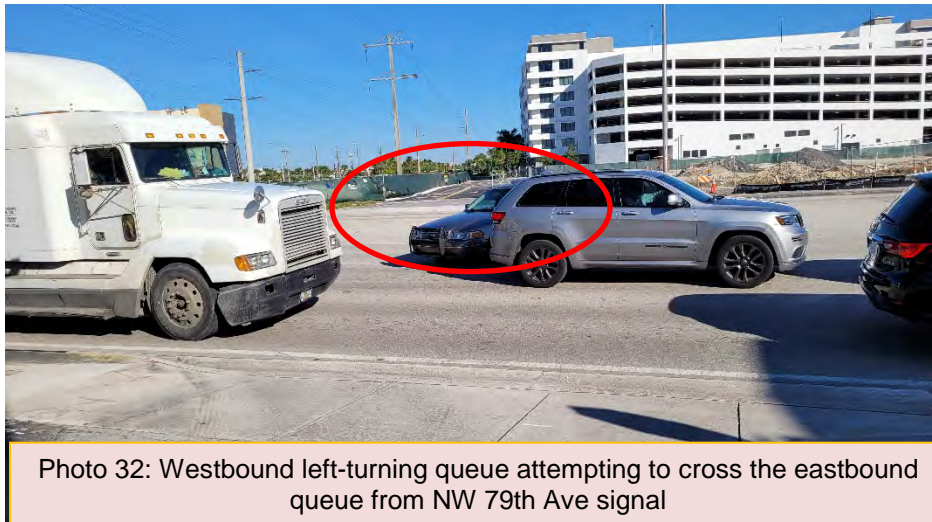


Photo 32: Westbound left-turning queue attempting to cross the eastbound queue from NW 79th Ave signal

6.1.16 NW 79th Avenue Signal

- This intersection was very heavily congested. Long queues were observed in all directions.
- Although the eastbound left-turn lane had a modest demand (up to 12 queued vehicles), this movement experienced frequent phase failures. The protected phase for this movement was very short allowing only three vehicles while the permissive phase could hardly be used to the heavy westbound traffic flow.
- Two vehicles on the northbound approach exclusive right-turn lane were observed continued northbound, violating the lane designation. The northbound and southbound directions operate under split phasing.



Photo 33: View to eastbound left-turn queue at the NW 79th Ave signal

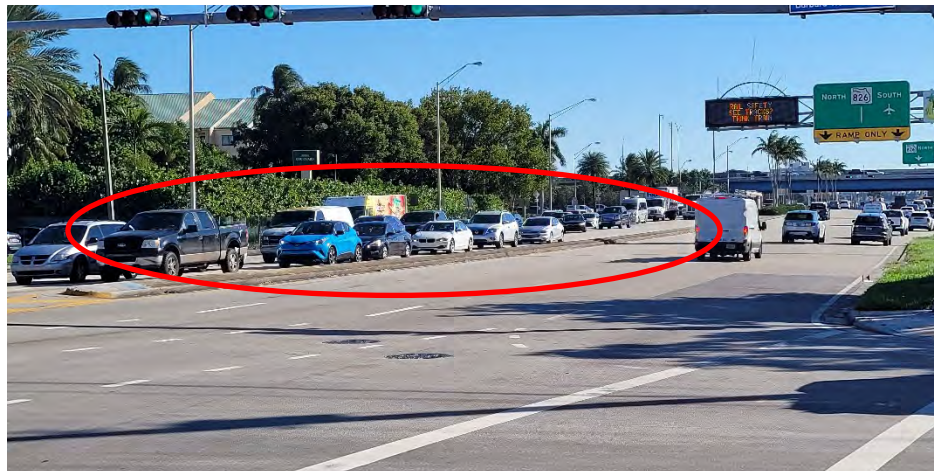


Photo 34: View of westbound queue at the NW 79th Ave signal

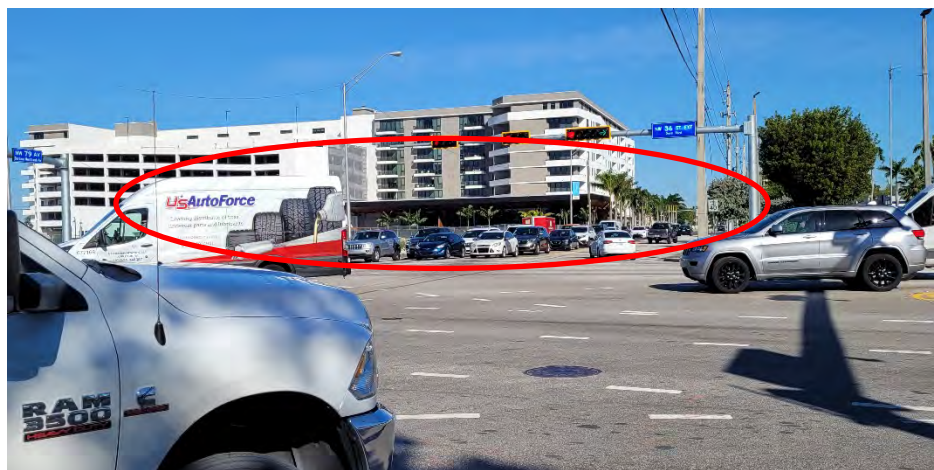


Photo 35: View of southbound queue at the NW 79th Ave signal



Photo 36: Northbound vehicle continuing through the intersection from the exclusive right-turn lane

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6.2 PM Peak Period Observation

General:

- The observation was conducted on December 8, 2020, from 3:00 PM to 6:00 PM, and on December 8, 2020 from 5:00 PM to 6:30 PM.
- The traffic flow in both directions along the arterial was relatively high during this period, with the westbound flow appearing to be slightly higher. However, the overall traffic flow level appeared to be lower compared to the pre-pandemic levels.
- The turning traffic demand at the median openings between the NW 93rd Court signal and the NW 8800 Block signal was very low.
- Some congestions were observed at the NW 97th Avenue, NW 87th Avenue, and NW 79th Avenue signals, creating queues on the intersections' approaches.
- The ability of eastbound vehicles to make left turns to cross or enter the mainline through traffic at the median openings located between NW 97th Avenue and NW 93rd Court experienced difficulties due to westbound queuing at the NW 97th Avenue signal. The westbound queue from the NW 97th Avenue signal extended up to Median Opening # 6.
- Generally speaking, left-turning vehicles at signalized intersections experienced difficulties making the maneuver during the permissive portion of the protected/permissive phase.

The following section discusses the individual locations with accompanying photographs taken during this peak period.

6.2.1 Median Opening #1

- Eastbound queues from the signal at NW 97th Avenue extended beyond the median opening. Vehicles turning left from the Publix Plaza driveway were sometimes blocked by the eastbound queue and had to wait in the median area before joining the eastbound traffic flow.
- Sometimes eastbound vehicles turning left into the Publix plaza experienced difficulties due to vehicles leaving the NW 97th Avenue signal.



Photo 37: Eastbound vehicle waiting to turn left at Median Opening #1



Photo 38: Southbound vehicle turning left from Median Opening #1

6.2.2 NW 97th Avenue Signal

- All approaches to the intersection experienced a high volume of vehicular traffic, creating long queues on those approaches.
- The westbound queue extended up to and beyond Median Opening #6 and sometimes reached the NW 93rd Court signal.
- There was no phase failure for the eastbound or westbound left-turning movements.

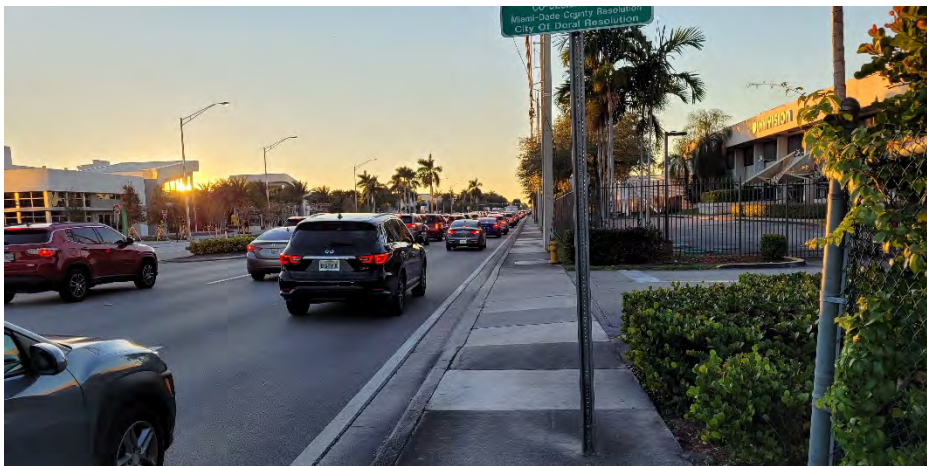


Photo 39: View of westbound approach queue to the NW 97th Ave signal



Photo 40: View of eastbound approach queue to the NW 97th Ave signal

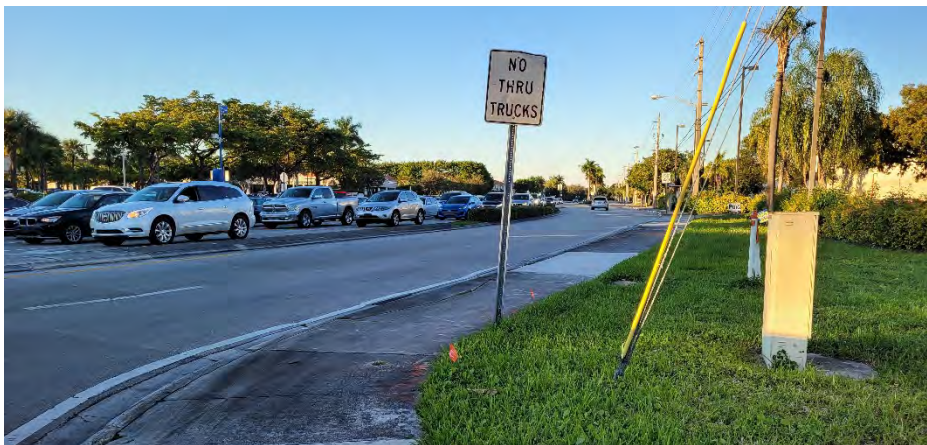


Photo 41: View of southbound approach vehicle to the NW 97th Ave signal

6.2.3 Median Opening # 2

- For the majority of the PM period, it was practically impossible for left-turning vehicles into and out of the businesses located on the north side of the arterial due to heavy congestion on the westbound approach to the NW 97th Avenue signal. The only way these movements were achieved was when some westbound motorists stopped to allow the turning vehicle sneak across the through lanes, a practice that could easily lead to collision when other drivers on the next lane fail to stop.



Photo 42: View of westbound vehicles blocking Median Opening #2



Photo 43: View of southbound vehicles waiting to turn left at Median Opening #2

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Photo 44: Southbound vehicles turning left between stopped westbound vehicles at Median Opening #2



Photo 45: Eastbound vehicle turning left among stopped westbound vehicles at Median Opening #2

6.2.4 Median Openings # 3 through # 6

- Eastbound left-turning/U-turning vehicles at Median Openings #s 4 and 6 experienced extreme difficulties due to the heavy westbound traffic flow and the queuing caused by the signal at NW 97th Avenue. Exiting vehicles at the Univision television station also experienced difficulties turning left for the same reason. No issues were observed for the westbound left-turning vehicles.



Photo 46: Eastbound vehicle making a U-turn among stopped westbound vehicles at Median Opening #4



Photo 47: View of eastbound vehicle making a U-turn among stopped westbound vehicles at Median Opening #4

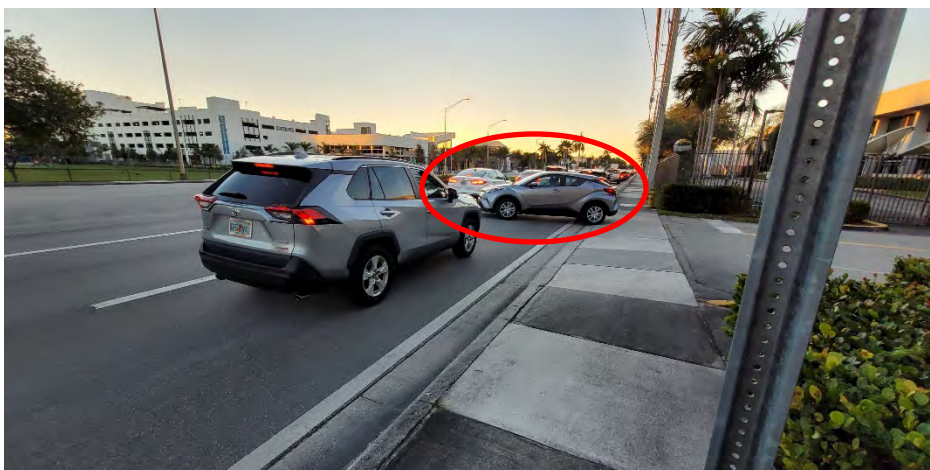


Photo 48: Left-turning vehicle exiting the TV station at Median Opening #6

6.2.5 NW 93rd Avenue Signal

- No issues were observed at this signalized intersection. The intersection did not experience any queuing issues and the left-turning vehicles were very low.

6.2.6 Median Openings # 7 through # 12

- No operations issues were observed at the four median openings. Large gaps were available due to the adjacent signals at NW 93rd Avenue and NW 8800 Block, and the fact that the left-turning demand was generally very low.



Photo 49: View of typical traffic conditions at MO #7 through MO#12

6.2.7 NW 8800 Block Signal

- There were operational issues observed at this signalized location, though sometimes eastbound queues from the NW 87th Avenue signal extended almost to this intersection.



Photo 50: View to eastbound traffic approaching NW 8800 Block signal



Photo 51: View to eastbound queue from the NW 87th Ave signal reaching the NW 8800 Block signal

6.2.8 Median Opening # 13

- There were no operational issues observed at this median opening.

6.2.9 NW 87th Avenue Signal

- All approaches to the signal experienced high traffic volumes.
- Queues were observed on the eastbound and westbound left-turn lanes; however, they did not spill into the adjacent through lanes. There was no phase failure observed for the left-turning movements.



Photo 52: View of westbound approach vehicles to the NW 87th Ave signal



Photo 53: View of southbound approach traffic to the NW 87th Ave signal

6.2.10 Median Openings # 14 and # 15

- No operational issues were observed at the two median openings. Large gaps were available due to the adjacent signals at NW 87th Avenue and NW 8400 Block, and the left-turning demand was generally very low.



Photo 54: Westbound queue from NW 87th Ave signal extending to Median Opening # 14



Photo 55: Westbound vehicle making left-turn at Median Opening # 15

6.2.11 NW 8400 Block Signal

- There were no operational issues observed at this intersection.

6.2.12 Median Openings # 16 and # 17

- No operational issues were observed at these median openings.



Photo 56: Eastbound vehicle turning left at Median Opening #17



Photo 57: Northbound vehicle waiting to turn left at Median Opening #17

6.2.13 NW 8300 Block Signal

- There were no operational issues observed at this intersection.



Photo 58: Eastbound approach queue to NW 8300 Block signal extending to Median Opening #17

6.2.14 NW 82nd Avenue Signal

- Although the westbound left-turn demand was modest (up to 10 vehicles observed in queue), this movement experienced difficulties getting through the intersection, especially during the permissive phase.
- The traffic demand on all approaches was high.



Photo 59: View of east leg traffic at the NW 82nd Ave signalized



Photo 60: View of west leg traffic of the NW 82nd Ave signalized

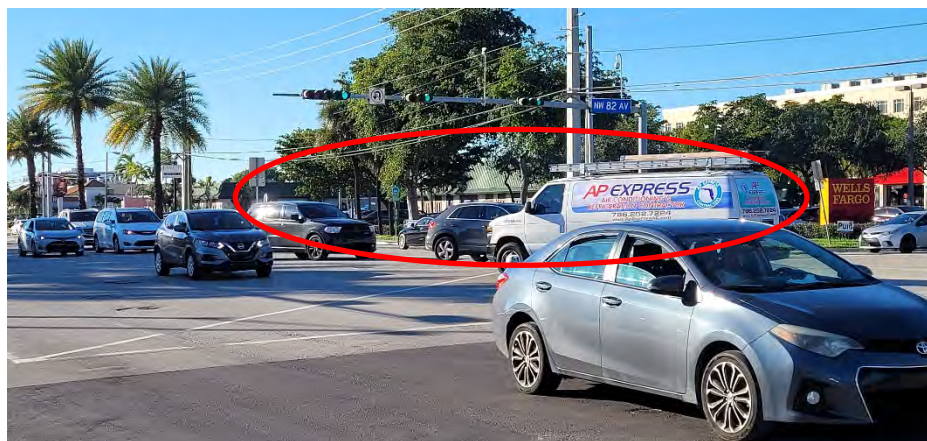


Photo 61: View of the eastbound and westbound vehicles waiting to turn left at the NW 82nd Ave signalized intersection



Photo 62: View of the northbound approach traffic

6.2.15 Median Openings #s 18 through # 20

- Median Opening #18 and Median Opening #20 are located very close to the NW 82nd Avenue signal and the NW 79th Avenue signal, respectively. Queues from these signals were observed extending beyond the median openings with the potential to block turning vehicles (there was no turning vehicle observed during the field review period). Eastbound left-turning vehicles at Median Opening # 18 were seen driving through stopped westbound vehicles.



Photo 63: Eastbound vehicle turning left through stopped westbound vehicles at Median Opening #18



Photo 64: Westbound vehicle turning left at Median Opening #18



Photo 65: View of traffic approaching Median Opening #20

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6.2.16 NW 79th Avenue Signal

- This intersection was very heavily congested. Long queues were observed in all directions.
- The eastbound left-turn lane experienced very low demand, with a maximum queue of 4 vehicles observed.



Photo 66: View of eastbound traffic approaching the NW 79th Ave signal

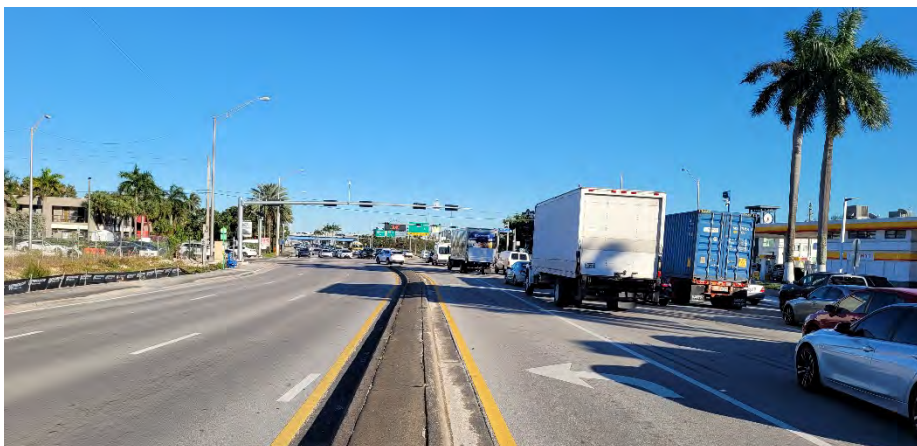


Photo 67: View of low traffic demand on the eastbound left-turn lane at the NW 79th Ave signal



Photo 68: View of traffic on the east leg of the NW 79th Ave signal

7 Proposed Conditions

7.1 Median Openings Improvements

As shown previously, the existing spacing between adjacent median openings along the arterial are not in compliance with the minimum spacing requirements specified by the FDOT. In some cases, the available spacing is only a fraction of the required minimum spacing (1,320 feet for full median openings or 660 feet for directional median openings). During the field observation, vehicles faced difficulties to make left-turn/U-turn movements at several of the full median openings located within the influence area of adjacent signalized intersections because of opposing through traffic. The four alternatives for improving the access management along the arterial are discussed below.

7.1.1 Alternative 1

This is the No-Build alternative that does not make any changes to the existing median openings as than those recommended by the different ongoing land development projects along the arterial.

7.1.2 Alternative 2

This alternative considered the median opening closure and/or modifications recommended in the **Doral Boulevard Street Beautification Master Plan** prepared for the City in the 2000s. The improvements under this alternative were categorized into HIGH, MEDIUM and LOW priorities as discussed below.

7.1.2.1 High Priority Improvements

- Close completely the following full median openings: MO # 1, MO #2, MO #3, M #4, MO #18, and MO #20.
- Modify the following full median openings to directional median openings: MO # 6 and MO #19.
- Adjust the signal timings at the NW 97th Avenue and NW 82nd Avenue signals.

7.1.2.2 Medium Priority Improvements

- Close completely the following full median openings: MO #13, MO #15, and MO #16.
- Modify the following full median openings to directional opening: MO 14 and MO #17.
- Adjust the signal timings at the NW 8800 Block, NW 8400 Block, NW 8300 Block, and NW 82nd Avenue signals.

7.1.2.3 Low Priority Improvements

- Close completely the following full median openings: MO #8, MO #9, MO # 10, and MO #12.
- Modify the following full median openings to directional openings: MO # 7 and MO #11.

7.1.3 Alternative 3

This alternative considered closing or modifying existing median openings that historically have experienced a high frequency of angle crashes or demonstrated operational difficulties in the field for turning vehicles and/or have low levels of vehicular demand that can easily be accommodated at alternate locations without significantly increasing the travel time or delay for the affected movement(s). The improvements under this alternative were categorized into HIGH, MEDIUM and LOW priorities as discussed below.

7.1.3.1 High Priority Improvements

- Close completely the following full median openings: MO # 3, MO #6, MO #18, and MO #20.
- Modify the following full median openings to directional median openings: MO #1, MO #2, MO # 4 and MO #19.
- Adjust the signal timings at the NW 97th Avenue and NW 82nd Avenue signals.
- Consolidate the two eastbound bus stops near the NW 97th Avenue signal into one bus stop with a re-designed shelter located on the eastbound departure side of the intersection.
- Relocate the bus stop from the near side of the westbound approach to the NW 87th Avenue signal to the far side if the intersection, and provide a bus shelter for the new location.

7.1.3.2 Medium Priority Improvements

- Close completely the following full median openings: MO #13, MO #15, and MO #16.
- Modify the following full median openings to directional opening: MO #14 and MO #17.
- Adjust the signal timings at the NW 8800 Block, NW 8400 Block, NW 8300 Block, and NW 82nd Avenue signals.
- Relocate the existing eastbound bus stop from near the Doral Concourse Entrance to the far side of the NW 8300 Block signal and provide a bus shelter for the new location.

7.1.3.3 Low Priority Improvements

- Close completely the following full median openings: MO #8, MO #9, and MO # 10.
- Modify the following full median openings to directional openings: MO # 7 and MO #11.
- Relocate the eastbound bus stop on the approach to the NW 8400 Block signal to the far side of the intersection and relocate the westbound bus stop closer the intersection and provide bus shelters at the new locations.

7.1.4 Alternative 4

The alternative recommended closing or modifying several existing median openings so that the access management spacing between consecutive median openings do not deviate by more than 10% from the FDOT median opening spacing criteria for Access Class 5. The improvements under this alternative were categorized into HIGH, MEDIUM and LOW priorities as discussed below.

7.1.4.1 High Priority Improvements

- Close completely the following full median openings: MO # 1, MO #2, MO #3, MO #4, MO #18, and MO #20.
- Modify the following full median openings to directional median openings: MO # 6 and MO #19.
- Adjust the signal timings at the NW 97th Avenue and NW 82nd Avenue signals.
- Consolidate the two eastbound bus stops near the NW 97th Avenue signal into one bus stop with a re-designed shelter located on the eastbound departure side of the intersection.
- Relocate the bus stop from the near side of the westbound approach to the NW 87th Avenue signal to the far side if the intersection, and provide a bus shelter for the new location.

7.1.4.2 Medium Priority Improvements

- Close completely the following full median openings: MO #13, MO #14, MO #15, MO #16, and MO #17.
- Adjust the signal timings at the NW 8800 Block, NW 87th Avenue, NW 8400 Block, NW 8300 Block, and NW 82nd Avenue signals.
- Relocate the existing eastbound bus stop from near the Doral Concourse Entrance to the far side of the NW 8300 Block signal and provide a bus shelter for the new location.

7.1.4.3 Low Priority Improvements

- Close completely the following full median openings: MO #8, MO #9, and MO # 10.
- Modify the following full median openings to directional openings: MO # 7 and MO #12.
- Relocate the eastbound bus stop on the approach to the NW 8400 Block signal to the far side of the intersection and relocate the westbound bus stop closer the intersection and provide bus shelters at the new locations.

7.2 Pedestrian Improvements

Currently, opportunities to cross the arterial within the study segments are only provided at the marked crosswalks of the signalized intersections. There are no midblock crossing opportunities provided. The FDOT's TEM includes criteria for the installation of crosswalks at uncontrolled intersection and midblock locations. The criteria considers: a) Proximity to significant pedestrian generators and attractors, b) Recommended levels of pedestrian demand, c) Minimum location characteristics. Each of these criteria are described below:

Proximity to Significant Pedestrian Generators/Attractors

- The proposed location should have a well-defined spatial pattern of pedestrian generators, attractors and the flow between them; or
- A well-defined pattern of pedestrian crossings.

Recommended Levels of Pedestrian Demand

- At least 20 pedestrians in a single hour (any four consecutive 15-minutes intervals) of an average day.
- Pedestrian volume demand data is not needed in school zones, or in areas classified by the FDOT as Context Classification C2T (Rural town), C3C (Suburban Commercial), C4 (Urban General), C5 (Urban Center), and C6 (Urban Core).

Minimum Location Characteristics

- A minimum vehicular volume of 2,000 Average Daily Traffic (ADT) pass the location.
- A minimum of 300 feet to a nearest controlled crossing location.
- The proposed crossing location should be outside of the influence area of signalized intersections (including auxiliary lanes).

7.2.1 Pedestrian Volume Demand

Pedestrian counts were conducted for two 12-hours periods on November 2 and 3, 2021, to determine the level of midblock pedestrian activities occurring midblock between the NW 97th Avenue and NW 93rd Court signals, and midblock between the NW 82nd Avenue and NW 79th Avenue signals. The counts were conducted from 7:00 AM to 7:00 PM on each day. In

the first area, there was a total of 26 and 30 pedestrians/bicyclists on Day 1 and Day 2, respectively, with a volume of seven (7) pedestrians representing the highest demand in the two days as shown in **Tables 7-1**. In the second area, there was a total of 33 and 45 pedestrians/bicyclists on Day 1 and Day 2, respectively, with the highest hourly pedestrian volume demand of 10 pedestrians/hour as shown in **Tables 7-2**. The raw data for each area are included in **Appendix J**.

Table 7-1: Highest Hourly Pedestrian Volume between NW 97 Ave and NW 93 Ct

Doral Boulevard from 300 feet East of NW 97 Avenue to Median Opening # 5											
Tuesday, 11/2/2021						Wednesday, 11/3/2021					
Start Time	15-Minute Ped Demand					Start Time	15-Minute Ped Demand				
	Pedestrians		Bicyclists		Total		Pedestrians		Bicyclists		Total
	NB	SB	NB	SB			NB	SB	NB	SB	
15:30-15:45 PM	2	1			3	1:30-1:45 PM		1			1
15:45-16:00 PM		1			1	1:45-2:00 PM					0
16:00-16:15 PM	1				1	2:00-2:15 PM					0
16:15-16:30 PM	1				1	2:15-2:30 PM	5	1			6
Highest Hourly Ped Volume Demand	4	2	0	0	6	Highest Hourly Ped Volume Demand	5	2	0	0	7

Table 7-2: Highest Hourly Pedestrian Volume between NW 82 Ave and NW 79 Ave

Doral Boulevard from 300 feet East of NW 82 Avenue to 300 feet West of NW 79 Avenue											
Tuesday, 11/02/2021						Wednesday, 11/03/2021					
Start Time	15-Minute Ped Demand					Start Time	15-Minute Ped Demand				
	Pedestrians		Bicyclists		Total		Pedestrians		Bicyclists		Total
	NB	SB	NB	SB			NB	SB	NB	SB	
16:15-16:30 PM	1	0	0	0	1	13:15-13:30 PM	1	0	1	0	2
16:30-16:45 PM	5	0	1	0	6	13:30-13:45 PM	0	0	0	0	0
16:45-17:00 PM	0	0	0	0	0	13:45-14:00 PM	0	3	0	0	3
17:00-17:15 PM	0	1	0	1	2	14:00-14:15 PM	2	3	0	0	5
Hourly Ped Volume Demand	6	1	1	1	9	Highest Hourly Ped Volume Demand	3	6	1	0	10

7.2.2 Midblock Crosswalk Evaluation

The justification for installing a midblock crosswalk was evaluated against the criteria provided above. The findings for each location are discussed below.

Midblock between NW 97th Avenue and NW 93rd Court

- The land uses on both sides of the arterial in this area are potential generators/attractors of pedestrian activities. There are eating places on the north side such a McDonald restaurant, a sushi restaurant, a Colombian restaurant, while on the south side there is the new Sanctuary multi-use (residential and business) development, an office building and several beauty salons. There is also a Miami Dade Transit bus stop on the south side. Sporadic pedestrian movements occur in the area involving pedestrians crossing from one side of the street to the other, as shown in the pedestrian count table for the area.

- The highest one hour pedestrian crossing volume demand in the area was lower than the 20 pedestrians/hour demand threshold. There is no formal context classification for the roadway and neither is the segment located in a school zone for there to be an exemption to the minimum pedestrian volume demand threshold.
- Although the vehicular demand in the area far exceeds the minimum 2,000 ADT, and any proposed midblock crosswalk between Median Opening # 2 (Doral 9690 Plaza- Doral Center Plaza) and Median Opening # 5 (Sanctuary Development) would be at least 350 feet from the nearest signalized crossing, the biggest issue would be the westbound queues that form at the NW 97th Avenue signal during the afternoon peak period. These queues fill up the entire space between the NW 97th Avenue and NW 93rd Court signals. Placing a crosswalk in this area would not comply with the TEM criteria and would be risky to pedestrians due to stopped vehicles limiting visibility to pedestrians in the crosswalk.
- A midblock crosswalk is not recommended for the area.

Midblock between NW 82nd Avenue and NW 79th Avenue

- The Boston Market and Burger King restaurants on the south side are potential attractors for pedestrians from the north side (e.g. from the AC Hotels Marriot or the Courtyards Garden Offices). Sporadic pedestrian movements occur in the area involving pedestrians crossing from one side of the street to the other, as shown in the pedestrian count table for the area.
- The highest one hour pedestrian crossing volume demand collected in the area was 10 pedestrians/hour. This demand is lower than the 20 pedestrians/hour demand threshold. There is no formal context classification for the roadway and neither is the segment located in a school zone for there to be an exemption to the minimum pedestrian volume demand threshold.
- Although the vehicular demand in the area far exceeds the minimum 2,000 ADT, and any proposed midblock crosswalk between Median Opening # 18 (Boston Market-AC Hotels Marriot) and Median Opening # 20 (Bank United-Doral Atrium) would be at least 300 feet from the nearest signalized crossing, the biggest issue would be the queues that form at the NW 82nd Avenue and NW 79th Avenue signals. During the morning peak, westbound queues at the NW 82nd Avenue signal occasionally extend past Median Opening # 18, while during the afternoon peak period, the eastbound queues forming at the NW 79th Avenue signal extend all the way to the Burger King restaurant. Placing a crosswalk in this area would not comply with the TEM criteria and would be risky to pedestrians due to stopped vehicles limiting visibility to pedestrians in the crosswalk.
- A midblock crosswalk is not recommended for the area.

7.2.3 Other Pedestrian Improvements Considerations

Although midblock crosswalk installation is not recommended in any of the two areas evaluated, the following pedestrian improvement considerations, categorized into HIGH, MEDIUM and LOW priority, are recommended at the signalized intersections. Please notice that these pedestrian improvements apply for all improvement alternatives discussed before (except for the No-Build Alternative).

7.2.3.1 High Priority Improvements

- Upgrade existing standard crosswalk markings to special emphasis crosswalk markings and install audible pedestrian signal pushbuttons at the NW 97th Avenue, NW 87th Avenue, NW 82nd Avenue, and NW 79th Avenue signals.
- Install a special emphasis marking crosswalk with countdown pedestrian signal heads and audible pedestrian pushbuttons on the east leg at the NW 82nd Avenue signal.

7.2.3.2 Medium Priority Improvements

- Install a special emphasis crosswalk with countdown pedestrian signal heads, and audible pedestrian pushbuttons on the west side at the NW 8800 Block signal. Upgrade the existing pushbuttons for the east leg crosswalk to audible pushbuttons.
- Install special emphasis crosswalks with pedestrian signal heads, and audible pedestrian pushbuttons on the east and west legs at the NW 8400 Block signal.
- Provide special emphasis crosswalk markings and audible pedestrian signal pushbuttons on the east leg at the NW 8300 Block signal.

7.2.3.3 Low Priority Improvements

- Upgrade the crosswalk markings at the NW 93rd Court to special emphasis crosswalk markings and install audible pedestrian signal pushbuttons.

7.3 Transit Improvements

An inventory of the Miami Dade Transit bus stops showed 11 stops in the eastbound direction and seven (7) stops in the westbound direction. Only three bus stops in the eastbound have shelters, while there was none in the westbound direction. Some bus stops were found to be very close to each other, while others were located far from the signalized crosswalks. The following transit improvements, listed in the order of priority, are provided.

7.3.1 High Priority Improvements

- Consolidate the two existing eastbound bus stops on each side of the NW 97th Avenue signal into one bus stop with a re-designed shelter located on the eastbound departure side of the intersection.

7.3.2 Medium Priority Improvements

- Relocate the bus stop from the westbound approach to the NW 8800 Block signal to the downstream side of the intersection and provide a bus shelter for the new location.
- Relocate the eastbound bus stop on the departure side of NW 8800 Block closer to the intersection and provide a bus shelter for the new location.

- Relocate the bus stop on the eastbound approach to the NW 8400 Block signal to the far side of the intersection and provide a bus shelter at the new location. Relocate the westbound far side bus stop closer to the signal and provide a bus shelter.
- Relocate the existing eastbound bus stop at the Doral Concourse Entrance to the far side of the NW 8300 Block signal and provide a bus shelter for the new location.
- Relocate the bus stop on the westbound departure side at the NW 82 Avenue signal closer to the intersection and provide a bus shelter at the new location. Relocate the eastbound bus stop near the Burger King restaurant closer to the NW 82 Avenue signal and provide a bus shelter at the new location.

7.3.3 Low Priority Improvements

- Relocate the existing bus stops on the approaches to the NW 93rd Court signal to the far side of the intersection and provide bus shelters at the new locations.
- Upgrade the existing bus stops at the Atlanta Federal Reserve Bank by providing bus shelters.

Tables 7-3 through **7-5** and **Figures 7-1** through **7-3** show all the improvements discussed above.

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Table 7-3: Alternative 2 Improvements

Median Location	Existing Median Opening Type	Proposed Changes	Proposed Spacing (ft)				Improvement Priority
			Signal	Full	Directional		
					EB	WB	
Median Opening #1	Full	Close median opening	n/a	n/a			High
NW 97 Avenue	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons	1550	935	n/a	935	
Median Opening #2	Full	Close median opening					
Median Opening #3	Directional (WB)	Close median opening					
Median Opening #4	Full	Close median opening					
Median Opening #5	Directional (WB)	No changes					
Median Opening #6	Full	Modify to allow EBLT traffic only			775	305	305	Low
NW 93 Court	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons					
Median Opening #7	Full	Modify to allow WBLT traffic only	2895	n/a	635		
Median Opening #8		Close median opening					
Median Opening #9		Close median opening					
Median Opening #10		Close median opening					
Median Opening #11		Modify to allow WBLT traffic only					
Median Opening #12		Close median opening					
NW 8800 Block	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons	850	n/a	1955	Medium	
Median Opening #13	Bi-Directional	Close median opening			490		490
NW 87 Avenue	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons	1080	n/a	730	Medium	
Median Opening #14	Full	Modify to allow WBLT traffic only					
Median Opening #15	Full	Close median opening					
NW 8400 Block	Signal	Install new x-walk markings with ped signals, adjust signal timings and provide audible pushbuttons	970	n/a	640		
Median Opening #16	Full	Close median opening					
Median Opening #17	Full	Modify to bi-directional median opening	970	n/a	330	330	
NW 8300 Block	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons					
NW 82 Avenue	Signal	Upgrade x-walk markings, adjust signal timings, Install new x-walk with ped signals and provide audible pushbuttons	605	655	655	High	
Median Opening #18	Full	Close median opening	1355	725	725		
Median Opening #19		Modify to bi-directional median opening					
Median Opening #20		Close median opening					
NW 79 Avenue	Signal	Upgrade x-walk markings, adjust signal timings, and provide audible pushbuttons					
COLOR LEGEND:							
	High Priority						
	Medium Priority						
	Low Priority						

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Table 7-4: Alternative 3 Improvements

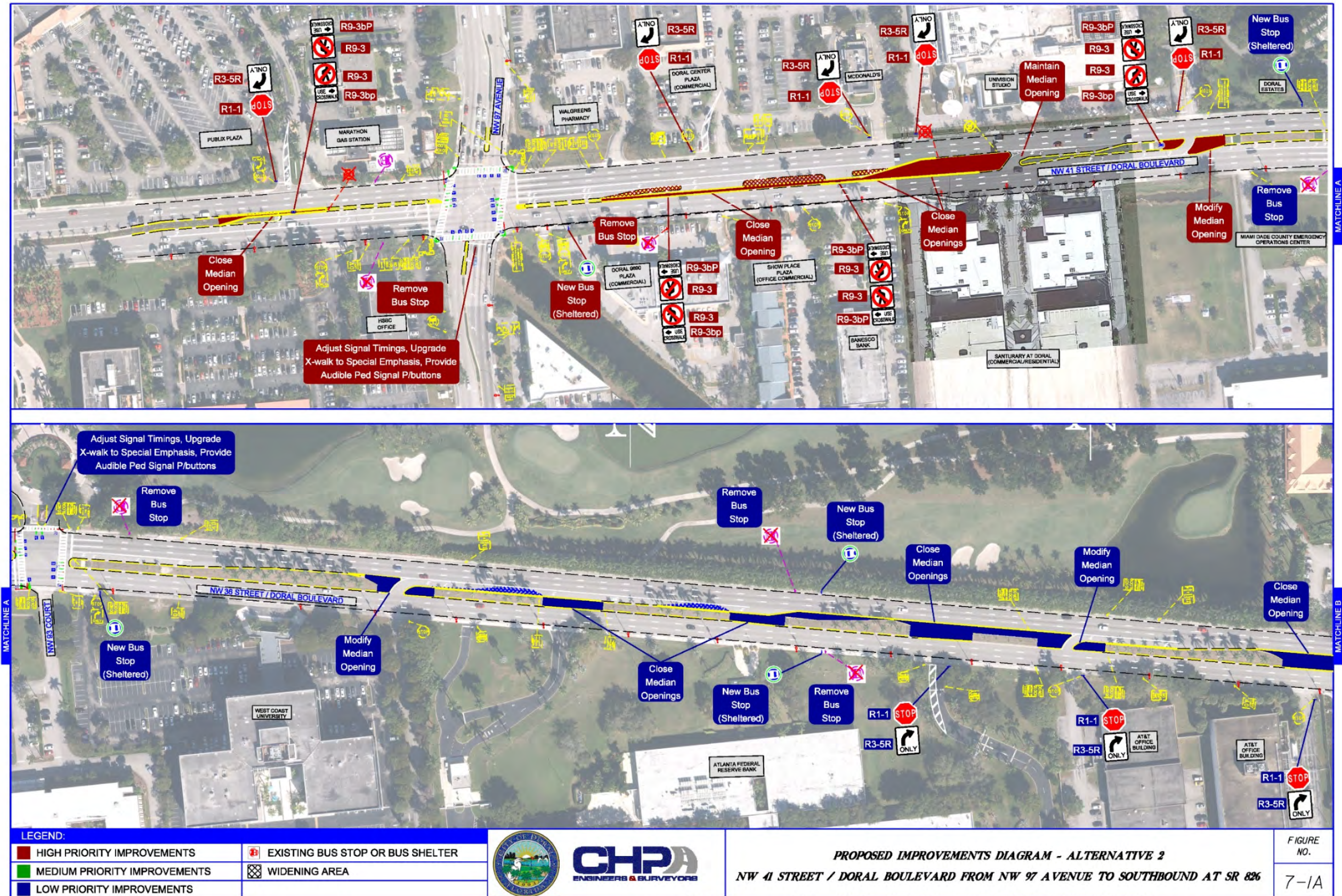
Median Location	Existing Median Opening Type	Proposed Changes	Proposed Spacing (ft)				Improvement Priority	
			Signal	Full	Directional			
					EB	WB		
Median Opening #1	Full	Modify to allow EBLT traffic only	n/a	n/a	315	n/a	High	
NW 97 Avenue	Signal	Adjust signal timings	1550		410	410		
Median Opening #2	Full	Modify to allow WBLT traffic only			515	515		
Median Opening #3	Directional (WB)	Close median opening			n/a	n/a		n/a
Median Opening #4	Full	Modify to allow EBLT traffic only						
Median Opening #5	Directional (WB)	No changes			635	635		
Median Opening #6	Full	Close median opening						
NW 93 Court	Signal	Adjust signal timings if necessary			2895	n/a	1170	Low
Median Opening #7	Full	Close median opening						
Median Opening #8		Modify to allow WBLT traffic only						
Median Opening #9		Close median opening						
Median Opening #10		Close median opening						
Median Opening #11		Modify to bi-directional median opening						
Median Opening #12		No changes						
NW 8800 Block	Signal	Adjust signal timings if necessary	660	425	425	Medium		
Median Opening #13	Bi-Directional	Close median opening	490	490				
NW 87 Avenue	Signal	No changes	850	n/a	730	Medium		
Median Opening #14	Full	Modify to allow WBLT traffic only						
Median Opening #15	Full	Close median opening						
NW 8400 Block	Signal	Adjust signal timings if necessary	1080	n/a	640	640		
Median Opening #16	Full	Close median opening						
Median Opening #17		Modify to bi-directional median opening						
NW 8300 Block	Signal	No changes	970	330	330	High		
NW 82 Avenue	Signal	Adjust signal timings to increase duration for the EBLT/ WBLT protected phase	605	n/a	1355			
Median Opening #18	Full	Close median opening	655	655				
Median Opening #19		Modify to bi-directional median opening						
Median Opening #20		Close median opening						
NW 79 Avenue	Signal	Upgrade x-walk markings, adjust signal timings, and provide audible pushbuttons	725	725				
COLOR LEGEND:								
High Priority								
Medium Priority								
Low Priority								

Table 7-5: Alternative 4 Improvements

Median Location	Existing Median Opening Type	Proposed Changes	Proposed Spacing (ft)				Improvement Priority
			Signal	Full	Directional		
					EB	WB	
Median Opening #1	Full	Close median opening	n/a	n/a			High
NW 97 Avenue	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons	1550	935	n/a	935	
Median Opening #2	Full	Close median opening					
Median Opening #3	Directional (WB)	Close median opening					
Median Opening #4	Full	Close median opening					
Median Opening #5	Directional (WB)	No changes					
Median Opening #6	Full	Modify to allow EBLT traffic only					
NW 93 Court	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons		775	305	305	Low
Median Opening #7	Full	Modify to allow WBLT traffic only	2895		n/a	635	
Median Opening #8		Close median opening					
Median Opening #9		Close median opening					
Median Opening #10		Close median opening					
Median Opening #11		Close median opening					
Median Opening #12		Modify median opening to bi-directional					
NW 8800 Block	Signal	No changes							660	660	Medium
Median Opening #13	Bi-Directional	Close median opening			490	490	High
NW 87 Avenue	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons	850				
Median Opening #14	Full	Modify to allow WBLT traffic only	1080		n/a	730	Medium
Median Opening #15	Full	Close median opening					
NW 8400 Block	Signal	No changes	970		640	n/a	
Median Opening #16	Full	Close median opening					
Median Opening #17		Modify to bi-directional median opening					
NW 8300 Block	Signal	Upgrade x-walk markings, adjust signal timings and provide audible pushbuttons			330	330		High
NW 82 Avenue	Signal	Upgrade x-walk markings, adjust signal timings, Install new x-walk with ped signals and provide audible pushbuttons	605		655	655	
Median Opening #18	Full	Close median opening	1355		725	725	
Median Opening #19		Modify to bi-directional median opening					
Median Opening #20		Close median opening					
NW 79 Avenue	Signal	Upgrade x-walk markings, adjust signal timings, and provide audible pushbuttons					
COLOR LEGEND:							
	High Priority						
	Medium Priority						
	Low Priority						

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Figure 7-1: Proposed Improvement Diagram-Alternative 2





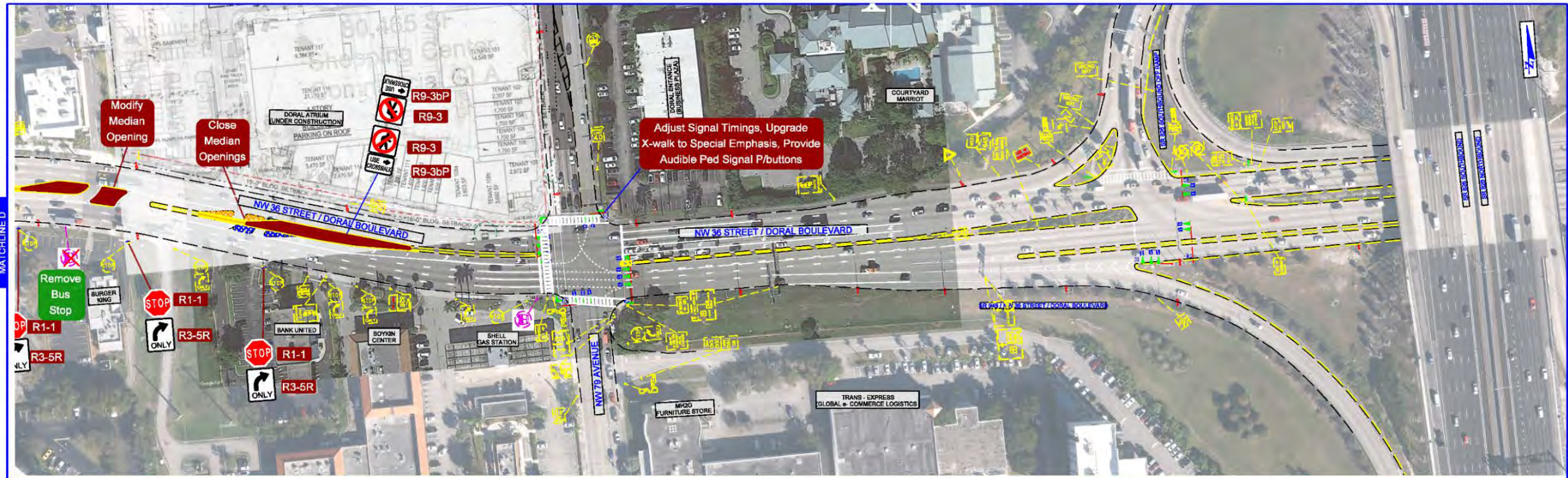
LEGEND:

■ HIGH PRIORITY IMPROVEMENTS	EXISTING BUS STOP OR BUS SHELTER
■ MEDIUM PRIORITY IMPROVEMENTS	WIDENING AREA
■ LOW PRIORITY IMPROVEMENTS	



PROPOSED IMPROVEMENTS DIAGRAM - ALTERNATIVE 2
 NW 41 STREET / DORAL BOULEVARD FROM NW 97 AVENUE TO SOUTHBOUND AT SR 826

FIGURE NO.
7-1B



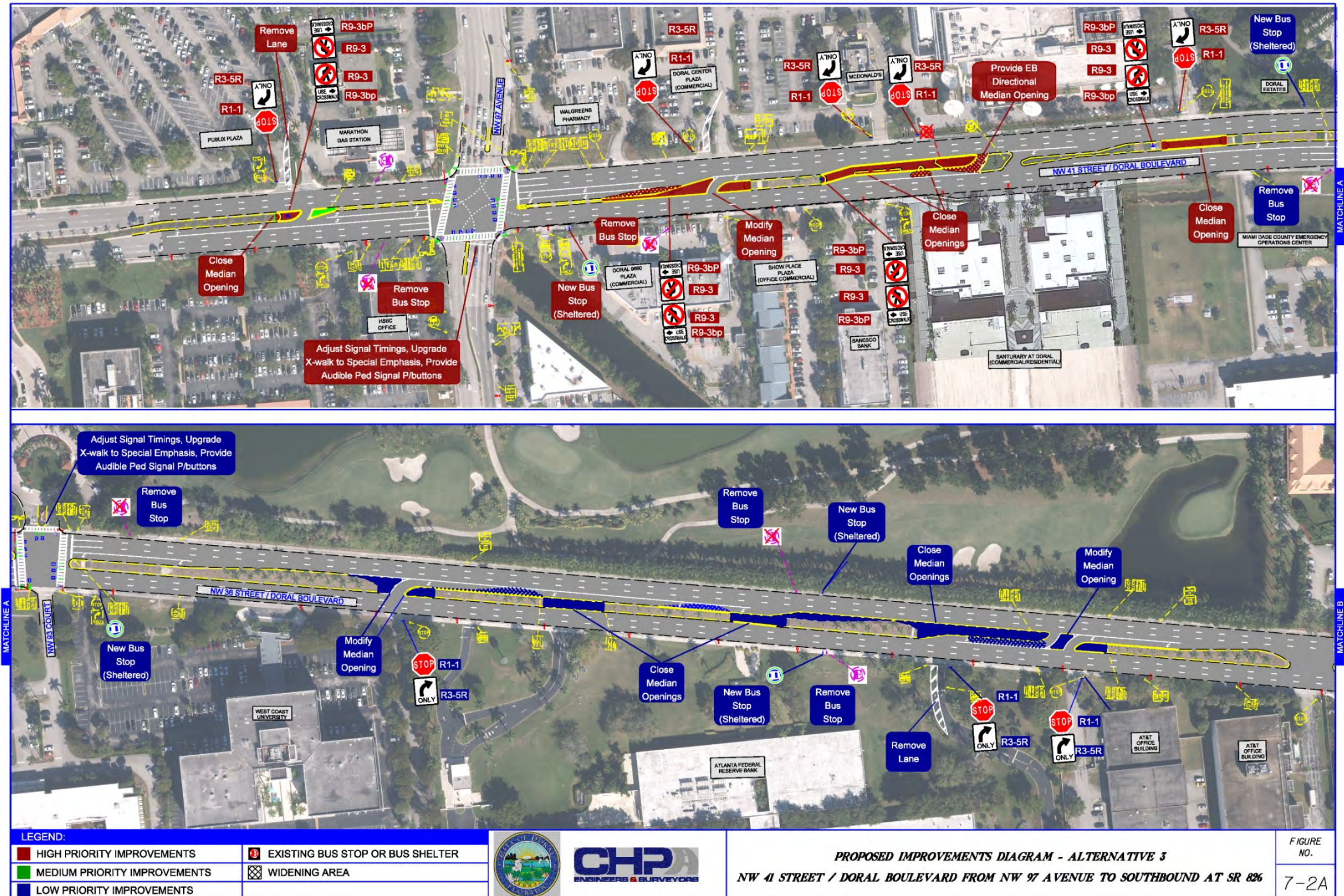
LEGEND:	
■ HIGH PRIORITY IMPROVEMENTS	EXISTING BUS STOP OR BUS SHELTER
■ MEDIUM PRIORITY IMPROVEMENTS	WIDENING AREA
■ LOW PRIORITY IMPROVEMENTS	

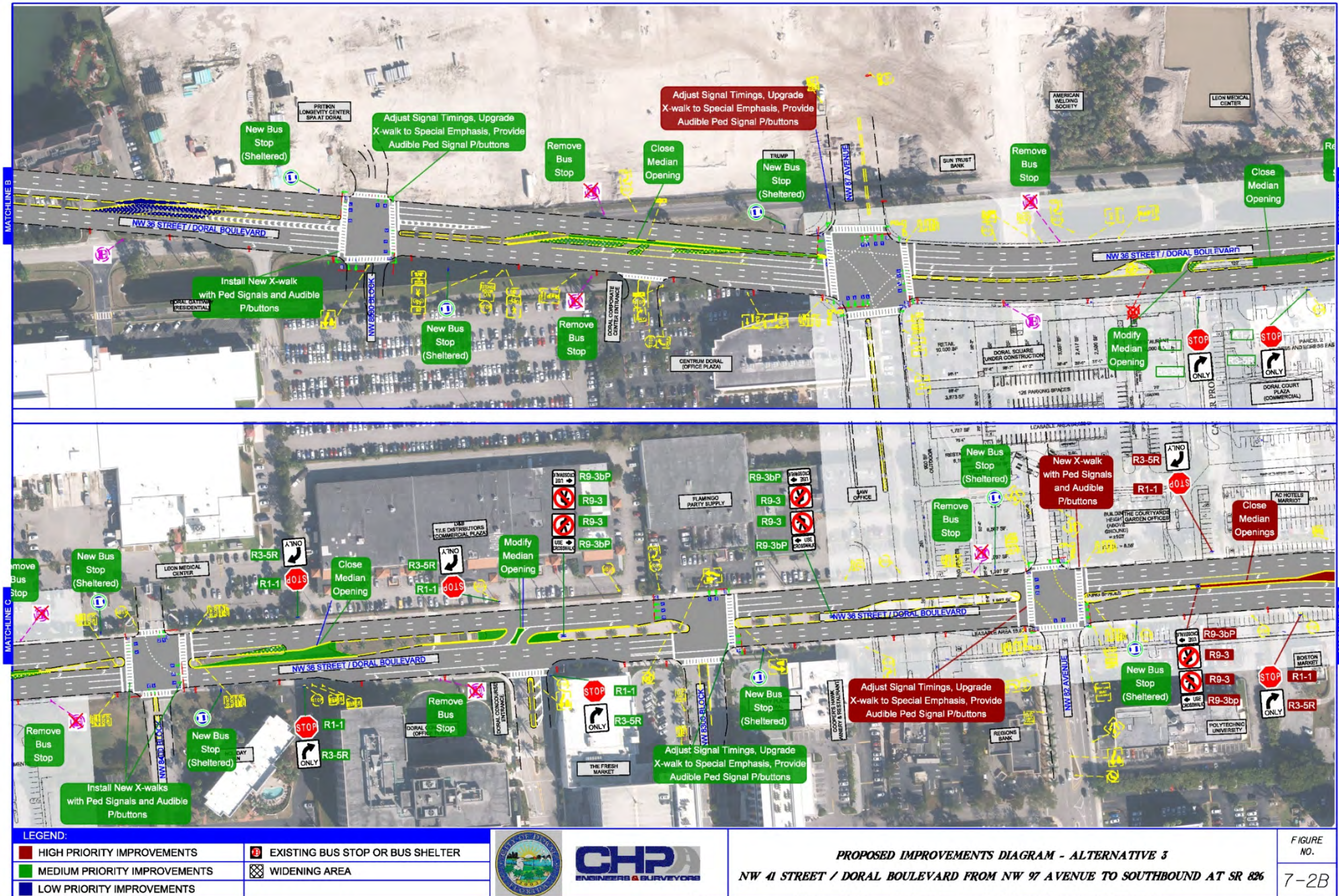


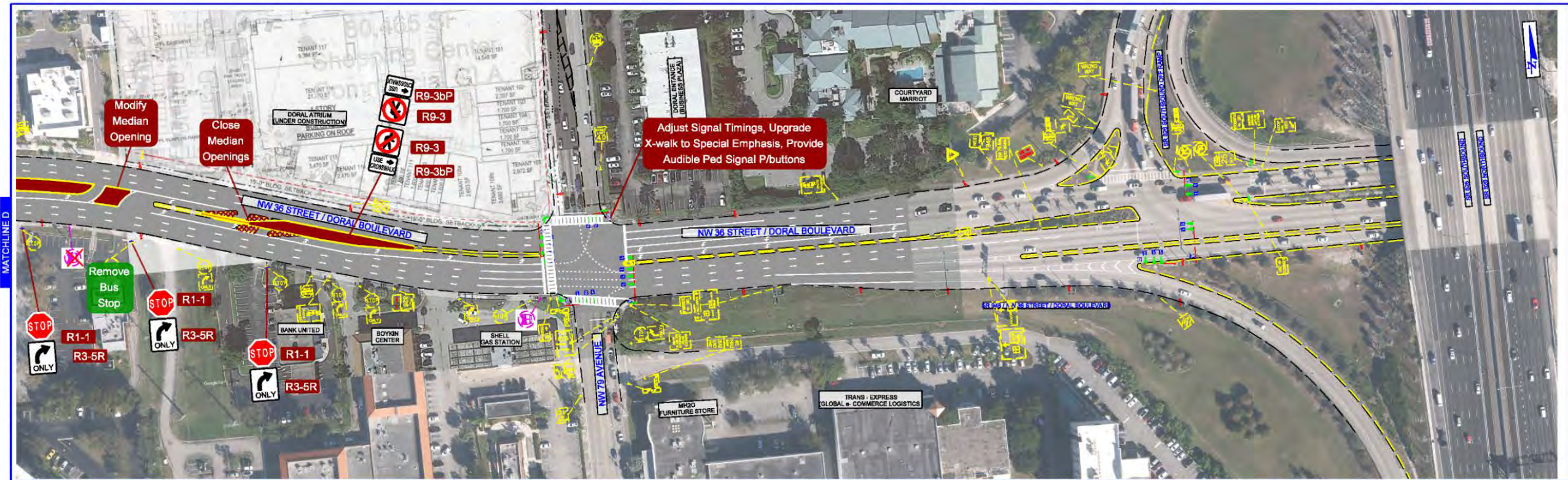
PROPOSED IMPROVEMENTS DIAGRAM - ALTERNATIVE 2
NW 41 STREET / DORAL BOULEVARD FROM NW 97 AVENUE TO SOUTHBOUND AT SR 826

FIGURE NO.
7-1C

Figure 7-2: Proposed Improvement Diagram-Alternative 3







LEGEND:

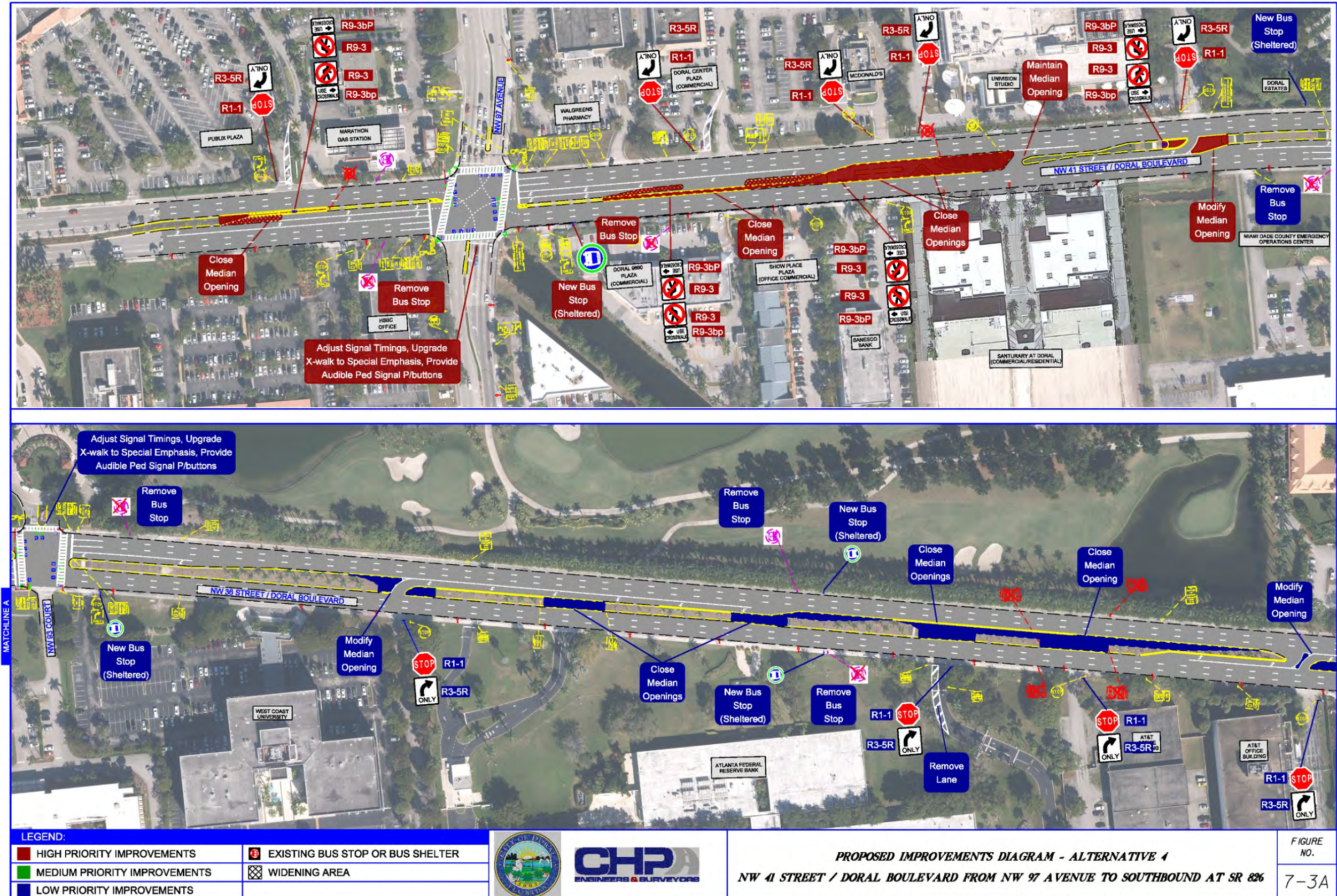
■ HIGH PRIORITY IMPROVEMENTS	EXISTING BUS STOP OR BUS SHELTER
■ MEDIUM PRIORITY IMPROVEMENTS	WIDENING AREA
■ LOW PRIORITY IMPROVEMENTS	

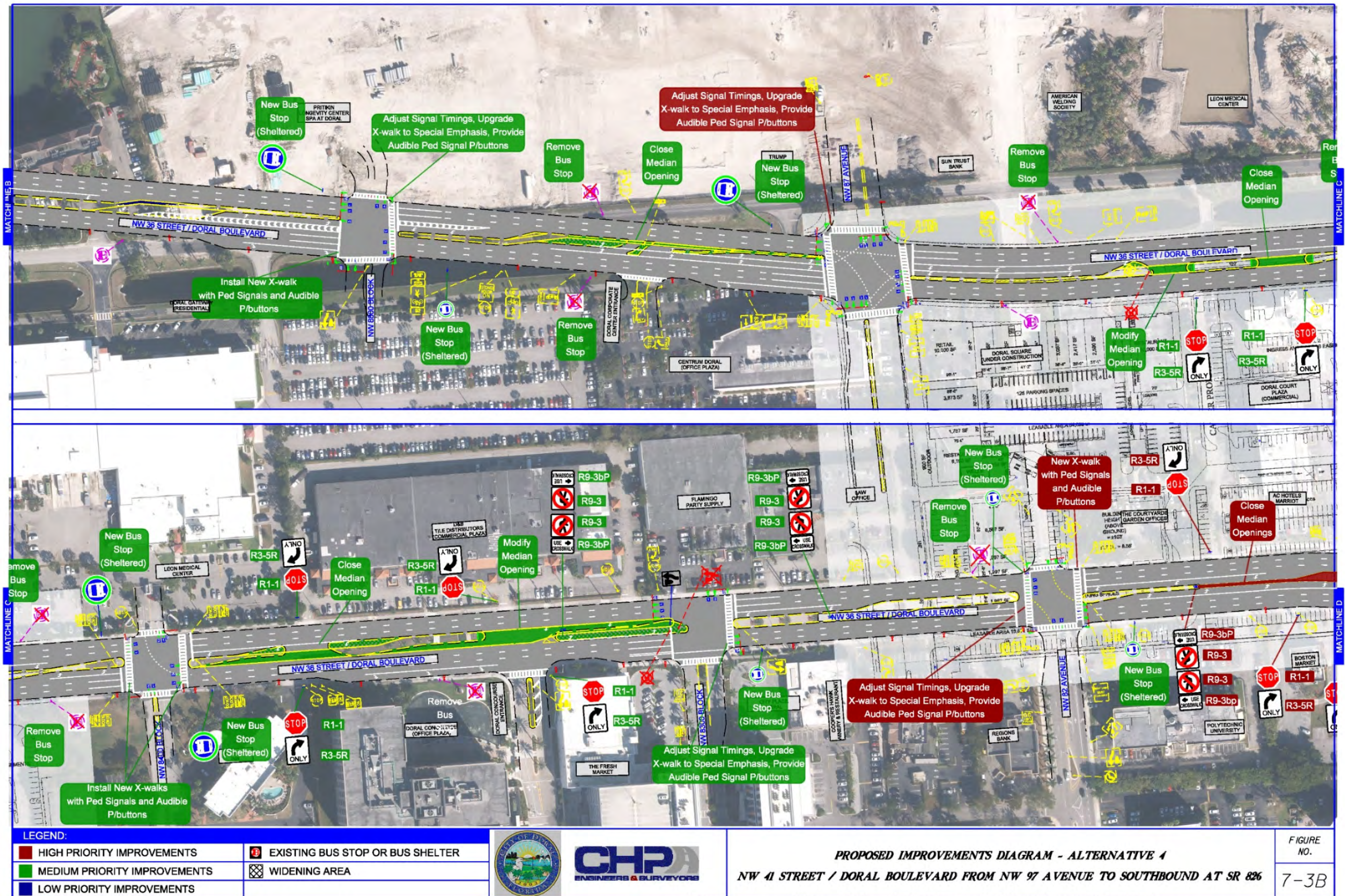


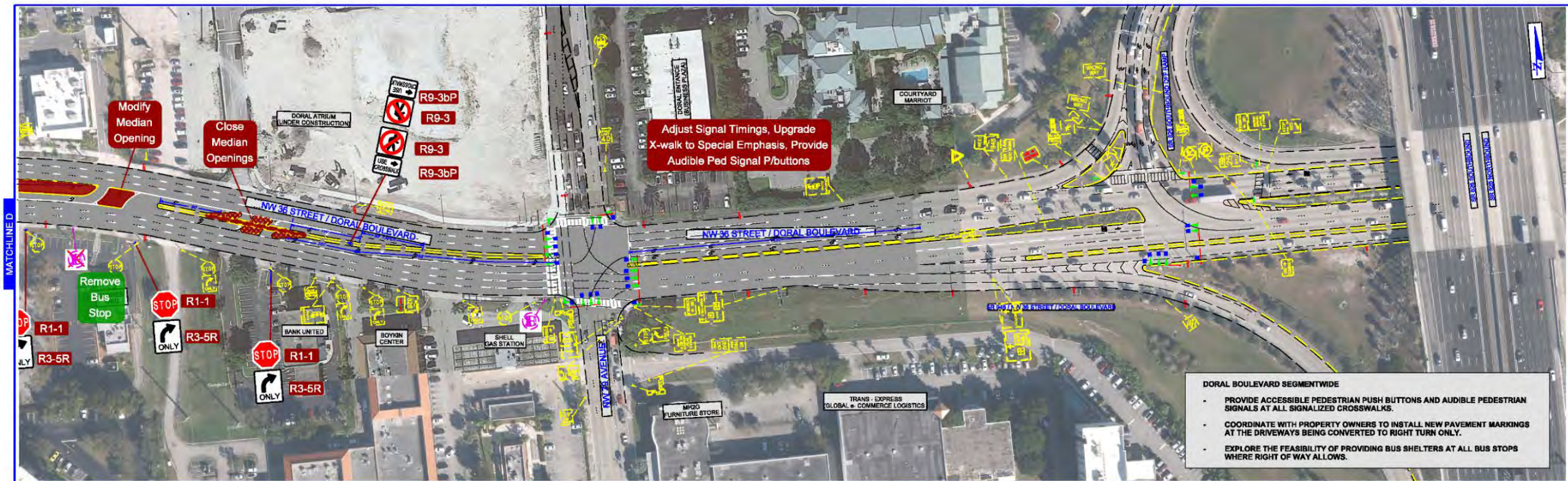
PROPOSED IMPROVEMENTS DIAGRAM - ALTERNATIVE 3
NW 41 STREET / DORAL BOULEVARD FROM NW 97 AVENUE TO SOUTHBOUND AT SR 826

FIGURE NO.
7-2C

Figure 7-3: Proposed Improvement Diagram-Alternative 4







LEGEND:	
■ HIGH PRIORITY IMPROVEMENTS	B EXISTING BUS STOP OR BUS SHELTER
■ MEDIUM PRIORITY IMPROVEMENTS	 WIDENING AREA
■ LOW PRIORITY IMPROVEMENTS	



PROPOSED IMPROVEMENTS DIAGRAM - ALTERNATIVE 4
NW 41 STREET / DORAL BOULEVARD FROM NW 97 AVENUE TO SOUTHBOUND AT SR 826

FIGURE NO.
7-30

8 Operational Analysis

AM and PM peak hour operational analyses for the No-Build and Build alternatives were conducted at the signalized intersections to evaluate the impact of the diverted traffic. No operational analysis was conducted for un-signalized median openings, but the study proposes to increase the lengths of the storage bays at those locations where the diverted traffic is in double digit first to facilitate entry into the turn lane, and second to minimize the possibility of a left-queue spilling into the adjacent through lane. The latest version of the SYNCHRO software was used for the analysis. **Table 7.4** shows comparisons of the delays and level of service (LOS) between the No-Build and the three Build alternatives.

A discussion of the operational analysis by intersection is provided below:

8.1 NW 41st Street at NW 97th Avenue

- Currently the intersection operates with LOS E during the AM peak hour and LOS F during the PM peak hour. The analysis shows there will be a future increase in the intersection delay even without the proposed improvements. Compared among the three build alternatives, all three will operate at LOS F during both peak hours, however, Alternative #3 will result in slightly better delays compared to the other build alternatives.

8.2 NW 41st Street at NW 93rd Court

- This intersection currently operates with LOS A during both peak periods. Re-routing some traffic from nearby median openings will have no operational impact to the intersection given the small amount of traffic expected to be diverted to this intersection. All three build alternatives will result in about the same amount of delays at this intersection resulting in LOS B for both peak periods.

8.3 NW 41st Street at NW 8800 Block

- This intersection currently operates with LOS B and LOS A during the AM and PM peaks, respectively. Re-routing some traffic from the nearby median openings will have no operational impact to the intersection given the small amount of traffic expected to be diverted to this intersection. All three build alternatives will result in about the same amount of delays at this intersection resulting in LOS B for both peak periods.

8.4 NW 41st Street at NW 87th Avenue

- Currently the intersection operates with LOS F during both peak periods. The analysis showed virtually no difference in the delays and LOS between the no-build and the three build alternatives each continuing to operate with LOS F during the peak periods.

8.5 NW 41st Street at NW 8400 Block

- This intersection currently operates with LOS A during both peak periods. Re-routing some traffic from nearby median openings will have no operational impact to the intersection given the small amount of traffic expected to be diverted and the intersection will operate with LOS A and LOS B during the AM and PM peaks, respectively.

8.6 NW 41st Street at NW 8300 Block

- This intersection currently operates with LOS A during both peak periods. It is assumed that there will be no traffic diverted to this intersection except in Build Alternative #4. The diverted traffic and the changes to the signal phasing at the intersection will result in LOS B during both AM and PM peak periods.

8.7 NW 41st Street at NW 82nd Avenue

- This intersection currently operates with LOS C and LOS D during the AM and PM peaks, respectively. Delays for all three build alternatives will be slightly higher than for the no-build alternative, however, only the AM peak period LOS will degrade to LOS D.

8.8 NW 41st Street at NW 79th Avenue

- Currently the intersection operates with LOS E and LOS F during the AM and PM peaks, respectively. Delays for all three build alternatives will be higher than for the no-build alternative, but the LOS for all alternatives will remain unchanged.

Appendix K includes the SYNHCRO analysis print-out reports.

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9 Benefit Cost Ratio Analysis

9.1 Preliminary Cost Estimates

Table 9-1 shows the construction cost estimates for each improvement alternative assuming all proposed improvements are implemented at once. **Tables 9-2** through **9-4** show the estimated costs by implementation priority for each of the three improvement alternatives. The cost estimates were based on FDOT historical weighted unit prices available at the time of the study and includes costs for preliminary engineering, construction, maintenance of traffic (MOT), construction engineering inspection, and contingency amounts for unforeseen costs. **Appendix L** shows the itemization of the different pay items, units and quantities used to compute the preliminary costs.

Table 9-1: Preliminary Cost Estimates (Total)

Safety Improvements	Alternative 2	Alternative 3	Alternative 4
Roadway	\$ 2,506,603.61	\$2,520,484.03	\$2,483,643.92
S&PM	\$32,373.00	\$26,119.50	\$26,119.50
Signalization	\$29,762.16	\$16,240.21	\$16,240.21
Subtotal	\$2,568,738.77	\$2,562,843.74	\$2,526,003.63
10% General Mobilization	\$ 256,873.88	\$ 256,284.37	\$ 252,600.36
20% Maintenance of Traffic	\$ 513,747.75	\$ 512,568.75	\$ 505,200.73
Contingency	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
PE & CEI	\$ 770,621.63	\$ 768,853.12	\$ 757,801.09
Right of Way Acquisition	\$ -	\$ -	\$ -
Grand Total	\$ 4,209,982.03	\$ 4,200,549.98	\$ 4,141,605.81

Table 9-2: Alternative 2 Cost Estimates by Improvement Priority

Safety Improvements	High Priority Improvements	Medium Priority Improvement	Low Priority Improvement
Roadway	\$ 723,016.87	\$1,097,168.28	\$686,418.46
S&PM	\$12,875.50	\$12,875.50	\$6,622.00
Signalization	\$13,313.08	\$13,615.11	\$2,837.27
Subtotal	\$749,205.45	\$1,123,658.89	\$695,877.73
10% General Mobilization	\$ 74,920.54	\$ 112,365.89	\$ 69,587.77
20% Maintenance of Traffic	\$ 149,841.09	\$ 224,731.78	\$ 139,175.55
Contingency	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
PE & CEI	\$ 224,761.63	\$ 337,097.67	\$ 208,763.32
Right of Way Acquisition	\$ -	\$ -	\$ -
Grand Total	\$ 1,248,728.71	\$ 1,847,854.23	\$ 1,163,404.37

Table 9-3: Alternative 3 Cost Estimates by Improvement Priority

Safety Improvements	High Priority Improvements	Medium Priority Improvement	Low Priority Improvement
Roadway	\$ 736,897.28	\$1,097,168.28	\$686,418.46
S & PM	\$12,875.50	\$6,622.00	\$6,622.00
Signalization	\$13,313.08	\$13,615.11	\$2,837.27
Subtotal	\$763,085.86	\$1,117,405.39	\$695,877.73
10% General Mobilization	\$ 76,308.59	\$ 111,740.54	\$ 69,587.77
20% Maintenance of Traffic	\$ 152,617.17	\$ 223,481.08	\$ 139,175.55
Contingency	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
PE & CEI	\$ 228,925.76	\$ 335,221.62	\$ 208,763.32
Right of Way Acquisition	\$ -	\$ -	\$ -
Grand Total	\$ 1,270,937.38	\$ 1,837,848.63	\$ 1,163,404.37

Table 9-4: Alternative 4 Cost Estimates by Improvement Priority

Safety Improvements	High Priority Improvements	Medium Priority Improvement	Low Priority Improvement
Roadway	\$ 738,472.18	\$1,097,168.28	\$686,418.46
S & PM	\$12,875.50	\$6,622.00	\$6,622.00
Signalization	\$13,313.08	\$13,615.11	\$2,837.27
Subtotal	\$764,660.76	\$1,117,405.39	\$695,877.73
10% General Mobilization	\$ 76,466.08	\$ 111,740.54	\$ 69,587.77
20% Maintenance of Traffic	\$ 152,932.15	\$ 223,481.08	\$ 139,175.55
Contingency	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
PE & CEI	\$ 229,398.23	\$ 335,221.62	\$ 208,763.32
Right of Way Acquisition	\$ -	\$ -	\$ -
Grand Total	\$ 1,273,457.21	\$ 1,837,848.63	\$ 1,163,404.37

9.2 Crash Reduction:

Tables 9-5 shows the potential reduction in the number of angle and left-turn crashes if all improvements under each alternative are implemented at once. Tables 9-6 through 9-8 show the potential crash reduction for each implementation priority category under each improvement alternative. The crash reductions were converted into annualized monetary benefits using FDOT's average cost per crash.

Table 9-5: Crash Reduction Summaries by Improvement Alternatives

Alternative 2					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	18	4.14
			Left turn	12	2.76
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	65	58.50
			Left-turn	30	27.00
TOTAL CRASHES REDUCED IN 7-YEARS					92.40
CRASHES REDUCED PER YEAR					13.20
Alternative 3					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	55	12.65
			Left turn	19	4.37
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	60	54.00
			Left-turn	25	22.50
TOTAL CRASHES REDUCED IN 7-YEARS					93.52
CRASHES REDUCED PER YEAR					13.36
Alternative 4					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	18	4.14
			Left turn	12	2.76
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	65	58.50
			Left-turn	30	27.00
TOTAL CRASHES REDUCED IN 7-YEARS					92.40
CRASHES REDUCED PER YEAR					13.20

Table 9-6: Alternative 2 Crash Reductions by Improvement Priority

High Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	6	1.38
			Left turn	7	1.61
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	57	51.30
			Left-turn	24	21.60
TOTAL CRASHES REDUCED IN 7-YEARS					75.89
CRASHES REDUCED PER YEAR					10.84
Medium Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	2	0.46
			Left turn	2	0.46
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	8	7.20
			Left-turn	7	6.30
TOTAL CRASHES REDUCED IN 7-YEARS					14.42
CRASHES REDUCED PER YEAR					2.06
Low Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	0	0.00
			Left turn	1	0.23
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	0	0.00
			Left-turn	0	0.00
TOTAL CRASHES REDUCED IN 7-YEARS					0.23
CRASHES REDUCED PER YEAR					0.03

Table 9-7: Alternative 3 Crash Reductions by Improvement Priority

High Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	53	12.19
			Left turn	16	3.68
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	10	9.00
			Left-turn	22	19.80
TOTAL CRASHES REDUCED IN 7-YEARS					44.67
CRASHES REDUCED PER YEAR					6.38
Medium Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	2	0.46
			Left turn	2	0.46
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	8	7.20
			Left-turn	7	6.30
TOTAL CRASHES REDUCED IN 7-YEARS					14.42
CRASHES REDUCED PER YEAR					2.06
Low Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	0	0.00
			Left turn	1	0.23
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	0	0.00
			Left-turn	0	0.00
TOTAL CRASHES REDUCED IN 5-YEARS					0.23
CRASHES REDUCED PER YEAR					0.05

Table 9-8: Alternative 4 Crash Reductions by Improvement Priority

High Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	6	1.38
			Left turn	7	1.61
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	57	51.30
			Left-turn	24	21.60
TOTAL CRASHES REDUCED IN 7-YEARS					75.89
CRASHES REDUCED PER YEAR					10.84
Medium Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	0	0.00
			Left turn	0	0.00
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	10	9.00
			Left-turn	9	8.10
TOTAL CRASHES REDUCED IN 7-YEARS					17.10
CRASHES REDUCED PER YEAR					2.44
Low Priority Improvements					
PROPOSED IMPROVEMENT	CRF	SOURCE	TARGETTED CRASH TYPE	TARGETTED CRASHES	REDUCED CRASHES
Convert a full median opening to directional median opening (CMF ID: 5453)	23%	CMF Clearinghouse	Angle	0	0.00
			Left turn	1	0.23
Prohibit Left-turns	90%	FHWA (Pg 41)	Angle	0	0.00
			Left-turn	0	0.00
TOTAL CRASHES REDUCED IN 5-YEARS					0.23
CRASHES REDUCED PER YEAR					0.05

9.3 Benefit/Cost Ratio Analysis

The annualized crash reduction benefits were compared with the annualized construction cost estimates to obtain a safety benefit to cost (b/c) ratio value. **Table 9-9** shows the b/c ratio values for the three improvement alternatives evaluated by assuming all listed improvements are implemented under one project. The safety b/c ratio values show that each alternative is economically viable. **Tables 9-10** through **9-12** show the safety b/c ratio values for the three evaluated improvement alternatives by assuming that the improvements will be implemented in phases by prioritizing them in HIGH, MEDIUM and LOW priorities. The HIGH priority improvements yield the highest b/c ratio value in all three alternatives. The b/c ratio computations are included in **Appendix M**.

Table 9-9: Benefit-Cost Ratios by Improvement Alternatives

Description	Alternative 2	Alternative 3	Alternative 4
Safety Benefits	\$ 1,631,493.60	\$ 1,631,493.60	\$ 1,631,493.60
Annualizez Cost of Project	\$ 322,171.54	\$ 321,125.08	\$ 316,607.05
SAFETY B/C	5.1	5.1	5.2

Table 9-10: Alternative 2 Benefit-Cost Ratios by Improvement Priorities

Description	High Priority Improvements	Medium Priority Improvements	Low Priority Improvements
Safety Benefits	\$ 1,339,978.89	\$ 254,611.88	\$ 4,061.08
Annualizez Cost of Project	\$ 94,979.09	\$ 141,724.53	\$ 89,172.25
SAFETY B/C	14.1	1.8	0.0

Table 9-11: Alternative 3 Benefit-Cost Ratios by Improvement Priorities

Description	High Priority Improvements	Medium Priority Improvements	Low Priority Improvements
Safety Benefits	\$ 788,731.81	\$ 254,611.88	\$ 4,061.08
Annualizez Cost of Project	\$ 97,096.83	\$ 140,855.29	\$ 89,172.25
SAFETY B/C	8.1	1.8	0.0

Table 9-12: Alternative 4 Benefit-Cost Ratios by Improvement Priorities

Description	High Priority Improvements	Medium Priority Improvements	Low Priority Improvements
Safety Benefits	\$ 1,339,978.89	\$ 301,932.26	\$ 4,061.08
Annualizez Cost of Project	\$ 96,874.51	\$ 88,947.74	\$ 89,172.25
SAFETY B/C	13.8	3.4	0.0

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10 Conclusions and Recommendations

Four (4) Access Management Improvement Alternatives, including the No-Build (Alternative #1), were evaluated. Alternative #2 proposes closing 12 median openings, modifying seven (7) median openings, and leaving one median opening unchanged. Alternative #3 proposes closing 11 median openings, modifying eight (8) median openings, and leaving one median opening unchanged. Alternative #4 proposes closing 14 median openings, modifying five (5) median openings, and leaving one median opening unchanged. None of the proposed build alternatives recommends closure of any existing driveway; however, the following driveway modifications will be required as described below:

- Reduce the number of exit lanes from two to one at the Publix Supermarket plaza driveway located west of the NW 97th Avenue signal.
- Reduce the number of exit lanes from two to one at the Doral Center plaza main driveway located east of the NW 97th Avenue signal.
- Reduce the number of exit lanes from two to one at the Atlanta Federal Reserve Bank east driveway.
- Reduce the number of exit lanes from two to one at the Doral Court plaza driveway.
- Reduce the number of exit lanes from two to one at the Doral Concourse driveway located just west of NW 8300 Block.

The improvements under each alternative were categorized into HIGH, MEDIUM and LOW priorities. Each improvement alternative will yield safety benefits by reducing the angle and left-turn crashes along the arterial. The closure of some of the median openings will provide opportunities for the left-turn storage bays to signals or adjacent median openings be lengthened, thus minimizing the potential for turning vehicular queues from spilling into and blocking the adjacent through lanes or vice versa.

After examining each of the build alternatives in terms of safety improvements, potential impacts to adjacent signals, construction costs, and economic viability, it is recommended that Alternative #3 be considered as the Preferred Alternative. This alternative avoids diverting traffic to the congested signals at NW 97th Avenue, NW 87th Avenue, NW 82nd Avenue, and NW 79th Avenue.

The City should also consider the following pedestrian and transit improvements, regardless of which alternative is chosen:

- Enhancing pedestrian features by upgrading all crosswalk markings at signalized intersections to special emphasis, coordinating with Miami - Dade County to implement a Lead Pedestrian Interval (LPI) at the NW 97th Avenue, NW 87th Avenue, NW 82nd Avenue, and NW 79th Avenue signals, and install audible pedestrian signal pushbuttons.
- Install special emphasis crosswalk markings with countdown pedestrian signal heads and audible pushbuttons at the NW 8400 Block signal.
- Add special emphasis crosswalks with countdown pedestrian signals heads on the east legs at the NW 8800 Block, NW 8300 Block, and NW 82nd Avenue signals.
- Consolidate some of the existing bus stops that are in close proximity.
- Relocate some of the existing bus stops closer to the signalized crosswalks and provide bus shelters at the new locations that meet the City's signature design (see **Appendix N**). Coordination with Miami - Dade Transit will be required.
- Upgrade traffic signs and pavement markings to match the proposed condition.

APPENDIX A – SIGNAL TIMING REPORTS

Miami-Dade, FL



TOD Schedule Report

4885 - NW 41st St. & NW 97th Ave.

2070 1C-Econolite Type-Cobalt

3/30/2020, 1:50 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	21	1	0	0	5	15	2	15	0	4.4	2.2
			2	0	0	5	8	2	7	0	4.4	2.2
			3	0	0	5	8	2	7	0	4.4	2.2
			4	0	0	5	35	5	40	0	3	1
2	W - T	77	1	5	31	16	30	1	40	0	4.4	2.2
			2	5	31	16	21	1	18	0	4.4	2.2
			3	5	31	16	21	1	18	0	4.4	2.2
			4	10	16	5	35	5	40	0	3	1
3	S - L	22	1	0	0	5	15	4	15	0	4.4	2.4
			2	0	0	5	9	2	7	0	4.4	2.4
			3	0	0	5	9	2	7	0	4.4	2.4
			4	0	0	5	35	5	40	0	3	1
4	N - T	50	1	7	22	7	20	3	25	0	4.4	2.4
			2	7	22	7	10	2.5	9	0	4.4	2.4
			3	7	22	7	10	2.5	9	0	4.4	2.4
			4	10	16	5	35	5	40	0	3	1
5	W - L	21	1	0	0	5	15	2	15	0	4.4	2.2
			2	0	0	5	8	2	7	0	4.4	2.2
			3	0	0	5	8	2	7	0	4.4	2.2
			4	0	0	5	35	5	40	0	3	1
6	E - T	77	1	5	31	16	30	1	40	0	4.4	2.2
			2	5	31	16	30	1	18	0	4.4	2.2
			3	5	31	16	30	1	18	0	4.4	2.2
			4	10	16	5	35	5	40	0	3	1
7	N - L	22	1	0	0	5	15	4	15	0	4.4	2.4
			2	0	0	5	9	2	7	0	4.4	2.4
			3	0	0	5	9	2	7	0	4.4	2.4
			4	0	0	5	35	5	40	0	3	1
8	S - T	50	1	7	22	7	20	3	25	0	4.4	2.4
			2	7	22	7	10	2.5	9	0	4.4	2.4
			3	7	22	7	10	2.5	9	0	4.4	2.4
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week

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

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-	-	-
06:00:00	2	120	37	19	47	26	28	19	47	26	18
06:45:00	4	180	150	22	86	33	39	22	86	33	39
09:45:00	6	160	77	19	69	24	48	19	69	24	48
11:15:00	7	170	85	21	77	22	50	21	77	22	50
15:30:00	11	180	31	24	61	30	65	24	61	30	65
19:00:00	13	150	32	22	58	27	43	22	58	27	43
20:00:00	14	120	8	19	54	24	23	19	54	24	23
22:00:00	Free	-	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

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

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-	-	-
07:00:00	19	100	15	15	43	18	24	15	43	18	24
15:00:00	20	110	59	15	53	18	24	15	53	18	24
19:00:00	21	90	68	17	34	21	18	17	34	21	18
21:00:00	Free	-	-	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
Free	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
11	11	N/A
13	13	N/A
14	14	N/A
Free	Free	N/A

Miami-Dade, FL



4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Sequence 1																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 2																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 3																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 4																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 5																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 6																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 7																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 8																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 9																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 10																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 11																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 12																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 13																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 14																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 15																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 16																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM)

1-1-2

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Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No
 CRC (16 bit) 1254
 Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL



4885 - NW 41st St. & NW 97th Ave. - 2070 1C - Econolite Type - Cobalt

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	7	0	5	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	31	0	22	0	31	0	22	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	4.0	3.0	2.0	1.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	30	15	20	15	30	15	20	0	0	0	0	0	0	0	0
Max2	15	40	15	25	15	40	15	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.2	2.4	2.4	2.2	2.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	7	0	5	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	31	0	22	0	31	0	22	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	21	9	10	8	30	9	10	0	0	0	0	0	0	0	0
Max2	7	18	7	9	7	18	7	9	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.2	2.4	2.4	2.2	2.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	7	0	5	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	31	0	22	0	31	0	22	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	21	9	10	8	30	9	10	0	0	0	0	0	0	0	0
Max2	7	18	7	9	7	18	7	9	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.2	2.4	2.4	2.2	2.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL



TOD Schedule Report

5382 - NW 41st St. & NW 93rd Ct.

2070 1C-Econolite Type-Cobalt

3/31/2020, 11:12 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	9	1	0	0	5	13	2	10	0	4.4	2
			2	0	0	5	8	2	14	0	4.4	2
			3	0	0	5	8	2	10	0	4.4	2
			4	0	0	5	35	5	40	0	3	1
2	W - T	55	1	0	0	16	80	1	40	0	4.4	2
			2	0	0	16	21	1	60	0	4.4	2
			3	0	0	16	21	1	18	0	4.4	2
			4	10	16	5	35	5	40	0	3	1
4	N - T	16	1	2	20	7	22	3	25	0	4	2.8
			2	2	20	7	22	3	12	0	4	2.8
			3	2	20	7	15	3	7	0	4	2.8
			4	10	16	5	35	5	40	0	3	1
5	W - L	9	1	0	0	5	13	2	30	0	4.4	2
			2	0	0	5	8	2	10	0	4.4	2
			3	0	0	5	8	2	10	0	4.4	2
			4	0	0	5	35	5	40	0	3	1
6	E - T	55	1	0	0	16	80	1	10	0	4.4	2
			2	0	0	16	21	1	60	0	4.4	2
			3	0	0	16	21	1	18	0	4.4	2
			4	10	16	5	35	5	40	0	3	1
8	S - T	16	1	2	20	7	22	3	25	0	4	2.8
			2	2	20	7	8	3	12	0	4	2.8
			3	2	20	7	8	3	7	0	4	2.8
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week

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

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-
06:00:00	2	120	98	0	100	20	0	100	20
06:45:00	4	180	105	24	126	30	24	126	30
09:45:00	6	80	58	9	55	16	9	55	16
11:15:00	7	85	70	10	57	18	10	57	18
15:30:00	11	90	6	10	61	19	10	61	19
19:00:00	13	75	40	10	50	15	10	50	15
20:00:00	14	60	35	0	45	15	0	45	15
22:00:00	Free	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

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

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-
07:00:00	19	100	70	0	82	18	0	82	18
15:00:00	20	110	8	0	88	22	0	88	22
19:00:00	21	90	64	0	72	18	0	72	18
21:00:00	Free	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
Free	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
11	11	N/A
13	13	N/A
14	14	N/A
Free	Free	N/A

Miami-Dade, FL



5382 - NW 41st St. & NW 93rd Ct. - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Sequence 1																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 2																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 3																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 4																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 5																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 6																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 7																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 8																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 9																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 10																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 11																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 12																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 13																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 14																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 15																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 16																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM)

1-1-2

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No

CRC (16 bit) 4D91

Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL



5382 - NW 41st St. & NW 93rd Ct. - 2070 1C - Econolite Type - Cobalt

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N-T	W-L	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	7	5	16	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	3.0	2.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	13	80	0	22	13	80	0	22	0	0	0	0	0	0	0	0
Max2	10	40	0	25	30	10	0	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	2.8	2.0	2.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	0.0	3.0	2.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N-T	W-L	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	7	5	16	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	3.0	2.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	21	0	22	8	21	0	8	0	0	0	0	0	0	0	0
Max2	14	60	0	12	10	60	0	12	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	2.8	2.0	2.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	0.0	3.0	2.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N-T	W-L	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	7	5	16	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	3.0	2.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	21	0	15	8	21	0	8	0	0	0	0	0	0	0	0
Max2	10	18	0	7	10	18	0	7	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	2.8	2.0	2.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	0.0	3.0	2.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N-T	W-L	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL



TOD Schedule Report

4571 - NW 36th Street & NW 8400 Blk

2070 1C-Econolite Type-Cobalt

3/30/2020, 2:11 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	15	1	0	0	5	6	2	12	0	4	2
			2	0	0	5	6	2	12	0	4	2
			3	0	0	5	6	2	12	0	4	2
			4	0	0	5	35	5	40	0	3	1
2	W - T	110	1	0	0	16	50	1	0	0	4	2
			2	0	0	16	35	1	0	0	4	2
			3	0	0	16	35	1	0	0	4	2
			4	10	16	5	35	5	40	0	3	1
3	S - T	19	1	0	0	7	12	5	10	0	4	2.2
			2	0	0	7	12	2.5	10	0	4	2.2
			3	0	0	7	12	2.5	26	0	4	2.2
			4	0	0	5	35	5	40	0	3	1
4	N - T	26	1	0	0	7	10	2.5	26	0	4	2.2
			2	0	0	7	10	2.5	20	0	4	2.2
			3	0	0	7	10	2.5	20	0	4	2.2
			4	10	16	5	35	5	40	0	3	1
6	E - T	125	1	0	0	16	50	1	0	0	4	2
			2	0	0	16	35	1	0	0	4	2
			3	0	0	16	35	1	0	0	4	2
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week

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

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 6
00:00:00	63	-	-	-	-	-	-	-
05:30:00	2	120	107	12	76	16	16	88
06:15:00	3	180	72	16	116	24	24	132
10:00:00	7	170	18	15	110	19	26	125
14:30:00	9	190	31	17	135	20	18	152
19:00:00	15	150	18	12	98	17	23	110
21:00:00	62	-	-	-	-	-	-	-

Schedule - 2

Day of Week

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

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 6
00:00:00	63	-	-	-	-	-	-	-
08:00:00	62	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
63	Flash	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
62	Free	N/A

Miami-Dade, FL



4571 - NW 36th Street & NW 8400 Blk - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Sequence 1																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 2																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 3																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 4																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	.	.	.	.	.	.
Sequence 5																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 6																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 7																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 8																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	.	.	.	.	.	.
Sequence 9																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 10																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 11																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 12																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	.	.	.	.	.	.
Sequence 13																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 14																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 15																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.
Sequence 16																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM) 1-1-2

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Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No

CRC (16 bit) F83B

Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL



4571 - NW 36th Street & NW 8400 Blk - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "PHASE BANK 1"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	16	7	7	0	16	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	5.0	2.5	0.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	50	12	10	0	50	35	35	35	35	35	35	35	35	35	35
Max2	12	0	10	26	0	0	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.2	2.2	0.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	5.0	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "PHASE BANK 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	16	7	7	0	16	0	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.5	2.5	0.0	1.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	35	12	10	0	35	0	0	35	35	35	35	35	35	35	35
Max2	12	0	10	20	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.2	2.2	0.0	2.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.5	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "PHASE BANK 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	16	7	7	0	16	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.5	2.5	0.0	1.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	35	12	10	0	35	0	0	35	35	35	35	35	35	35	35
Max2	12	0	26	20	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.2	2.2	0.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.5	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-T	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL



TOD Schedule Report

6732 - NW 36th Street & NW 8300 Blk

2070 1C-Econolite Type-Cobalt

3/30/2020, 2:06 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	W - T	135	1	0	0	16	35	1	0	0	4	2
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1
4	N - T	35	1	5	20	7	7	2.5	7	0	4	2.2
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1
5	W - L	20	1	0	0	5	5	2	5	0	4	2
			2	0	0	5	35	5	40	0	3	1
			3	0	0	5	35	5	40	0	3	1
			4	0	0	5	35	5	40	0	3	1
6	E - T	115	1	0	0	16	35	1	0	0	4	2
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week

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

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	63	-	-	-	-	-	-
05:30:00	2	120	82	100	20	11	89
06:15:00	3	180	38	155	25	11	144
10:00:00	7	170	2	135	35	20	115
14:30:00	9	190	26	140	50	20	120
19:00:00	15	150	2	118	32	18	100
21:00:00	62	-	-	-	-	-	-

Schedule - 2

Day of Week

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

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	63	-	-	-	-	-	-
09:00:00	20	-	-	-	-	-	-
23:59:00	62	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
63	Flash	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
62	Free	N/A

Miami-Dade, FL



6732 - NW 36th Street & NW 8300 Blk - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B											

Sequence 1

Ring 1	| .	2	| .	4	| .	.	.	.	.	.	.	.	.	.	.	.
Ring 2	|	5	6	|	.	8	|	.	.	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM)

1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet No
 Interlock CRC
 CRC (16 bit) C0C7
 Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL



6732 - NW 36th Street & NW 8300 Blk - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	0	16	0	7	5	16	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	35	0	7	5	35	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.0	0.0	2.2	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.2	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL



TOD Schedule Report

4569 - NW 36th Street & NW 82nd Ave

2070 1C-Econolite Type-Cobalt

3/30/2020, 2:13 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	24	1	0	0	5	7	2	11	0	4.4	2
			2	0	0	5	7	2	11	0	4.4	2
			3	0	0	5	7	2	10	0	4.4	2
			4	0	0	5	7	2	11	0	4.4	2
2	W - T	98	1	5	22	16	30	1	30	0	4.4	2
			2	5	22	16	30	1	30	0	4.4	2
			3	5	22	16	60	1	60	0	4.4	2
			4	5	22	16	30	1	30	0	4.4	2
4	N - T	48	1	0	0	7	10	2.5	35	0	4	3
			2	0	0	7	10	2.5	42	0	4	3
			3	0	0	7	15	2.5	35	0	4	3
			4	0	0	7	10	2.5	35	0	4	3
5	W - L	32	1	0	0	5	7	3	40	0	4.4	2
			2	0	0	5	7	3	40	0	4.4	2
			3	0	0	5	7	3	40	0	4.4	2
			4	0	0	5	7	3	40	0	4.4	2
6	E - T	90	1	5	22	16	30	1	30	0	4.4	2
			2	5	22	16	30	1	30	0	4.4	2
			3	5	22	16	60	1	60	0	4.4	2
			4	5	22	16	30	1	30	0	4.4	2
7	W	12	1	0	0	5	7	3.5	11	0	4	2
			2	0	0	0	0	0	0	0	0	0
			3	0	0	0	0	0	0	0	0	0
			4	0	0	6	7	3.5	11	0	4	2
8	S - T	36	1	5	28	7	10	2.5	35	0	4	3
			2	5	28	7	10	2.5	42	0	4	3
			3	5	28	7	15	2.5	35	0	4	3
			4	5	28	7	10	2.5	35	0	4	3

Schedule - 1

Day of Week

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

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	63	-	-	-	-	-	-	-	-	-
05:30:00	2	120	88	15	57	48	15	57	12	36
06:15:00	3	180	77	30	102	48	30	102	12	36
10:00:00	7	170	13	24	98	48	32	90	12	36
14:30:00	9	190	49	25	117	48	24	118	12	36
19:00:00	15	150	33	21	81	48	28	74	12	36
21:00:00	62	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

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

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	63	-	-	-	-	-	-	-	-	-
09:00:00	62	-	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
63	Flash	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
62	Free	N/A

Miami-Dade, FL



4569 - NW 36th Street & NW 82nd Ave - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Sequence 1																
Ring 1	| 1	2	| .	4	| .	.	| .	.	| .	.	| .	.	| .	.	| .	.
Ring 2	| 5	6	| 7	8	| .	.	| .	.	| .	.	| .	.	| .	.	| .	.
Sequence 2																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	| .	.	| .	.	| .	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	| .	.	| .	.	| .	.
Sequence 3																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	| .	.	| .	.	| .	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	| .	.	| .	.	| .	.
Sequence 4																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	| .	.	| .	.	| .	.
Ring 2	| 5	6	| 7	8	| 11	12	| 15	16	| .	.	| .	.	| .	.	| .	.
Sequence 5																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	| .	.	| .	.	| .	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	| .	.	| .	.	| .	.
Sequence 6																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	| .	.	| .	.	| .	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	| .	.	| .	.	| .	.
Sequence 7																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	| .	.	| .	.	| .	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	| .	.	| .	.	| .	.
Sequence 8																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	| .	.	| .	.	| .	.
Ring 2	| 6	5	| 7	8	| 12	11	| 15	16	| .	.	| .	.	| .	.	| .	.
Sequence 9																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	| .	.	| .	.	| .	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	| .	.	| .	.	| .	.
Sequence 10																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	| .	.	| .	.	| .	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	| .	.	| .	.	| .	.
Sequence 11																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	| .	.	| .	.	| .	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	| .	.	| .	.	| .	.
Sequence 12																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	| .	.	| .	.	| .	.
Ring 2	| 5	6	| 8	7	| 11	12	| 16	15	| .	.	| .	.	| .	.	| .	.
Sequence 13																
Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	| .	.	| .	.	| .	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	| .	.	| .	.	| .	.
Sequence 14																
Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	| .	.	| .	.	| .	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	| .	.	| .	.	| .	.
Sequence 15																
Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	| .	.	| .	.	| .	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	| .	.	| .	.	| .	.
Sequence 16																
Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	| .	.	| .	.	| .	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	| .	.	| .	.	| .	.

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

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

Phase Compatibility (MM) 1-1-2

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Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No

CRC (16 bit) A753

Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL



4569 - NW 36th Street & NW 82nd Ave - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	0	0	22	0	28	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	2.5	3.0	1.0	3.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	30	0	10	7	30	7	10	0	0	0	0	0	0	0	0
Max2	11	30	0	35	40	30	11	35	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	3.0	2.0	2.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	7	5	16	0	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	0	0	5	0	5	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	0	0	22	0	28	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	2.5	3.0	1.0	0.0	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	30	0	10	7	30	0	10	35	35	35	35	35	35	35	35
Max2	11	30	0	42	40	30	0	42	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	0.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	3.0	2.0	2.0	0.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	7	5	16	0	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	0	0	5	0	5	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	0	0	22	0	28	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	2.5	3.0	1.0	0.0	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	60	0	15	7	60	0	15	35	35	35	35	35	35	35	35
Max2	10	60	0	35	40	60	0	35	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	0.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	3.0	2.0	2.0	0.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	E	N-T	W-L	E-T	W	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	7	5	16	6	7	0	0	0	0	0	0	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	0	0	5	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	0	0	22	0	28	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	2.5	3.0	1.0	3.5	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	7	30	0	10	7	30	7	10	35	35	35	35	35	35	35	35
Max2	11	30	0	35	40	30	11	35	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	4.4	4.4	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	3.0	2.0	2.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL



TOD Schedule Report

4477 NW 36th St. & Galloway Rd./NW 87th ave.

2070-1C 10.57.132.96-Econolite Type-Cobalt

3/30/2020, 2:17 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	25	1	0	0	5	15	4	52	0	4.4	2.6
			2	0	0	5	18	4	15	0	4.4	2.6
			3	0	0	5	12	4	31	0	4.4	2.6
			4	0	0	5	15	4	52	0	4.4	2.6
2	W - T	73	1	7	25	10	34	3	34	0	4.4	2.6
			2	7	25	10	34	3	30	0	4.4	2.6
			3	7	25	16	34	3	60	0	4.4	2.6
			4	7	25	10	34	3	34	0	4.4	2.6
3	S - L	19	1	0	0	5	15	4	22	0	4.4	2.7
			2	0	0	5	15	4	15	0	4.4	2.7
			3	0	0	5	10	4	27	0	4.4	2.7
			4	0	0	5	15	4	22	0	4.4	2.7
4	N - T	53	1	7	27	10	35	3	57	0	4.4	2.7
			2	7	27	10	20	3	25	0	4.4	2.7
			3	7	27	14	37	3	53	0	4.4	2.7
			4	7	27	10	35	3	57	0	4.4	2.7
5	W - L	31	1	0	0	5	15	4	40	0	4.4	2.6
			2	0	0	5	10	4	15	0	4.4	2.6
			3	0	0	5	12	4	31	0	4.4	2.6
			4	0	0	5	15	4	40	0	4.4	2.6
6	E - T	67	1	7	25	10	34	3	34	0	4.4	2.6
			2	7	25	10	34	3	30	0	4.4	2.6
			3	7	25	16	34	3	60	0	4.4	2.6
			4	7	25	10	34	3	34	0	4.4	2.6
7	N - L	25	1	0	0	5	15	4	35	0	4.4	2.7
			2	0	0	5	15	4	15	0	4.4	2.7
			3	0	0	5	10	4	27	0	4.4	2.7
			4	0	0	5	15	4	35	0	4.4	2.7
8	S - T	47	1	7	27	10	37	3	51	0	4.4	2.7
			2	7	29	10	37	3	25	0	4.4	2.7
			3	7	29	14	37	3	53	0	4.4	2.7
			4	7	27	10	37	3	51	0	4.4	2.7

Schedule - 1

Day of Week

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

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-	-	-
05:30:00	2	120	28	18	46	19	37	18	46	17	39
06:15:00	3	180	65	47	73	19	41	38	82	19	41
10:00:00	7	170	147	25	73	19	53	31	67	25	47
14:30:00	9	190	171	27	80	26	57	43	64	33	50
19:00:00	15	150	11	22	64	17	47	28	58	22	42
21:00:00	Free	-	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

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

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	Free	-	-	-	-	-	-	-	-	-	-
09:00:00	20	120	40	20	40	21	39	20	40	21	39
19:00:00	Free	-	-	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
Free	Free	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
Free	Free	N/A

Miami-Dade, FL



4477 NW 36th St. & Galloway Rd./NW 87th ave. - 2070-1C 10.57.132.96 - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B											

Sequence 1

Ring 1	| 1	2	| 3	4	| .	.	.	.	.	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| .	.	.	.	.	.	.	.	.	.	.	.

Sequence 2

Ring 1	| 2	1	| 3	4	| .	.	.	.	.	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| .	.	.	.	.	.	.	.	.	.	.	.

Sequence 3

Ring 1	| 1	2	| 3	4	| .	.	.	.	.	.	.	.	.	.	.	.
Ring 2	| 6	5	| 7	8	| .	.	.	.	.	.	.	.	.	.	.	.

Sequence 4

Ring 1	| 1	2	| 3	4	| .	.	.	.	.	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| .	.	.	.	.	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM)

1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No
 CRC (16 bit) 4CDC
 Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL



4477 NW 36th St. & Galloway Rd./NW 87th ave. - 2070-1C 10.57.132.96 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	10	5	10	5	10	5	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	25	0	27	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	34	15	35	15	34	15	37	0	0	0	0	0	0	0	0
Max2	52	34	22	57	40	34	35	51	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	10	5	10	5	10	5	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	25	0	29	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	18	34	15	20	10	34	15	37	0	0	0	0	0	0	0	0
Max2	15	30	15	25	15	30	15	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	14	5	16	5	14	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	25	0	29	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	12	34	10	37	12	34	10	37	0	0	0	0	0	0	0	0
Max2	31	60	27	53	31	60	27	53	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	10	5	10	5	10	5	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	25	0	27	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	34	15	35	15	34	15	37	0	0	0	0	0	0	0	0
Max2	52	34	22	57	40	34	35	51	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL



TOD Schedule Report

3954 - NW 36th Street & NW 79th Ave

2070 1C-Econolite Type-Cobalt

3/30/2020, 2:15 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	21	1	0	0	5	10	5	11	255	4.4	2
			2	0	0	5	35	5	40	0	3	1
			3	0	0	5	35	5	40	0	3	1
			4	0	0	5	35	5	40	0	3	1
2	W - T	92	1	7	13	7	40	5	0	255	4.4	2
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1
3	S - L	34	1	5	22	7	30	5	35	23	4.4	2.6
			2	0	0	5	35	5	40	0	3	1
			3	0	0	5	35	5	40	0	3	1
			4	0	0	5	35	5	40	0	3	1
4	N - L	23	1	0	0	7	15	5	35	255	4.4	2.6
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1
5	W - L	29	1	0	0	5	30	5	39	255	4.4	2
			2	0	0	5	35	5	40	0	3	1
			3	0	0	5	35	5	40	0	3	1
			4	0	0	5	35	5	40	0	3	1
6	E - T	84	1	7	13	7	40	5	0	255	4.4	2
			2	10	16	5	35	5	40	0	3	1
			3	10	16	5	35	5	40	0	3	1
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week

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

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	Free	-	-	-	-	-	-	-	-
05:30:00	2	120	21	18	44	34	24	19	43
06:15:00	3	180	38	12	114	34	20	37	89
10:00:00	7	170	157	21	92	34	23	29	84
14:30:00	9	190	49	22	106	39	23	24	104
19:00:00	15	150	2	18	74	35	23	25	67
21:00:00	Free	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

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

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	Free	-	-	-	-	-	-	-	-
06:00:00	18	100	30	11	52	19	18	11	52
09:00:00	20	120	30	12	64	23	21	26	50
19:00:00	Free	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
Free	Free	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
Free	Free	N/A

Miami-Dade, FL



3954 - NW 36th Street & NW 79th Ave - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B											

Sequence 1

Ring 1	|	1	2	|	3	4	|	.	.	.	.	.	.	.	.	.
Ring 2	|	5	6	|	.	.	|	.	.	.	.	.	.	.	.	.

Sequence 2

Ring 1	|	1	2	|	3	4	|	.	.	.	.	.	.	.	.	.
Ring 2	|	6	5	|	.	.	|	.	.	.	.	.	.	.	.	.

Sequence 3

Ring 1	|	1	2	|	3	4	|	.	.	.	.	.	.	.	.	.
Ring 2	|	5	6	|	.	.	|	.	.	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet No
 Interlock CRC
 CRC (16 bit) 1104
 Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL



3954 - NW 36th Street & NW 79th Ave - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-LT	N-LT	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	7	7	7	5	7	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	5	0	0	7	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	22	0	0	13	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	10	40	30	15	30	40	0	0	0	0	0	0	0	0	0	0
Max2	11	0	35	35	39	0	0	0	0	0	0	0	0	0	0	0
Max3	255	255	23	255	255	255	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	2.6	2.6	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-LT	N-LT	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-LT	N-LT	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-LT	N-LT	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL



TOD Schedule Report

5429 - NW 36th Steet & SR 826 SB

2070 1C-Econolite Type-Cobalt

2/9/2021, 12:19 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	W - T	128	1	7	18	7	30	1	0	0	4.4	2.7
			2	7	18	7	30	1	26	0	4.4	2.7
			3	7	18	7	32	1	32	0	4.4	2.7
			4	10	16	5	35	5	40	0	3	1
6	E - T	128	1	0	0	7	30	1	0	0	4.4	2.7
			2	0	0	7	30	1	26	0	4.4	2.7
			3	0	0	7	32	1	32	0	4.4	2.7
			4	10	16	5	35	5	40	0	3	1
8	S - T	42	1	5	7	7	14	4.5	57	0	4.4	2.2
			2	5	7	7	15	3.5	16	0	4.4	2.2
			3	5	7	7	15	5	120	0	4.4	2.2
			4	10	16	5	35	5	40	0	3	1

Schedule - 1

Day of Week

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

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 6	Phs Spl 8
00:00:00	62	-	-	-	-	-
05:30:00	2	120	24	79	79	41
06:15:00	3	180	23	140	140	40
10:00:00	7	170	135	128	128	42
14:30:00	9	190	26	150	150	40
19:00:00	15	150	125	113	113	37
21:00:00	62	-	-	-	-	-

Schedule - 2

Day of Week

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

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 6	Phs Spl 8
00:00:00	62	-	-	-	-	-
06:00:00	18	120	30	94	94	26
09:00:00	20	120	30	89	89	31
19:00:00	62	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
62	Free	N/A
2	2	N/A
3	3	N/A
7	7	N/A
9	9	N/A
15	15	N/A
62	Free	N/A

Miami-Dade, FL



5429 - NW 36th Steet & SR 826 SB - 2070 1C - Econolite Type - Cobalt

Configuration Controller Sequence

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

Hardware Alternate Sequence Enable: No

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

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Sequence 1																
Ring 1	| 1	2 | 3	4 | 9	10 | 13	14 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 5	6 | 7	8 | 11	12 | 15	16 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 2																
Ring 1	| 2	1 | 3	4 | 10	9 | 13	14 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 5	6 | 7	8 | 11	12 | 15	16 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 3																
Ring 1	| 1	2 | 4	3 | 9	10 | 14	13 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 5	6 | 7	8 | 11	12 | 15	16 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 4																
Ring 1	| 2	1 | 4	3 | 10	9 | 14	13 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 5	6 | 7	8 | 11	12 | 15	16 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 5																
Ring 1	| 1	2 | 3	4 | 9	10 | 13	14 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 6	5 | 7	8 | 12	11 | 15	16 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 6																
Ring 1	| 2	1 | 3	4 | 10	9 | 13	14 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 6	5 | 7	8 | 12	11 | 15	16 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 7																
Ring 1	| 1	2 | 4	3 | 9	10 | 14	13 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 6	5 | 7	8 | 12	11 | 15	16 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 8																
Ring 1	| 2	1 | 4	3 | 10	9 | 14	13 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 6	5 | 7	8 | 12	11 | 15	16 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 9																
Ring 1	| 1	2 | 3	4 | 9	10 | 13	14 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 5	6 | 8	7 | 11	12 | 16	15 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 10																
Ring 1	| 2	1 | 3	4 | 10	9 | 13	14 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 5	6 | 8	7 | 11	12 | 16	15 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 11																
Ring 1	| 1	2 | 4	3 | 9	10 | 14	13 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 5	6 | 8	7 | 11	12 | 16	15 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 12																
Ring 1	| 2	1 | 4	3 | 10	9 | 14	13 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 5	6 | 8	7 | 11	12 | 16	15 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 13																
Ring 1	| 1	2 | 3	4 | 9	10 | 13	14 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 6	5 | 8	7 | 12	11 | 16	15 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 14																
Ring 1	| 2	1 | 3	4 | 10	9 | 13	14 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 6	5 | 8	7 | 12	11 | 16	15 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 15																
Ring 1	| 1	2 | 4	3 | 9	10 | 14	13 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 6	5 | 8	7 | 12	11 | 16	15 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Sequence 16																
Ring 1	| 2	1 | 4	3 | 10	9 | 14	13 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Ring 2	| 6	5 | 8	7 | 12	11 | 16	15 | .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .

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

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

Phase Compatibility (MM)

1-1-2	
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Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1
 Enable Controller/Cabinet Interlock CRC No
 CRC (16 bit) 7D92
 Enable Automatic Backup to Datakey Yes

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

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

Miami-Dade, FL



5429 - NW 36th Steet & SR 826 SB - 2070 1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	0.0	0.0	1.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	30	0	0	0	30	0	14	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	57	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	0.0	0.0	0.0	4.4	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.7	0.0	0.0	0.0	2.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	0.0	0.0	1.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	0.0	0.0	1.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	30	0	35	0	30	0	15	0	0	0	0	0	0	0	0
Max2	0	26	0	40	0	26	0	16	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	0.0	3.0	0.0	4.4	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.7	0.0	1.0	0.0	2.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	2.0	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	0.0	0.0	1.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	32	0	0	0	32	0	15	0	0	0	0	0	0	0	0
Max2	0	32	0	0	0	32	0	120	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	0.0	0.0	0.0	4.4	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.7	0.0	0.0	0.0	2.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	0.0	0.0	1.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
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Phases

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

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable
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Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

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Controller Pedestrian Overlaps

Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps
8	4

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Controller Options

Controller Options (MM) 2-6-1

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

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

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

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

Phase Recall Options (MM) 2-8

Plan # 1

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

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Coordination Options

Options (MM) 3-1

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

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

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

Split Demand (MM) 3-5

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

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

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

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	100	Std (COS)	9	Offsets In	Seconds
Offset Value	44s	Dwell/Add Time	0		
Actuated Coord No		Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	0	69	0	0	0	69	0	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	69s	100s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Coordinator Pattern # 2

Split Pattern 2 TS2 (Pat-Off) 0-2 Splits In Seconds
 Cycle 120 Std (COS) 17 Offsets In Seconds
 Offset Value 24s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 2
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	79	0	0	0	79	0	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	79s	120s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

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

Coordinator Pattern # 3

Split Pattern 3 TS2 (Pat-Off) 0-3 Splits In Seconds
 Cycle 180 Std (COS) 25 Offsets In Seconds
 Offset Value 23s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 3
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	140	0	0	0	140	0	40	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	140s	180s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

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

Coordinator Pattern # 6

Split Pattern 6 TS2 (Pat-Off) 1-3 Splits In Seconds
 Cycle 160 Std (COS) 73 Offsets In Seconds
 Offset Value 74s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 6
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	118	0	0	0	118	0	42	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	118s	160s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

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

Coordinator Pattern # 7

Split Pattern 7 TS2 (Pat-Off) 2-1 Splits In Seconds
 Cycle 170 Std (COS) 81 Offsets In Seconds
 Offset Value 135s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 7
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	128	0	0	0	128	0	42	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	128s	170s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

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

Coordinator Pattern # 9

Split Pattern 9 TS2 (Pat-Off) 2-3 Splits In Seconds
 Cycle 190 Std (COS) 97 Offsets In Seconds
 Offset Value 26s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 9
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	150	0	0	0	150	0	40	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	190s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial Pat 0
 Pat 1 Pat 2 Pat

Split Pattern

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

Coordinator Pattern # 13

Split Pattern 13 TS2 (Pat-Off) 4-1 Splits In Seconds
 Cycle 150 Std (COS) 153 Offsets In Seconds
 Offset Value 5s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 13
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	118	0	0	0	118	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	118s	150s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial Pat 0
 Pat 1 Pat 2 Pat

Split Pattern

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

Coordinator Pattern # 14

Split Pattern 14 TS2 (Pat-Off) 4-2 Splits In Seconds
 Cycle 120 Std (COS) 161 Offsets In Seconds
 Offset Value 0s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 14
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	88	0	0	0	88	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	88s	120s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Coordinator Pattern # 15

Split Pattern 15 TS2 (Pat-Off) 4-3 Splits In Seconds
 Cycle 150 Std (COS) 169 Offsets In Seconds
 Offset Value 125s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 15)	0	113	0	0	0	113	0	37	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	113s	150s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Special Funciton									
Outputs									

Coordinator Pattern # 18

Split Pattern 18 TS2 (Pat-Off) 5-3 Splits In Seconds
 Cycle 120 Std (COS) 217 Offsets In Seconds
 Offset Value 30s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 18
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 18)	0	94	0	0	0	94	0	26	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	94s	120s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Coordinator Pattern # 20

Split Pattern 20 TS2 (Pat-Off) 6-2 Splits In Seconds
 Cycle 120 Std (COS) 233 Offsets In Seconds
 Offset Value 30s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 20
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	89	0	0	0	89	0	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	89s	120s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Special Funicton									
Outputs									

Coordinator Pattern # 24

Split Pattern 24 TS2 (Pat-Off) 7-3 Splits In Seconds
 Cycle 140 Std (COS) 34 Offsets In Seconds
 Offset Value 42s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 24
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 24)	0	51	0	0	0	51	0	89	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	51s	140s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Coordinator Pattern # 25

Split Pattern 25 TS2 (Pat-Off) 8-1 Splits In Seconds
 Cycle 100 Std (COS) 42 Offsets In Seconds
 Offset Value 50s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 25
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 25)	0	41	0	0	0	41	0	59	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	41s	100s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Special Funicton									
Outputs									

Coordinator Pattern # 26

Split Pattern 26 TS2 (Pat-Off) 8-2 Splits In Seconds
 Cycle 150 Std (COS) 74 Offsets In Seconds
 Offset Value 55s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest No Sequence 1
 Phase Reservice No Action Plan 26
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 26)	0	93	0	0	0	93	0	57	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	93s	150s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Coordinator Pattern # 27

Split Pattern 27 TS2 (Pat-Off) 8-3 Splits In Seconds
 Cycle 170 Std (COS) 82 Offsets In Seconds
 Offset Value 80s Dwell/Add Time 0
 Actuated Coord No Timing Plan 0
 Actuated Walk Rest No Sequence 0
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 27)	0	118	0	0	0	118	0	52	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	118s	170s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Special Funciton									
Outputs									

Coordinator Pattern # 28

Split Pattern 28 TS2 (Pat-Off) 9-1 Splits In Seconds
 Cycle 95 Std (COS) 90 Offsets In Seconds
 Offset Value 87s Dwell/Add Time 0
 Actuated Coord No Timing Plan 0
 Actuated Walk Rest No Sequence 0
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 28)	0	58	0	0	0	58	0	37	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	58s	95s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Coordinator Pattern # 29

Split Pattern 29 TS2 (Pat-Off) 9-2 Splits In Seconds
 Cycle 180 Std (COS) 98 Offsets In Seconds
 Offset Value 64s Dwell/Add Time 0
 Actuated Coord No Timing Plan 0
 Actuated Walk Rest No Sequence 0
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 29)	0	54	0	0	0	54	0	126	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	54s	180s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Special Funciton									
Outputs									

Coordinator Pattern # 30

Split Pattern	30	TS2 (Pat-Off)	9-3	Splits In	Seconds
Cycle	120	Std (COS)	106	Offsets In	Seconds
Offset Value	30s	Dwell/Add Time	0		
Actuated Coord No		Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 30)	0	79	0	0	0	79	0	41	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	79s	120s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

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

Miami-Dade, FL



5429 - NW 36th Steet & SR 826 SB - 2070 1C - Econolite Type - Cobalt

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

Action Plan - 1 - "1"

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

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

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

Action Plan - 2 - "2"

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 3 - "3"

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 4 - "4"

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 5 - "5"

Pattern 5 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 6 - "6"

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 7 - "7"

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 8 - "8"

Pattern 8 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 9 - "9"

Pattern 9 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 10 - "10"

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 11 - "11"

Pattern 11 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 12 - "12"

Pattern 12 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

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

Spec Func (1-8)																
-----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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

Action Plan - 13 - "13"

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

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

Spec Func (1-8)																
-----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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

Action Plan - 14 - "14"

Pattern 14 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 15 - "15"

Pattern 15 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 16 - "16"

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 17 - "17"

Pattern 17 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 18 - "18"

Pattern 18 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 19 - "19"

Pattern 19 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 20 - "20"

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 21 - "21"

Pattern 21 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 22 - "22"

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

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

Spec Func (1-8)																
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Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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

Action Plan - 23 - "23"

Pattern 23 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

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

Spec Func (1-8)																
-----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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

Action Plan - 24 - "24"

Pattern 24 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 25 - "25"

Pattern 25 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 26 - "26"

Pattern 26 Override Sys No
 Timing Plan 1 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 27 - "27"

Pattern 27 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 28 - "28"

Pattern 28 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 29 - "29"

Pattern 29 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 30 - "30"

Pattern 30 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

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

Spec Func (1-8)																
-----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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

Action Plan - 62 - "62"

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

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

Spec Func (1-8)																
-----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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

Action Plan - 63 - "63"

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

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

Spec Func (1-8)									
-----------------	--	--	--	--	--	--	--	--	--

Aux Func (1-3)			
----------------	--	--	--

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

Miami-Dade, FL



5429 - NW 36th Steet & SR 826 SB - 2070 1C - Econolite Type - Cobalt

**Time Base Day Plan/Schedule
Day Plan (MM) 5-3****Day Plan #1 - "Weekday"**

Event	Action Plan	Start Time
1	62	00:00
2	2	05:30
3	3	06:15
4	7	10:00
5	9	14:30
6	15	19:00
7	62	21:00

Day Plan #2 - "Weekend"

Event	Action Plan	Start Time
1	62	00:00
2	18	06:00
3	20	09:00
4	62	19:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

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

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

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

Schedule Number - 2

Day Plan No.: 2

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

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

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

APPENDIX B – RAW TURNING MOVEMENT COUNTs (TMCs)

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 41 Street at West of NW 97 Avenue
(MO 1)

File Name : MO (1) at NW 41 Street
Site Code : 00100001
Start Date : 11/17/2020
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Publix MO (1) Southbound						NW 41 Street Westbound						Building MO (1) Northbound						NW 41 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	
08:00 AM	14	0	4	0	0	18	20	211	0	0	0	231	0	0	0	0	0	0	11	433	18	0	0	462	711
08:15 AM	19	0	2	3	0	24	25	226	0	0	0	251	0	0	0	0	0	0	0	389	26	0	0	415	690
08:30 AM	21	1	8	1	0	31	27	219	0	0	0	246	0	0	0	0	0	0	0	395	28	0	0	423	700
08:45 AM	11	0	4	2	0	17	26	216	0	0	0	242	0	0	0	0	0	0	5	391	16	0	0	412	671
Total	65	1	18	6	0	90	98	872	0	0	0	970	0	0	0	0	0	0	16	1608	88	0	0	1712	2772
09:00 AM	15	0	6	1	0	22	32	212	0	0	0	244	4	0	0	0	0	4	8	327	24	0	0	359	629
09:15 AM	13	0	7	1	0	21	21	214	0	0	0	235	2	0	0	0	0	2	2	315	22	0	0	339	597
09:30 AM	11	0	8	0	0	19	35	193	0	0	0	228	0	0	0	0	0	0	2	305	21	0	0	328	575
09:45 AM	25	1	4	1	0	31	24	189	0	0	0	213	0	0	0	0	0	0	1	306	22	0	0	329	573
Total	64	1	25	3	0	93	112	808	0	0	0	920	6	0	0	0	0	6	13	1253	89	0	0	1355	2374
*** BREAK ***																									
12:00 PM	26	0	12	0	0	38	32	290	0	2	0	324	2	0	0	0	0	2	3	228	29	0	0	260	624
12:15 PM	28	1	12	0	0	41	34	287	0	0	0	321	0	0	0	0	0	0	1	293	25	0	0	319	681
12:30 PM	25	0	6	1	0	32	42	269	0	0	0	311	1	0	0	0	0	1	0	293	33	0	0	326	670
12:45 PM	26	0	11	2	0	39	43	277	0	0	0	320	2	0	0	0	0	2	3	251	33	0	0	287	648
Total	105	1	41	3	0	150	151	1123	0	2	0	1276	5	0	0	0	0	5	7	1065	120	0	0	1192	2623
01:00 PM	18	0	11	1	0	30	36	282	0	0	1	319	0	0	0	0	0	0	1	279	29	0	0	309	658
01:15 PM	28	0	6	0	0	34	50	260	0	0	0	310	2	0	0	0	0	2	2	269	29	0	0	300	646
01:30 PM	32	0	14	0	0	46	44	300	0	0	0	344	1	0	0	0	0	1	2	257	35	0	0	294	685
01:45 PM	28	0	16	0	0	44	32	275	0	0	0	307	2	0	0	0	0	2	5	248	32	0	0	285	638
Total	106	0	47	1	0	154	162	1117	0	0	1	1280	5	0	0	0	0	5	10	1053	125	0	0	1188	2627
*** BREAK ***																									
04:00 PM	33	0	8	0	0	41	37	356	0	0	0	393	0	0	0	0	0	0	0	261	27	0	0	288	722
04:15 PM	40	0	6	0	0	46	35	400	0	1	0	436	2	0	0	0	0	2	2	257	34	0	0	293	777
04:30 PM	22	0	6	0	0	28	26	404	0	0	0	430	1	0	0	0	0	1	0	239	22	0	0	261	720
04:45 PM	30	0	14	3	0	47	48	417	0	0	0	465	0	0	0	0	0	0	0	294	30	0	0	324	836
Total	125	0	34	3	0	162	146	1577	0	1	0	1724	3	0	0	0	0	3	2	1051	113	0	0	1166	3055
05:00 PM	43	0	11	1	1	56	32	440	0	0	0	472	3	0	0	0	0	3	0	308	13	0	0	321	852
05:15 PM	33	0	3	0	0	36	31	432	0	0	0	463	4	0	0	0	0	4	1	287	28	0	0	316	819
05:30 PM	28	0	5	1	0	34	30	443	0	0	0	473	1	0	0	0	0	1	0	239	29	0	0	268	776
05:45 PM	29	0	7	0	0	36	38	458	0	0	0	496	1	0	0	0	0	1	0	242	23	0	0	265	798
Total	133	0	26	2	1	162	131	1773	0	0	0	1904	9	0	0	0	0	9	1	1076	93	0	0	1170	3245
Grand Total	598	3	191	18	1	811	800	7270	0	3	1	8074	28	0	0	0	0	28	49	7106	628	0	0	7783	16696
Apprch %	73.7	0.4	23.6	2.2	0.1		9.9	90	0	0	0		100	0	0	0	0		0.6	91.3	8.1	0	0		
Total %	3.6	0	1.1	0.1	0	4.9	4.8	43.5	0	0	0	48.4	0.2	0	0	0	0	0.2	0.3	42.6	3.8	0	0	46.6	
Passenger Cars	598	3	190	17	1	809	797	6880	0	2	0	7679	28	0	0	0	0	28	49	6709	628	0	0	7386	15902
% Passenger Cars	100	100	99.5	94.4	100	99.8	99.6	94.6	0	66.7	0	95.1	100	0	0	0	0	100	100	94.4	100	0	0	94.9	95.2
Heavy Vehicles	0	0	1	1	0	2	3	390	0	1	1	395	0	0	0	0	0	0	0	397	0	0	0	397	794
% Heavy Vehicles	0	0	0.5	5.6	0	0.2	0.4	5.4	0	33.3	100	4.9	0	0	0	0	0	0	0	5.6	0	0	0	5.1	4.8

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

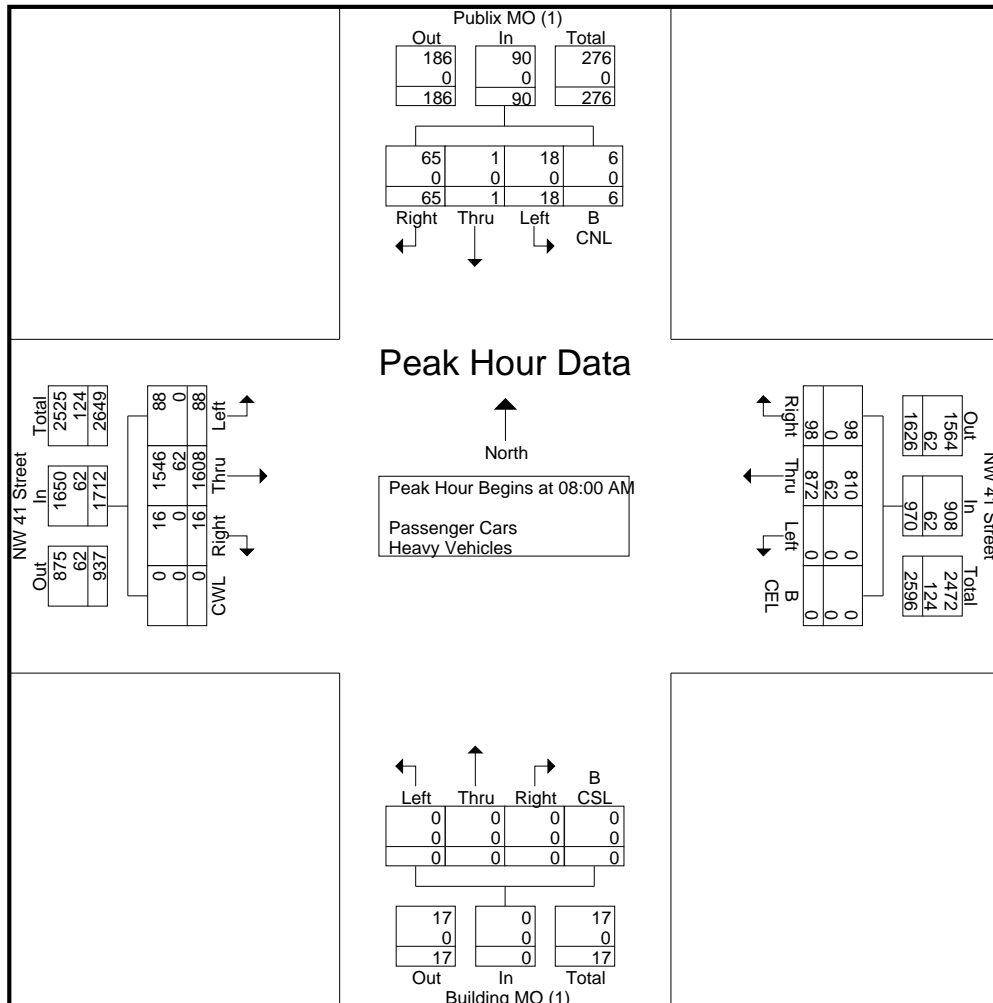
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at West of NW 97 Avenue
 (MO 1)

File Name : MO (1) at NW 41 Street
 Site Code : 00100001
 Start Date : 11/17/2020
 Page No : 3

Start Time	Publix MO (1) Southbound						NW 41 Street Westbound						Building MO (1) Northbound						NW 41 Street Eastbound						
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	14	0	4	0	0	18	20	211	0	0	0	231	0	0	0	0	0	0	11	433	18	0	0	462	711
08:15 AM	19	0	2	3	0	24	25	226	0	0	0	251	0	0	0	0	0	0	0	389	26	0	0	415	690
08:30 AM	21	1	8	1	0	31	27	219	0	0	0	246	0	0	0	0	0	0	0	395	28	0	0	423	700
08:45 AM	11	0	4	2	0	17	26	216	0	0	0	242	0	0	0	0	0	0	5	391	16	0	0	412	671
Total Volume	65	1	18	6	0	90	98	872	0	0	0	970	0	0	0	0	0	0	16	1608	88	0	0	1712	2772
% App. Total	72.2	1.1	20	6.7	0		10.1	89.9	0	0	0		0	0	0	0	0		0.9	93.9	5.1	0	0		
PHF	.774	.250	.563	.500	.000	.726	.907	.965	.000	.000	.000	.966	.000	.000	.000	.000	.000	.000	.364	.928	.786	.000	.000	.926	.975
Passenger Cars	65	1	18	6	0	90	98	810	0	0	0	908	0	0	0	0	0	0	16	1546	88	0	0	1650	2648
% Passenger Cars	100	100	100	100	0	100	100	92.9	0	0	0	93.6	0	0	0	0	0	0	100	96.1	100	0	0	96.4	95.5
Heavy Vehicles	0	0	0	0	0	0	0	62	0	0	0	62	0	0	0	0	0	0	0	62	0	0	0	62	124
% Heavy Vehicles	0	0	0	0	0	0	0	7.1	0	0	0	6.4	0	0	0	0	0	0	0	3.9	0	0	0	3.6	4.5



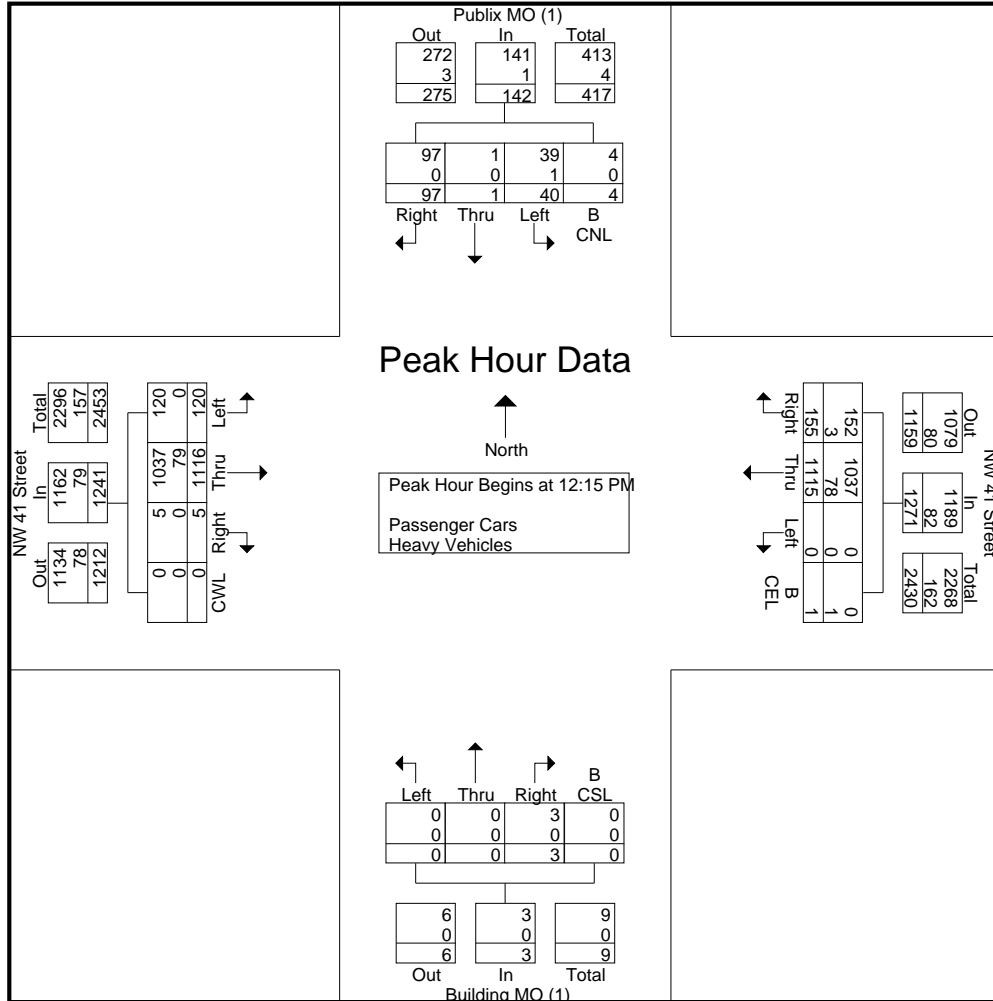
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at West of NW 97 Avenue
 (MO 1)

File Name : MO (1) at NW 41 Street
 Site Code : 00100001
 Start Date : 11/17/2020
 Page No : 5

Start Time	Publix MO (1) Southbound						NW 41 Street Westbound						Building MO (1) Northbound						NW 41 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left	P.CWL	CWL	App. Total	
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:15 PM																									
12:15 PM	28	1	12	0	0	41	34	287	0	0	0	321	0	0	0	0	0	0	1	293	25	0	0	319	681
12:30 PM	25	0	6	1	0	32	42	269	0	0	0	311	1	0	0	0	0	1	0	293	33	0	0	326	670
12:45 PM	26	0	11	2	0	39	43	277	0	0	0	320	2	0	0	0	0	2	3	251	33	0	0	287	648
01:00 PM	18	0	11	1	0	30	36	282	0	0	1	319	0	0	0	0	0	0	1	279	29	0	0	309	658
Total Volume	97	1	40	4	0	142	155	1115	0	0	1	1271	3	0	0	0	0	3	5	1116	120	0	0	1241	2657
% App. Total	68.3	0.7	28.2	2.8	0		12.2	87.7	0	0	0.1		100	0	0	0	0	0.4	89.9	9.7	0	0			
PHF	.866	.250	.833	.500	.000	.866	.901	.971	.000	.000	.250	.990	.375	.000	.000	.000	.000	.375	.417	.952	.909	.000	.000	.952	.975
Passenger Cars	97	1	39	4	0	141	152	1037	0	0	0	1189	3	0	0	0	0	3	5	1037	120	0	0	1162	2495
% Passenger Cars	100	100	97.5	100	0	99.3	98.1	93.0	0	0	0	93.5	100	0	0	0	0	100	100	92.9	100	0	0	93.6	93.9
Heavy Vehicles	0	0	1	0	0	1	3	78	0	0	1	82	0	0	0	0	0	0	0	79	0	0	0	79	162
% Heavy Vehicles	0	0	2.5	0	0	0.7	1.9	7.0	0	0	100	6.5	0	0	0	0	0	0	0	7.1	0	0	0	6.4	6.1



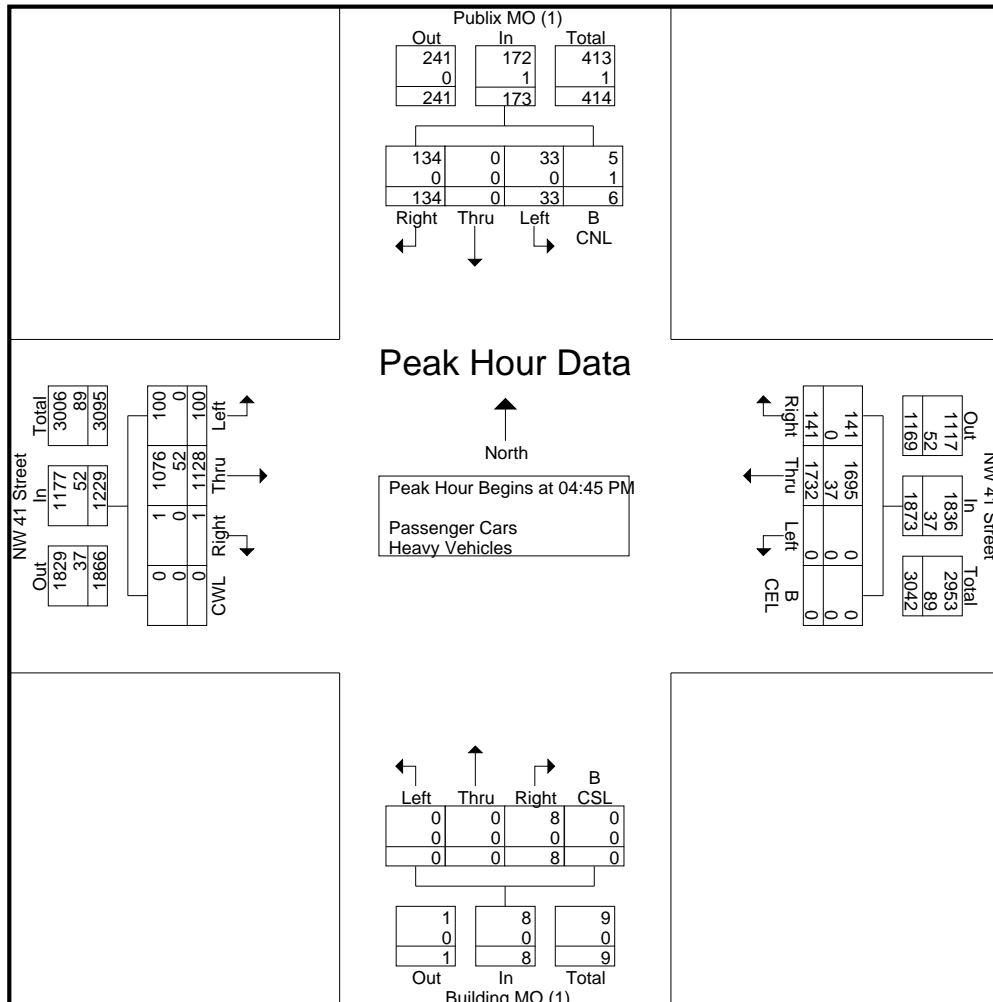
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at West of NW 97 Avenue
 (MO 1)

File Name : MO (1) at NW 41 Street
 Site Code : 00100001
 Start Date : 11/17/2020
 Page No : 7

Start Time	Publix MO (1) Southbound						NW 41 Street Westbound						Building MO (1) Northbound						NW 41 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	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	30	0	14	3	0	47	48	417	0	0	0	465	0	0	0	0	0	0	0	294	30	0	0	324	836
05:00 PM	43	0	11	1	1	56	32	440	0	0	0	472	3	0	0	0	0	3	0	308	13	0	0	321	852
05:15 PM	33	0	3	0	0	36	31	432	0	0	0	463	4	0	0	0	0	4	1	287	28	0	0	316	819
05:30 PM	28	0	5	1	0	34	30	443	0	0	0	473	1	0	0	0	0	1	0	239	29	0	0	268	776
Total Volume	134	0	33	5	1	173	141	1732	0	0	0	1873	8	0	0	0	0	8	1	1128	100	0	0	1229	3283
% App. Total	77.5	0	19.1	2.9	0.6		7.5	92.5	0	0	0		100	0	0	0	0		0.1	91.8	8.1	0			
PHF	.779	.000	.589	.417	.250	.772	.734	.977	.000	.000	.000	.990	.500	.000	.000	.000	.000	.500	.250	.916	.833	.000	.000	.948	.963
Passenger Cars	134	0	33	4	1	172	141	1695	0	0	0	1836	8	0	0	0	0	8	1	1076	100	0	0	1177	3193
% Passenger Cars	100	0	100	80.0	100	99.4	100	97.9	0	0	0	98.0	100	0	0	0	0	100	100	95.4	100	0	0	95.8	97.3
Heavy Vehicles	0	0	0	1	0	1	0	37	0	0	0	37	0	0	0	0	0	0	0	52	0	0	0	52	90
% Heavy Vehicles	0	0	0	20.0	0	0.6	0	2.1	0	0	0	2.0	0	0	0	0	0	0	0	4.6	0	0	0	4.2	2.7



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 41 Street at NW 97 Avenue

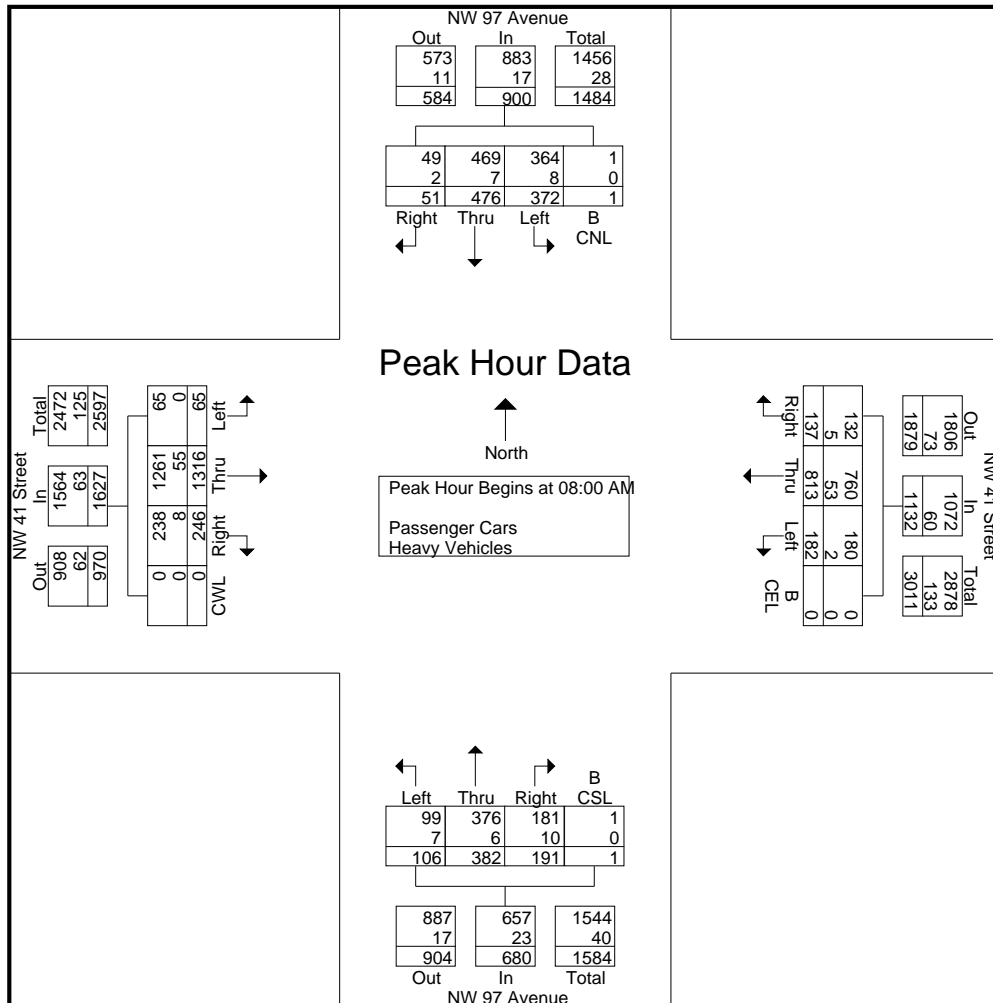
File Name : NW 97 Ave at NW 41 Street

Site Code : 09704101

Start Date : 11/17/2020

Page No : 3

Start Time	NW 97 Avenue Southbound						NW 41 Street Westbound						NW 97 Avenue Northbound						NW 41 Street Eastbound						
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	16	119	84	0	0	219	35	191	40	0	0	266	42	98	24	1	0	165	72	346	18	0	0	436	1086
08:15 AM	18	110	100	0	0	228	39	203	45	0	0	287	44	109	30	0	0	183	58	322	12	0	0	392	1090
08:30 AM	12	105	111	1	0	229	33	206	47	0	0	286	49	86	28	0	0	163	56	330	18	0	0	404	1082
08:45 AM	5	142	77	0	0	224	30	213	50	0	0	293	56	89	24	0	0	169	60	318	17	0	0	395	1081
Total Volume	51	476	372	1	0	900	137	813	182	0	0	1132	191	382	106	1	0	680	246	1316	65	0	0	1627	4339
% App. Total	5.7	52.9	41.3	0.1	0		12.1	71.8	16.1	0	0		28.1	56.2	15.6	0.1	0		15.1	80.9	4	0	0		
PHF	.708	.838	.838	.250	.000	.983	.878	.954	.910	.000	.000	.966	.853	.876	.883	.250	.000	.929	.854	.951	.903	.000	.000	.933	.995
Passenger Cars	49	469	364	1	0	883	132	760	180	0	0	1072	181	376	99	1	0	657	238	1261	65	0	0	1564	4176
% Passenger Cars	96.1	98.5	97.8	100	0	98.1	96.4	93.5	98.9	0	0	94.7	94.8	98.4	93.4	100	0	96.6	96.7	95.8	100	0	0	96.1	96.2
Heavy Vehicles	2	7	8	0	0	17	5	53	2	0	0	60	10	6	7	0	0	23	8	55	0	0	0	63	163
% Heavy Vehicles	3.9	1.5	2.2	0	0	1.9	3.6	6.5	1.1	0	0	5.3	5.2	1.6	6.6	0	0	3.4	3.3	4.2	0	0	0	3.9	3.8



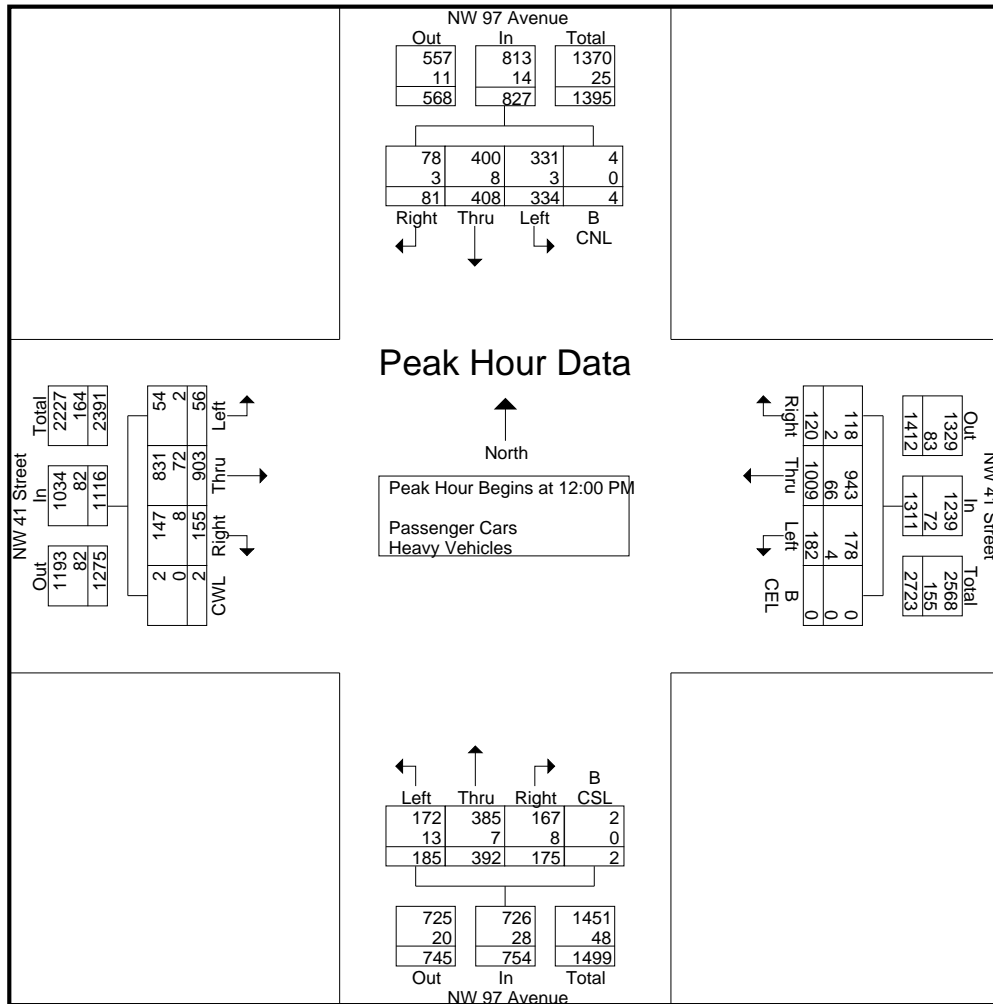
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 41 Street at NW 97 Avenue

File Name : NW 97 Ave at NW 41 Street
Site Code : 09704101
Start Date : 11/17/2020
Page No : 5

Start Time	NW 97 Avenue Southbound						NW 41 Street Westbound						NW 97 Avenue Northbound						NW 41 Street Eastbound						
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	28	121	71	0	0	220	32	249	47	0	0	328	47	106	46	0	0	199	26	199	17	1	0	243	990
12:15 PM	16	68	85	1	0	170	23	259	49	0	0	331	45	86	46	0	0	177	56	241	8	0	0	305	983
12:30 PM	18	105	92	2	0	217	33	240	39	0	0	312	37	81	52	2	0	172	34	253	14	0	0	301	1002
12:45 PM	19	114	86	1	0	220	32	261	47	0	0	340	46	119	41	0	0	206	39	210	17	1	0	267	1033
Total Volume	81	408	334	4	0	827	120	1009	182	0	0	1311	175	392	185	2	0	754	155	903	56	2	0	1116	4008
% App. Total	9.8	49.3	40.4	0.5	0		9.2	77	13.9	0	0		23.2	52	24.5	0.3	0		13.9	80.9	5	0.2	0		
PHF	.723	.843	.908	.500	.000	.940	.909	.966	.929	.000	.000	.964	.931	.824	.889	.250	.000	.915	.692	.892	.824	.500	.000	.915	.970
Passenger Cars	78	400	331	4	0	813	118	943	178	0	0	1239	167	385	172	2	0	726	147	831	54	2	0	1034	3812
% Passenger Cars	96.3	98.0	99.1	100	0	98.3	98.3	93.5	97.8	0	0	94.5	95.4	98.2	93.0	100	0	96.3	94.8	92.0	96.4	100	0	92.7	95.1
Heavy Vehicles	3	8	3	0	0	14	2	66	4	0	0	72	8	7	13	0	0	28	8	72	2	0	0	82	196
% Heavy Vehicles	3.7	2.0	0.9	0	0	1.7	1.7	6.5	2.2	0	0	5.5	4.6	1.8	7.0	0	0	3.7	5.2	8.0	3.6	0	0	7.3	4.9



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 41 Street at NW 97 Avenue

File Name : NW 97 Ave at NW 41 Street

Site Code : 09704101

Start Date : 11/17/2020

Page No : 7

Start Time	NW 97 Avenue Southbound						NW 41 Street Westbound						NW 97 Avenue Northbound						NW 41 Street Eastbound						Int. Total
	Right	Thru	Left	P C/NL	B C/NL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	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	28	195	71	0	0	294	40	391	36	0	0	467	47	138	53	1	0	239	39	253	29	0	0	321	1321
05:15 PM	36	205	82	0	0	323	38	357	38	0	0	433	41	161	70	0	0	272	35	234	26	2	0	297	1325
05:30 PM	28	205	62	0	0	295	39	385	41	0	0	465	40	154	61	2	0	257	26	201	16	0	0	243	1260
05:45 PM	30	181	63	0	0	274	53	404	48	0	0	505	40	130	62	0	0	232	34	199	18	0	0	251	1262
Total Volume	122	786	278	0	0	1186	170	1537	163	0	0	1870	168	583	246	3	0	1000	134	887	89	2	0	1112	5168
% App. Total	10.3	66.3	23.4	0	0		9.1	82.2	8.7	0	0		16.8	58.3	24.6	0.3	0		12.1	79.8	8	0.2	0		
PHF	.847	.959	.848	.000	.000	.918	.802	.951	.849	.000	.000	.926	.894	.905	.879	.375	.000	.919	.859	.876	.767	.250	.000	.866	.975
Passenger Cars	114	783	272	0	0	1169	170	1515	158	0	0	1843	162	580	240	3	0	985	130	845	88	2	0	1065	5062
% Passenger Cars	93.4	99.6	97.8	0	0	98.6	100	98.6	96.9	0	0	98.6	96.4	99.5	97.6	100	0	98.5	97.0	95.3	98.9	100	0	95.8	97.9
Heavy Vehicles	8	3	6	0	0	17	0	22	5	0	0	27	6	3	6	0	0	15	4	42	1	0	0	47	106
% Heavy Vehicles	6.6	0.4	2.2	0	0	1.4	0	1.4	3.1	0	0	1.4	3.6	0.5	2.4	0	0	1.5	3.0	4.7	1.1	0	0	4.2	2.1

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at 430" E of NW 97 Avenue
 (MO 2)

File Name : MO
 Site Code : 00200001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	430" E of NW 97 Avenue (MO 2) Southbound						NW 41 Street Westbound						430" E of NW 97 Avenue (MO 2) Northbound						NW 41 Street Eastbound						Int. Total		
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App.Total
08:00 AM	2	0	1	0	0	3	0	257	4	4	0	0	265	2	0	0	0	0	2	3	458	3	7	0	0	471	741
08:15 AM	1	0	0	3	1	5	2	282	1	3	0	0	288	2	0	1	0	0	3	4	456	0	5	0	0	465	761
08:30 AM	5	0	3	1	0	9	4	273	1	3	1	0	282	6	0	2	0	0	8	5	481	1	2	0	0	489	788
08:45 AM	3	0	7	0	0	10	3	282	5	3	0	0	293	6	0	0	0	0	6	7	438	2	5	0	0	452	761
Total	11	0	11	4	1	27	9	1094	11	13	1	0	1128	16	0	3	0	0	19	19	1833	6	19	0	0	1877	3051
09:00 AM	7	1	2	0	1	11	2	252	6	5	0	0	265	4	1	3	0	0	8	5	388	5	3	0	0	401	685
09:15 AM	3	0	3	0	0	6	1	257	3	2	1	0	264	2	0	1	0	0	3	7	352	2	1	0	0	362	635
09:30 AM	4	0	3	0	0	7	7	229	6	4	0	0	246	5	1	2	0	1	9	7	374	0	5	0	0	386	648
09:45 AM	2	0	3	0	0	5	4	226	7	2	0	0	239	6	1	3	0	0	10	9	347	0	5	0	0	361	615
Total	16	1	11	0	1	29	14	964	22	13	1	0	1014	17	3	9	0	1	30	28	1461	7	14	0	0	1510	2583
*** BREAK ***																											
12:00 PM	8	1	5	1	0	15	8	313	4	2	0	0	327	5	0	2	0	0	7	8	298	0	12	0	0	318	667
12:15 PM	12	0	4	0	0	16	4	314	5	1	0	0	324	5	0	6	0	0	11	10	350	3	7	0	0	370	721
12:30 PM	13	0	9	0	0	22	14	288	7	4	0	0	313	8	0	1	0	0	9	9	364	3	6	0	0	382	726
12:45 PM	14	0	7	0	0	21	6	319	7	3	0	0	335	4	0	1	0	0	5	5	334	2	1	0	0	342	703
Total	47	1	25	1	0	74	32	1234	23	10	0	0	1299	22	0	10	0	0	32	32	1346	8	26	0	0	1412	2817
01:00 PM	16	1	5	0	0	22	11	313	3	3	3	0	333	3	0	3	0	0	6	0	318	0	3	0	0	321	682
01:15 PM	10	0	8	1	0	19	7	299	3	4	0	0	313	5	0	2	0	0	7	2	318	1	2	0	0	323	662
01:30 PM	7	0	5	0	0	12	8	327	3	4	0	0	342	1	0	0	0	0	1	7	292	2	12	0	0	313	668
01:45 PM	6	0	8	0	0	14	8	314	3	4	0	0	329	6	0	1	0	0	7	0	309	0	5	0	0	314	664
Total	39	1	26	1	0	67	34	1253	12	15	3	0	1317	15	0	6	0	0	21	9	1237	3	22	0	0	1271	2676
*** BREAK ***																											
04:00 PM	7	1	5	0	0	13	5	392	1	2	0	0	400	5	0	1	0	0	6	0	329	0	3	0	0	332	751
04:15 PM	9	0	4	0	0	13	8	391	4	7	0	0	410	2	0	2	4	0	8	0	319	0	3	0	0	322	753
04:30 PM	15	0	3	0	0	18	6	418	2	2	0	0	428	3	0	0	2	0	5	0	310	2	1	0	0	313	764
04:45 PM	5	0	4	1	0	10	2	439	3	1	0	0	445	3	0	0	0	0	3	3	320	0	4	0	0	327	785
Total	36	1	16	1	0	54	21	1640	10	12	0	0	1683	13	0	3	6	0	22	3	1278	2	11	0	0	1294	3053
05:00 PM	6	0	6	0	0	12	6	447	2	4	0	0	459	5	0	4	0	0	9	0	368	0	2	0	0	370	850
05:15 PM	6	0	1	0	0	7	11	417	1	2	0	0	431	6	0	0	1	0	7	0	355	0	2	0	0	357	802
05:30 PM	2	0	4	0	0	6	10	405	3	2	0	0	420	4	0	0	1	0	5	2	297	0	4	0	0	303	734
05:45 PM	4	0	2	0	0	6	8	383	2	1	0	0	394	1	0	1	2	0	4	0	301	0	0	0	0	301	705
Total	18	0	13	0	0	31	35	1652	8	9	0	0	1704	16	0	5	4	0	25	2	1321	0	8	0	0	1331	3091
Grand Total	167	4	102	7	2	282	145	7837	86	72	5	0	8145	99	3	36	10	1	149	93	8476	26	100	0	0	8695	17271
Apprch %	59.2	1.4	36.2	2.5	0.7		1.8	96.2	1.1	0.9	0.1	0		66.4	2	24.2	6.7	0.7		1.1	97.5	0.3	1.2	0	0		
Total %	1	0	0.6	0	0	1.6	0.8	45.4	0.5	0.4	0	0	47.2	0.6	0	0.2	0.1	0	0.9	0.5	49.1	0.2	0.6	0	0	50.3	
Passenger Cars	167	4	101	6	2	280	142	7459	86	71	4	0	7762	99	3	36	10	1	149	93	8054	26	100	0	0	8273	16464
% Passenger Cars	100	100	99	85.7	100	99.3	97.9	95.2	100	98.6	80	0	95.3	100	100	100	100	100	100	100	95	100	100	0	0	95.1	95.3
Heavy Vehicles	0	0	1	1	0	2	3	378	0	1	1	0	383	0	0	0	0	0	0	0	422	0	0	0	0	422	807
% Heavy Vehicles	0	0	1	14.3	0	0.7	2.1	4.8	0	1.4	20	0	4.7	0	0	0	0	0	0	0	5	0	0	0	0	4.9	4.7

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at 430" E of NW 97 Avenue
 (MO 2)

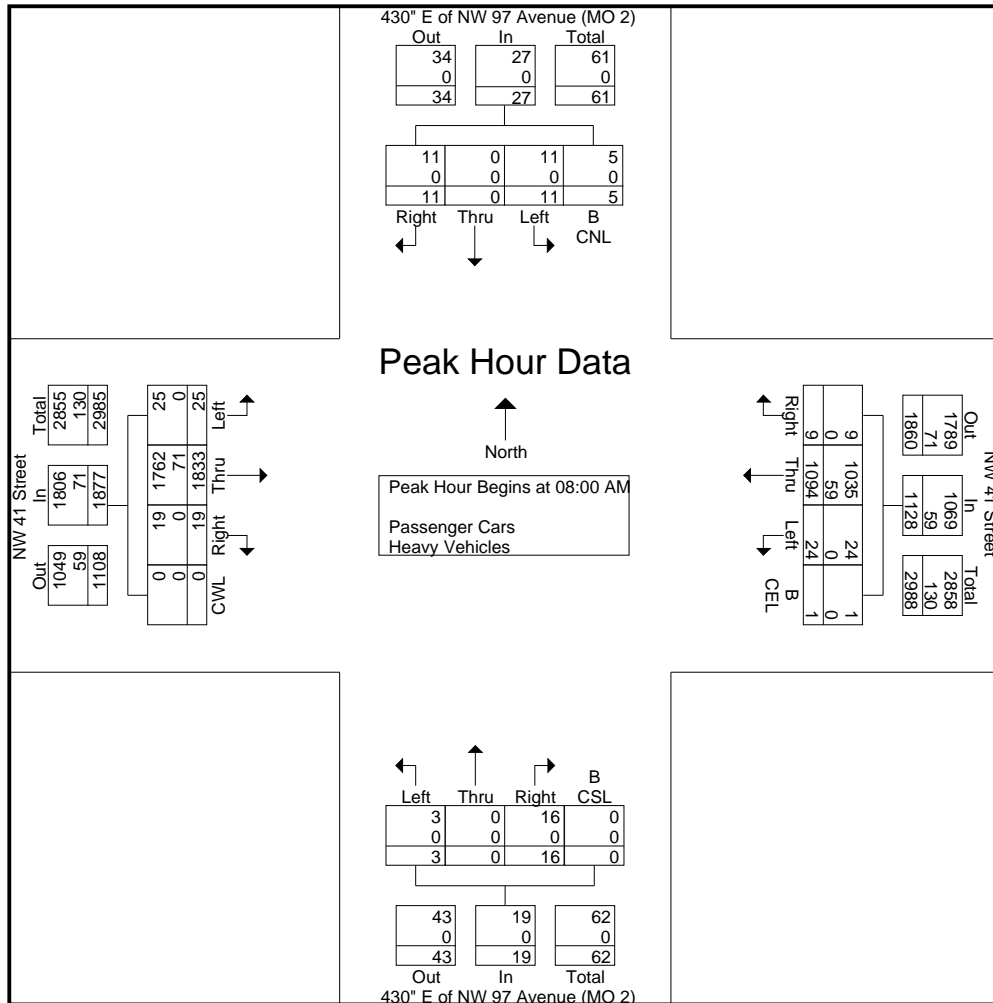
File Name : MO
 Site Code : 00200001
 Start Date : 11/17/2020
 Page No : 3

Start Time	430" E of NW 97 Avenue (MO 2) Southbound						NW 41 Street Westbound						430" E of NW 97 Avenue (MO 2) Northbound						NW 41 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App.Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	2	0	1	0	0	3	0	257	4	4	0	0	265	2	0	0	0	0	2	3	458	3	7	0	0	471	741
08:15 AM	1	0	0	3	1	5	2	282	1	3	0	0	288	2	0	1	0	0	3	4	456	0	5	0	0	465	761
08:30 AM	5	0	3	1	0	9	4	273	1	3	1	0	282	6	0	2	0	0	8	5	481	1	2	0	0	489	788
08:45 AM	3	0	7	0	0	10	3	282	5	3	0	0	293	6	0	0	0	0	6	7	438	2	5	0	0	452	761
Total Volume	11	0	11	4	1	27	9	1094	11	13	1	0	1128	16	0	3	0	0	19	19	1833	6	19	0	0	1877	3051
% App. Total	40.7	0	40.7	14.8	3.7		0.8	97	1	1.2	0.1	0		84.2	0	15.8	0	0		1	97.7	0.3	1	0	0		
PHF	.550	.000	.393	.333	.250	.675	.563	.970	.550	.813	.250	.000	.962	.667	.000	.375	.000	.000	.594	.679	.953	.500	.679	.000	.000	.960	.968
Passenger Cars	11	0	11	4	1	27	9	1035	11	13	1	0	1069	16	0	3	0	0	19	19	1762	6	19	0	0	1806	2921
% Passenger Cars	100	0	100	100	100	100	100	94.6	100	100	100	0	94.8	100	0	100	0	0	100	100	96.1	100	100	0	0	96.2	95.7
Heavy Vehicles	0	0	0	0	0	0	0	59	0	0	0	0	59	0	0	0	0	0	0	0	71	0	0	0	0	71	130
% Heavy Vehicles	0	0	0	0	0	0	0	5.4	0	0	0	0	5.2	0	0	0	0	0	0	0	3.9	0	0	0	0	3.8	4.3



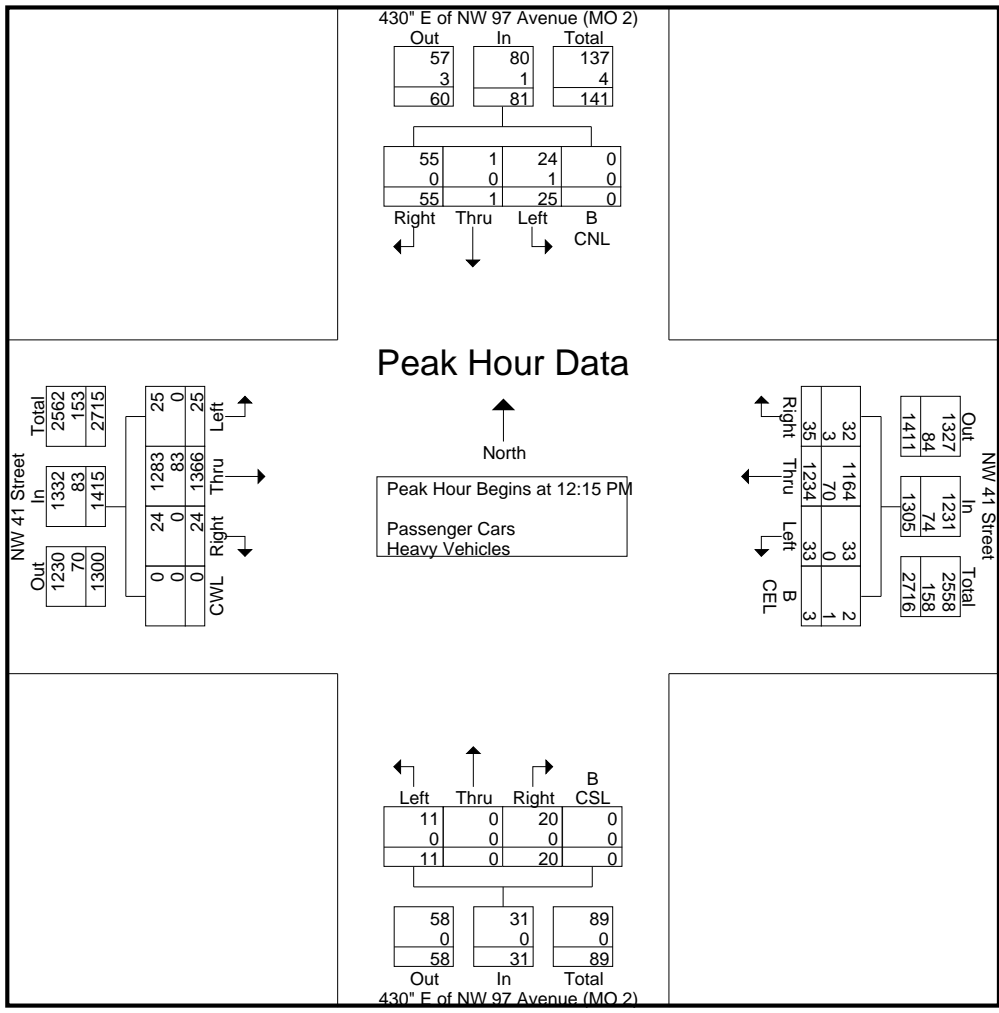
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at 430" E of NW 97 Avenue
 (MO 2)

File Name : MO
 Site Code : 00200001
 Start Date : 11/17/2020
 Page No : 5

Start Time	430" E of NW 97 Avenue (MO 2) Southbound						NW 41 Street Westbound						430" E of NW 97 Avenue (MO 2) Northbound						NW 41 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		B CWL	App. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 12:15 PM																											
12:15 PM	12	0	4	0	0	16	4	314	5	1	0	0	324	5	0	6	0	0	11	10	350	3	7	0	0	370	721
12:30 PM	13	0	9	0	0	22	14	288	7	4	0	0	313	8	0	1	0	0	9	9	364	3	6	0	0	382	726
12:45 PM	14	0	7	0	0	21	6	319	7	3	0	0	335	4	0	1	0	0	5	5	334	2	1	0	0	342	703
01:00 PM	16	1	5	0	0	22	11	313	3	3	3	0	333	3	0	3	0	0	6	6	318	0	3	0	0	321	682
Total Volume	55	1	25	0	0	81	35	1234	22	11	3	0	1305	20	0	11	0	0	31	24	1366	8	17	0	0	1415	2832
% App. Total	67.9	1.2	30.9	0	0		2.7	94.6	1.7	0.8	0.2	0		64.5	0	35.5	0	0		1.7	96.5	0.6	1.2	0	0		
PHF	.859	.250	.694	.000	.000	.920	.625	.967	.786	.688	.250	.000	.974	.625	.000	.458	.000	.000	.705	.600	.938	.667	.607	.000	.000	.926	.975
Passenger Cars	55	1	24	0	0	80	32	1164	22	11	2	0	1231	20	0	11	0	0	31	24	1283	8	17	0	0	1332	2674
% Passenger Cars	100	100	96.0	0	0	98.8	91.4	94.3	100	100	66.7	0	94.3	100	0	100	0	0	100	100	93.9	100	100	0	0	94.1	94.4
Heavy Vehicles	0	0	1	0	0	1	3	70	0	0	1	0	74	0	0	0	0	0	0	0	83	0	0	0	0	83	158
% Heavy Vehicles	0	0	4.0	0	0	1.2	8.6	5.7	0	0	33.3	0	5.7	0	0	0	0	0	0	0	6.1	0	0	0	0	5.9	5.6



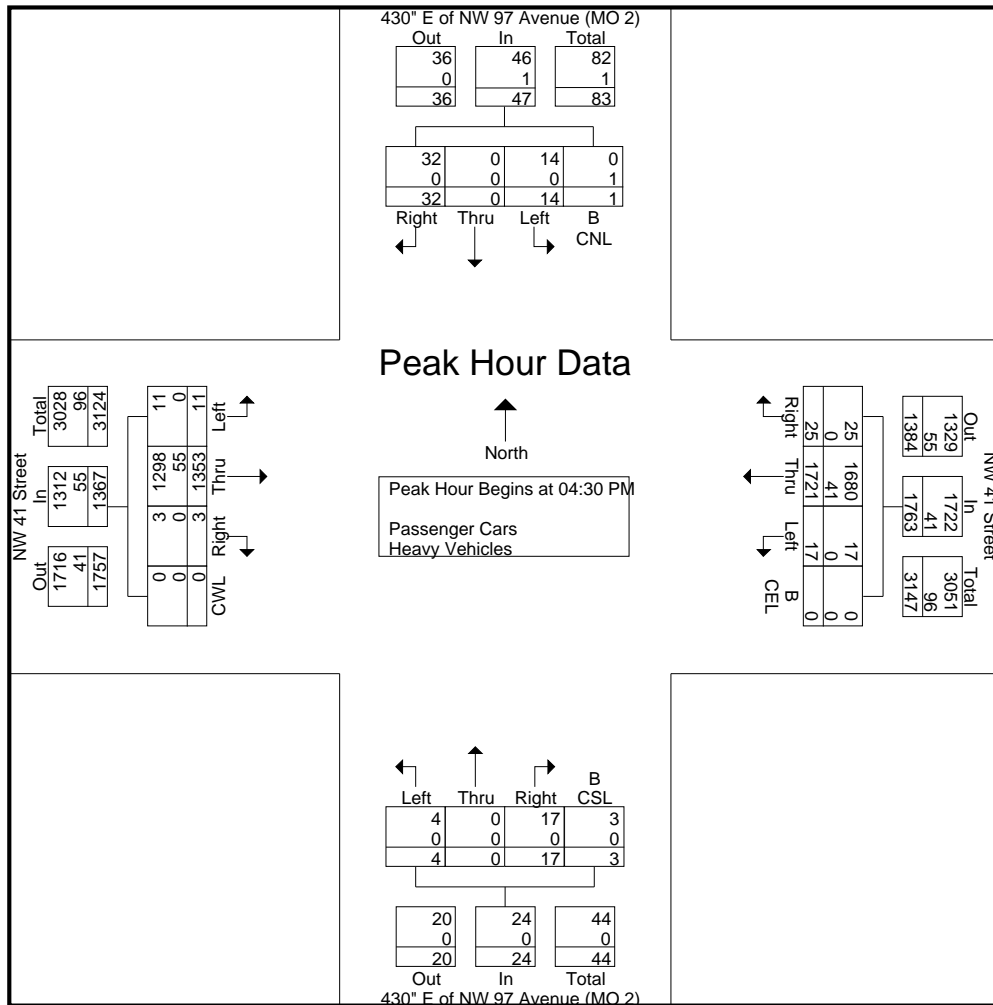
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at 430" E of NW 97 Avenue
 (MO 2)

File Name : MO
 Site Code : 00200001
 Start Date : 11/17/2020
 Page No : 7

Start Time	430" E of NW 97 Avenue (MO 2) Southbound						NW 41 Street Westbound						430" E of NW 97 Avenue (MO 2) Northbound						NW 41 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		B CWL	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	15	0	3	0	0	18	6	418	2	2	0	0	428	3	0	0	2	0	5	0	310	2	1	0	0	313	764
04:45 PM	5	0	4	1	0	10	2	439	3	1	0	0	445	3	0	0	0	0	3	3	320	0	4	0	0	327	785
05:00 PM	6	0	6	0	0	12	6	447	2	4	0	0	459	5	0	4	0	0	9	0	368	0	2	0	0	370	850
05:15 PM	6	0	1	0	0	7	11	417	1	2	0	0	431	6	0	0	1	0	7	0	355	0	2	0	0	357	802
Total Volume	32	0	14	1	0	47	25	1721	8	9	0	0	1763	17	0	4	3	0	24	3	1353	2	9	0	0	1367	3201
% App. Total	68.1	0	29.8	2.1	0		1.4	97.6	0.5	0.5	0	0		70.8	0	16.7	12.5	0		0.2	99	0.1	0.7	0			
PHF	.533	.000	.583	.250	.000	.653	.568	.963	.667	.563	.000	.000	.960	.708	.000	.250	.375	.000	.667	.250	.919	.250	.563	.000	.000	.924	.941
Passenger Cars	32	0	14	0	0	46	25	1680	8	9	0	0	1722	17	0	4	3	0	24	3	1298	2	9	0	0	1312	3104
% Passenger Cars	100	0	100	0	0	97.9	100	97.6	100	100	0	0	97.7	100	0	100	100	0	100	100	95.9	100	100	0	0	96.0	97.0
Heavy Vehicles	0	0	0	1	0	1	0	41	0	0	0	0	41	0	0	0	0	0	0	0	55	0	0	0	0	55	97
% Heavy Vehicles	0	0	0	100	0	2.1	0	2.4	0	0	0	0	2.3	0	0	0	0	0	0	0	4.1	0	0	0	0	4.0	3.0



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at 790" E of NW 97 Avenue
 (MO 3)

File Name : MO 3
 Site Code : 00300001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 41 Street Westbound							790" E of NW 97 Avenue (MO 3) Northbound							NW 41 Street Eastbound							Int. Total		
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Show Place	Right Banesco Bank	Thru	Left	P CSL	B CSL	App. Total	Right Show Place	Right Banesco Bank	Thru	Left U-Turns	Left	P CWL	CWL		App. Total	
08:00 AM	0	266	5	0	0	0	271	0	0	0	0	0	0	0	6	0	459	0	0	0	0	0	465	736
08:15 AM	0	287	5	1	0	0	293	1	0	0	0	1	0	2	2	0	456	1	0	0	0	0	459	754
08:30 AM	0	280	2	4	0	0	286	1	0	0	0	0	0	1	7	0	484	0	0	0	0	0	491	778
08:45 AM	0	293	4	0	0	0	297	3	0	0	0	1	0	4	13	1	442	0	0	0	0	0	456	757
Total	0	1126	16	5	0	0	1147	5	0	0	0	2	0	7	28	1	1841	1	0	0	0	0	1871	3025
09:00 AM	0	265	2	2	0	0	269	4	0	0	0	0	0	4	19	0	381	0	0	0	0	0	400	673
09:15 AM	0	262	4	1	0	0	267	3	0	0	0	0	0	3	12	1	347	0	0	0	0	0	360	630
09:30 AM	0	245	9	0	0	0	254	6	0	0	0	0	0	6	12	0	376	0	0	0	0	0	388	648
09:45 AM	0	239	3	0	0	0	242	3	0	0	0	0	0	3	12	0	351	0	0	0	0	0	363	608
Total	0	1011	18	3	0	0	1032	16	0	0	0	0	0	16	55	1	1455	0	0	0	0	0	1511	2559
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																								
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																								
12:00 PM	0	327	4	0	0	0	331	9	2	0	0	0	0	11	10	4	299	0	0	0	0	0	313	655
12:15 PM	0	322	5	1	0	0	328	9	1	0	0	0	0	10	8	0	355	1	0	0	0	0	364	702
12:30 PM	0	312	3	0	0	0	315	12	0	0	0	1	0	13	11	0	376	1	0	0	0	0	388	716
12:45 PM	0	334	2	0	0	0	336	11	0	0	0	1	0	12	12	2	337	1	0	0	0	0	352	700
Total	0	1295	14	1	0	0	1310	41	3	0	0	2	0	46	41	6	1367	3	0	0	0	0	1417	2773
01:00 PM	0	328	5	3	0	0	336	11	0	0	0	0	0	11	7	0	321	0	0	0	0	0	328	675
01:15 PM	0	313	7	0	0	0	320	8	0	0	0	0	0	8	8	0	326	0	0	0	0	0	334	662
01:30 PM	0	342	7	0	0	0	349	9	0	0	0	0	0	9	6	0	295	0	0	0	0	0	301	659
01:45 PM	0	328	7	1	0	0	336	8	0	0	0	0	0	8	10	0	315	1	0	0	0	0	326	670
Total	0	1311	26	4	0	0	1341	36	0	0	0	0	0	36	31	0	1257	1	0	0	0	0	1289	2666
*** BREAK ***																								
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																								
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
04:00 PM	0	400	3	0	0	0	403	18	0	0	0	0	0	18	9	1	330	0	0	0	0	0	340	761
04:15 PM	0	408	3	1	0	0	412	11	1	0	0	0	0	12	9	0	320	0	0	0	0	0	329	753
04:30 PM	0	428	1	1	0	0	430	10	2	0	0	0	0	12	7	0	311	0	0	0	0	0	318	760
04:45 PM	0	443	2	0	0	0	445	10	0	0	0	0	0	10	9	1	318	2	0	0	0	0	330	785
Total	0	1679	9	2	0	0	1690	49	3	0	0	0	0	52	34	2	1279	2	0	0	0	0	1317	3059
05:00 PM	0	458	2	1	0	0	461	18	0	0	0	0	0	18	6	0	375	0	0	0	0	0	381	860
05:15 PM	0	431	1	0	0	0	432	10	0	0	0	0	0	10	8	0	355	0	0	0	0	0	363	805
05:30 PM	0	420	1	0	0	0	421	10	0	0	0	0	0	10	4	0	304	0	0	0	0	0	308	739
05:45 PM	0	395	1	0	0	0	396	7	0	0	0	2	0	9	3	0	303	0	0	0	0	0	306	711
Total	0	1704	5	1	0	0	1710	45	0	0	0	2	0	47	21	0	1337	0	0	0	0	0	1358	3115
Grand Total	0	8126	88	16	0	0	8230	192	6	0	0	10	0	208	210	10	8536	7	0	0	0	0	8763	17201
Apprch %	0	98.7	1.1	0.2	0	0		92.3	2.9	0	0	4.8	0		2.4	0.1	97.4	0.1	0	0	0	0		
Total %	0	47.2	0.5	0.1	0	0	47.8	1.1	0	0	0	0.1	0	1.2	1.2	0.1	49.6	0	0	0	0	0	50.9	
Passenger Cars	0	7751	88	16	0	0	7855	190	6	0	0	10	0	206	209	10	8114	7	0	0	0	0	8340	16401
% Passenger Cars	0	95.4	100	100	0	0	95.4	99	100	0	0	100	0	99	99.5	100	95.1	100	0	0	0	0	95.2	95.3
Heavy Vehicles	0	375	0	0	0	0	375	2	0	0	0	0	0	2	1	0	422	0	0	0	0	0	423	800
% Heavy Vehicles	0	4.6	0	0	0	0	4.6	1	0	0	0	0	0	1	0.5	0	4.9	0	0	0	0	0	4.8	4.7

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at 790" E of NW 97 Avenue
 (MO 3)

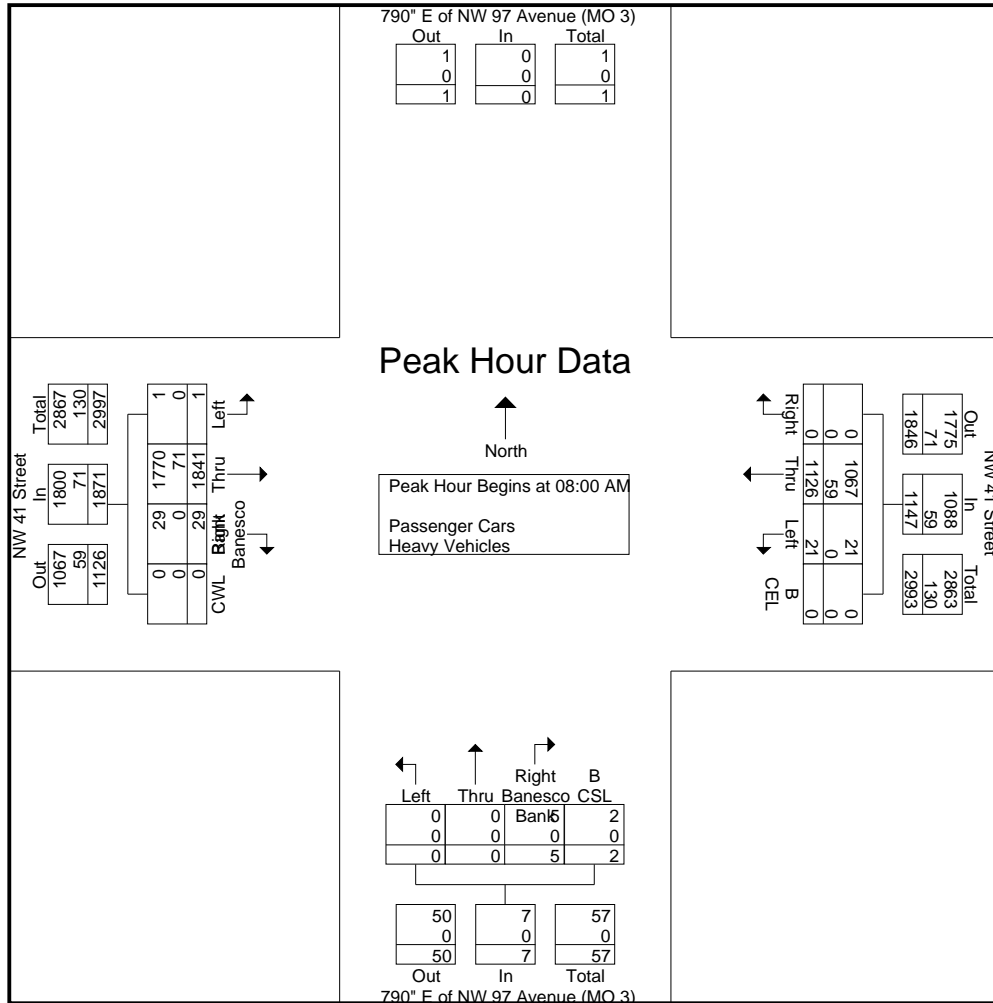
File Name : MO 3
 Site Code : 00300001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 41 Street Westbound							790" E of NW 97 Avenue (MO 3) Northbound							NW 41 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Show Place	Right Banesco Bank	Thru	Left	P CSL	B CSL	App. Total	Right Show Place	Right Banesco Bank	Thru	Left U-Turns	Left	P CWL	CWL		App. Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	266	5	0	0	0	271	0	0	0	0	0	0	0	6	0	459	0	0	0	0	0	465	736
08:15 AM	0	287	5	1	0	0	293	1	0	0	0	1	0	2	2	0	456	1	0	0	0	0	459	754
08:30 AM	0	280	2	4	0	0	286	1	0	0	0	0	0	1	7	0	484	0	0	0	0	0	491	778
08:45 AM	0	293	4	0	0	0	297	3	0	0	0	1	0	4	13	1	442	0	0	0	0	0	456	757
Total Volume	0	1126	16	5	0	0	1147	5	0	0	0	2	0	7	28	1	1841	1	0	0	0	0	1871	3025
% App. Total	0	98.2	1.4	0.4	0	0	0	71.4	0	0	0	28.6	0	0	1.5	0.1	98.4	0.1	0	0	0	0	0	0
PHF	.000	.961	.800	.313	.000	.000	.965	.417	.000	.000	.000	.500	.000	.438	.538	.250	.951	.250	.000	.000	.000	.000	.953	.972
Passenger Cars	0	1067	16	5	0	0	1088	5	0	0	0	2	0	7	28	1	1770	1	0	0	0	0	1800	2895
% Passenger Cars	0	94.8	100	100	0	0	94.9	100	0	0	0	100	0	100	100	100	96.1	100	0	0	0	0	96.2	95.7
Heavy Vehicles	0	59	0	0	0	0	59	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	71	130
% Heavy Vehicles	0	5.2	0	0	0	0	5.1	0	0	0	0	0	0	0	0	0	3.9	0	0	0	0	0	3.8	4.3



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at 790" E of NW 97 Avenue
 (MO 3)

File Name : MO 3
 Site Code : 00300001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 41 Street Westbound							790" E of NW 97 Avenue (MO 3) Northbound							NW 41 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Show Place	Right Banesco Bank	Thru	Left	P CSL	B CSL	App. Total	Right Show Place	Right Banesco Bank	Thru	Left U-Turns	Left	P CWL	CWL		App. Total

Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	0	322	5	1	0	0	328	9	1	0	0	0	0	10	8	0	355	1	0	0	0	364	702
12:30 PM	0	312	3	0	0	0	315	12	0	0	0	1	0	13	11	0	376	1	0	0	0	388	716
12:45 PM	0	334	2	0	0	0	336	11	0	0	0	1	0	12	12	2	337	1	0	0	0	352	700
01:00 PM	0	328	5	3	0	0	336	11	0	0	0	0	0	11	7	0	321	0	0	0	0	328	675
Total Volume	0	1296	15	4	0	0	1315	43	1	0	0	2	0	46	38	2	1389	3	0	0	0	1432	2793
% App. Total	0	98.6	1.1	0.3	0	0		93.5	2.2	0	0	4.3	0		2.7	0.1	97	0.2	0	0	0		
PHF	.000	.970	.750	.333	.000	.000	.978	.896	.250	.000	.000	.500	.000	.885	.792	.250	.924	.750	.000	.000	.000	.923	.975
Passenger Cars	0	1226	15	4	0	0	1245	43	1	0	0	2	0	46	38	2	1306	3	0	0	0	1349	2640
% Passenger Cars	0	94.6	100	100	0	0	94.7	100	100	0	0	100	0	100	100	100	94.0	100	0	0	0	94.2	94.5
Heavy Vehicles	0	70	0	0	0	0	70	0	0	0	0	0	0	0	0	0	83	0	0	0	0	83	153
% Heavy Vehicles	0	5.4	0	0	0	0	5.3	0	0	0	0	0	0	0	0	0	6.0	0	0	0	0	5.8	5.5

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

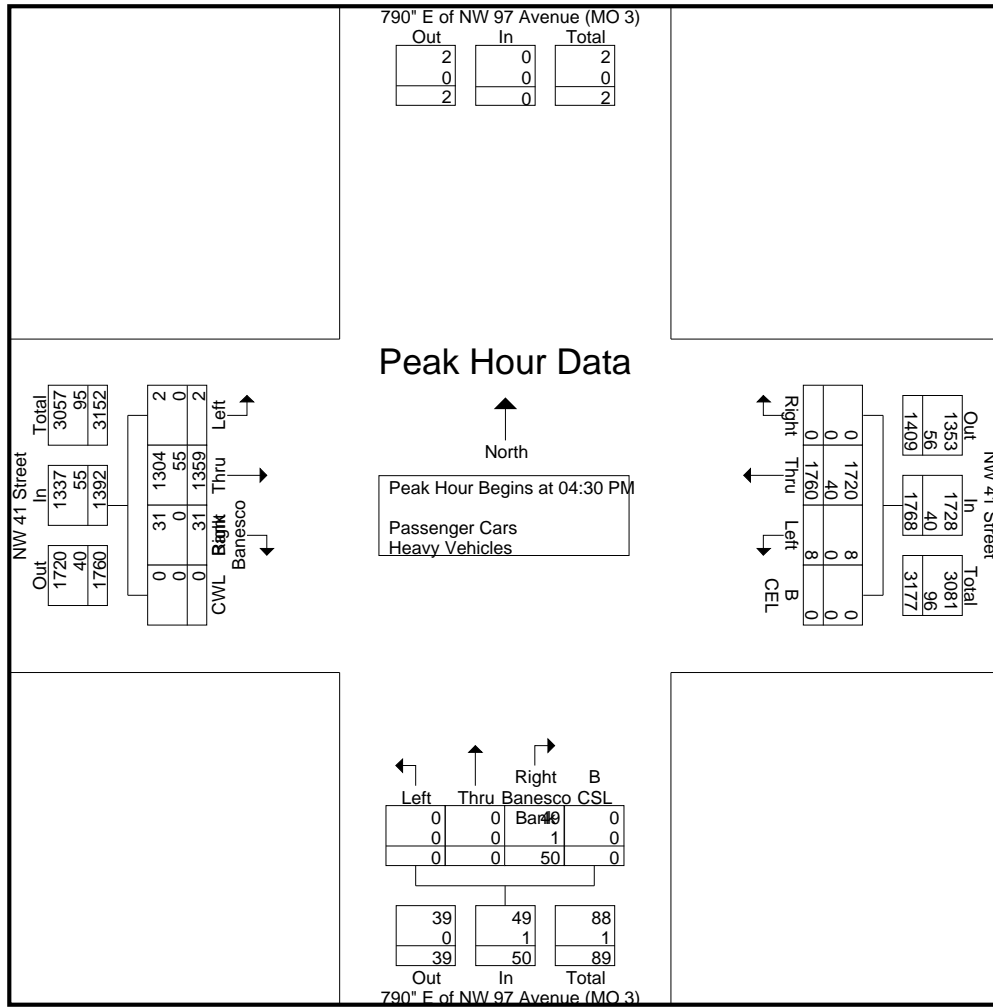
Turning Movement Counts
 NW 41 Street at 790" E of NW 97 Avenue
 (MO 3)

File Name : MO 3
 Site Code : 00300001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 41 Street Westbound							790" E of NW 97 Avenue (MO 3) Northbound							NW 41 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Show Place	Right Banesco Bank	Thru	Left	P CSL	B CSL	App. Total	Right Show Place	Right Banesco Bank	Thru	Left U-Turns	Left	P CWL	CWL		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	428	1	1	0	0	430	10	2	0	0	0	0	12	7	0	311	0	0	0	0	318	760
04:45 PM	0	443	2	0	0	0	445	10	0	0	0	0	0	10	9	1	318	2	0	0	0	330	785
05:00 PM	0	458	2	1	0	0	461	18	0	0	0	0	0	18	6	0	375	0	0	0	0	381	860
05:15 PM	0	431	1	0	0	0	432	10	0	0	0	0	0	10	8	0	355	0	0	0	0	363	805
Total Volume	0	1760	6	2	0	0	1768	48	2	0	0	0	0	50	30	1	1359	2	0	0	0	1392	3210
% App. Total	0	99.5	0.3	0.1	0	0		96	4	0	0	0	0		2.2	0.1	97.6	0.1	0	0	0		
PHF	.000	.961	.750	.500	.000	.000	.959	.667	.250	.000	.000	.000	.000	.694	.833	.250	.906	.250	.000	.000	.000	.913	.933
Passenger Cars	0	1720	6	2	0	0	1728	47	2	0	0	0	0	49	30	1	1304	2	0	0	0	1337	3114
% Passenger Cars	0	97.7	100	100	0	0	97.7	97.9	100	0	0	0	0	98.0	100	100	96.0	100	0	0	0	96.0	97.0
Heavy Vehicles	0	40	0	0	0	0	40	1	0	0	0	0	0	1	0	0	55	0	0	0	0	55	96
% Heavy Vehicles	0	2.3	0	0	0	0	2.3	2.1	0	0	0	0	0	2.0	0	0	4.0	0	0	0	0	4.0	3.0



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 41 Street at McDonald Entrance
(MO 4)

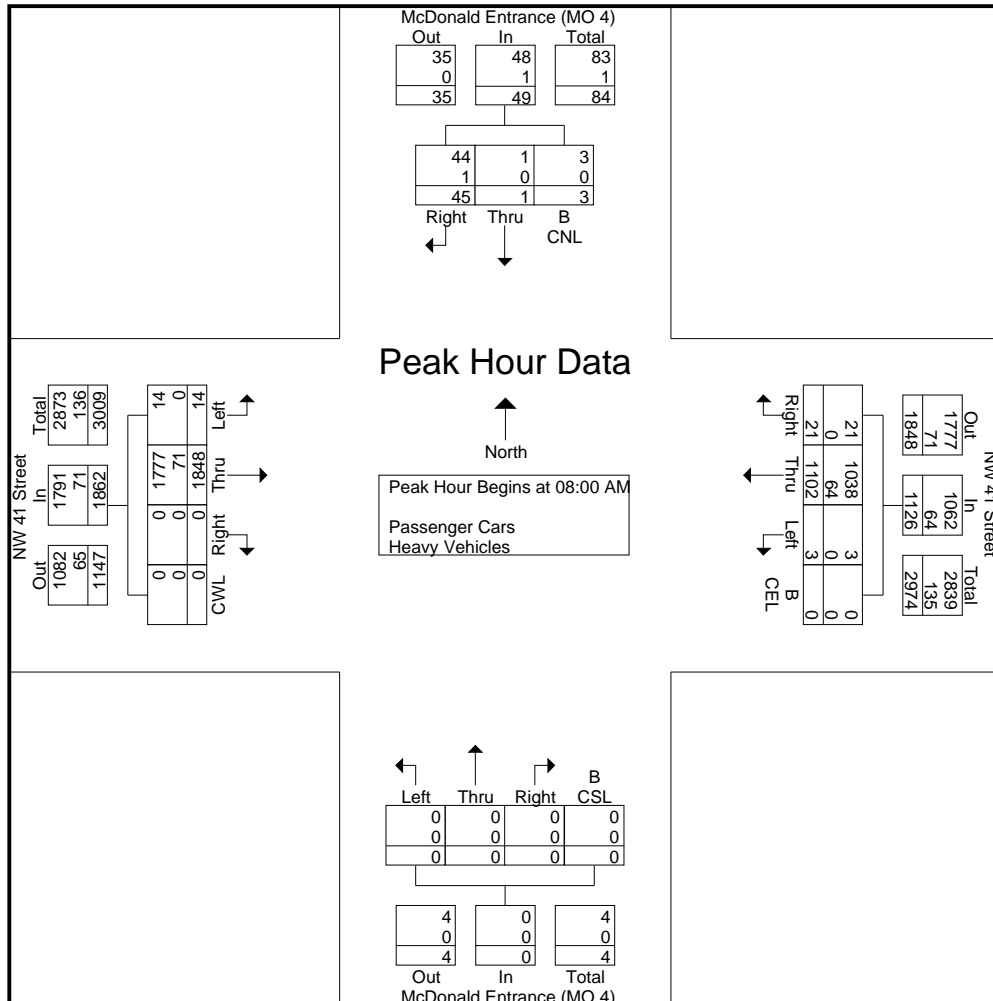
File Name : MO 4
Site Code : 00400001
Start Date : 11/17/2020
Page No : 3

Start Time	McDonald Entrance (MO 4) Southbound							NW 41 Street Westbound							McDonald Entrance (MO 4) Northbound							NW 41 Street Eastbound						
	Right Unvisi on	Right	Thru	Left	Left Unvisi on	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	In. Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	13	0	1	0	0	0	0	14	5	259	0	2	0	0	266	0	0	0	0	0	0	0	461	0	3	0	0	464	744
08:15 AM	12	0	0	0	1	1	1	15	5	281	0	1	0	0	287	0	0	0	0	0	0	458	1	3	0	0	462	764	
08:30 AM	9	0	0	0	0	0	0	9	5	276	0	0	0	0	281	0	0	0	0	0	0	482	4	1	0	0	487	777	
08:45 AM	11	0	0	0	0	0	0	11	6	286	0	0	0	0	292	0	0	0	0	0	0	447	1	1	0	0	449	752	
Total Volume	45	0	1	0	1	1	1	49	21	1102	0	3	0	0	1126	0	0	0	0	0	0	1848	6	8	0	0	1862	3037	
% App. Total	91.8	0	2	0	2	2	2		1.9	97.9	0	0.3	0	0		0	0	0	0	0		99.2	0.3	0.4	0	0			
PHF	.865	.000	.250	.000	.250	.250	.250	.817	.875	.963	.000	.375	.000	.000	.964	.000	.000	.000	.000	.000	.000	.959	.375	.667	.000	.000	.956	.977	
Passenger Cars	44	0	1	0	1	1	1	48	21	1038	0	3	0	0	1062	0	0	0	0	0	0	1777	6	8	0	0	1791	2901	
% Passenger Cars	97.8	0	100	0	100	100	100	98.0	100	94.2	0	100	0	0	94.3	0	0	0	0	0	0	96.2	100	100	0	0	96.2	95.5	
Heavy Vehicles	1	0	0	0	0	0	0	1	0	64	0	0	0	0	64	0	0	0	0	0	0	71	0	0	0	0	71	136	
% Heavy Vehicles	2.2	0	0	0	0	0	0	2.0	0	5.8	0	0	0	0	5.7	0	0	0	0	0	0	3.8	0	0	0	0	3.8	4.5	



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at McDonald Entrance
 (MO 4)

File Name : MO 4
 Site Code : 00400001
 Start Date : 11/17/2020
 Page No : 5

Start Time	McDonald Entrance (MO 4) Southbound							NW 41 Street Westbound							McDonald Entrance (MO 4) Northbound						NW 41 Street Eastbound						Int. Total
	Right Univisi- on	Right	Thru	Left	Left Univisi- on	P CNL	B CNL	App. Total	Right	Thru	Left U- Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U- Turns	Left	P CWL		CWL	App. Total

Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	11	0	0	0	0	0	0	11	10	315	0	0	0	0	325	0	0	0	0	0	0	0	363	2	5	0	0	370	706
12:30 PM	14	0	0	0	0	0	0	14	8	300	0	0	0	0	308	0	0	0	0	0	0	0	386	2	3	0	0	391	713
12:45 PM	9	0	0	0	0	0	0	9	7	322	0	0	0	0	329	0	0	0	0	0	0	0	340	6	4	0	0	350	688
01:00 PM	14	0	0	0	0	0	0	14	11	320	0	0	0	0	331	0	0	0	0	0	0	0	334	2	1	0	0	337	682
Total Volume	48	0	0	0	0	0	0	48	36	1257	0	0	0	0	1293	0	0	0	0	0	0	0	1423	12	13	0	0	1448	2789
% App. Total	100	0	0	0	0	0	0		2.8	97.2	0	0	0	0		0	0	0	0	0	0	0	98.3	0.8	0.9	0	0		
PHF	.857	.000	.000	.000	.000	.000	.000	.857	.818	.976	.000	.000	.000	.000	.977	.000	.000	.000	.000	.000	.000	.000	.922	.500	.650	.000	.000	.926	.978
Passenger Cars	48	0	0	0	0	0	0	48	36	1185	0	0	0	0	1221	0	0	0	0	0	0	0	1340	12	13	0	0	1365	2634
% Passenger Cars	100	0	0	0	0	0	0	100	100	94.3	0	0	0	0	94.4	0	0	0	0	0	0	0	94.2	100	100	0	0	94.3	94.4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	72	0	0	0	0	72	0	0	0	0	0	0	0	83	0	0	0	0	83	155
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	5.7	0	0	0	0	5.6	0	0	0	0	0	0	0	5.8	0	0	0	0	5.7	5.6

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at McDonald Entrance
 (MO 4)

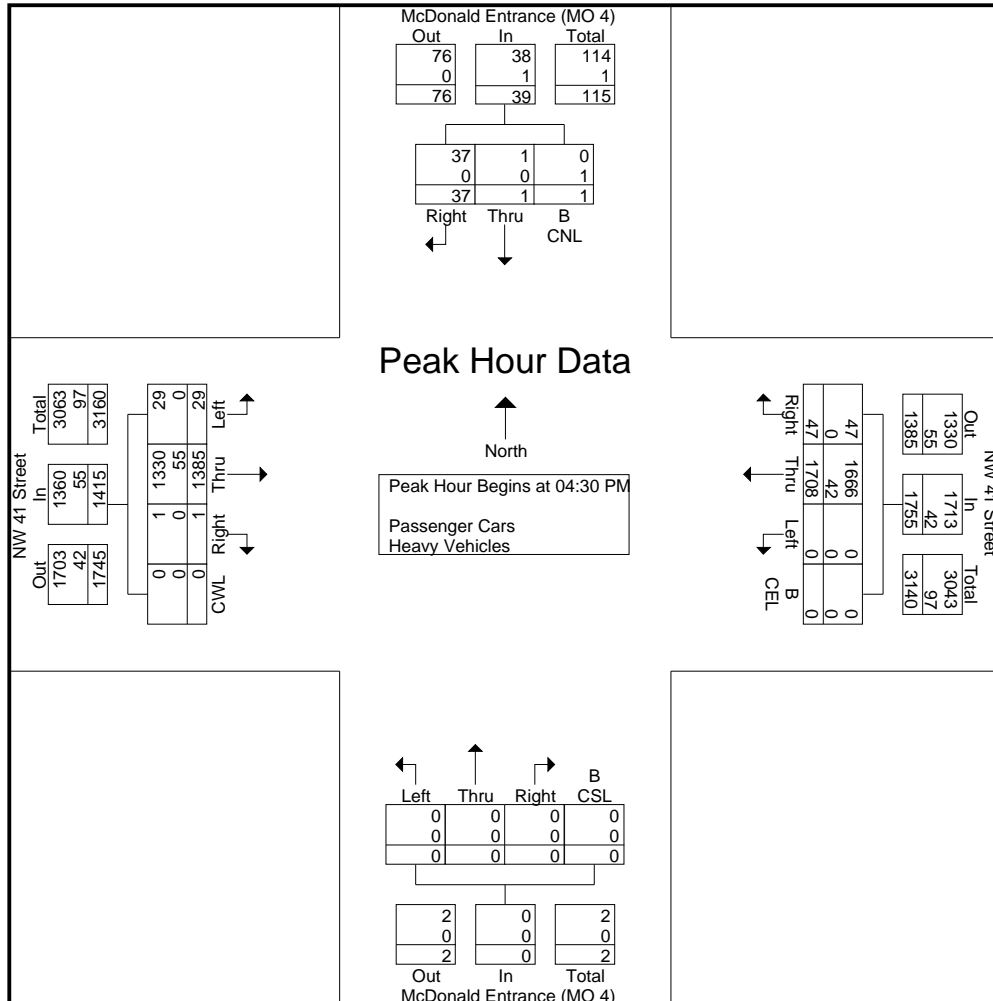
File Name : MO 4
 Site Code : 00400001
 Start Date : 11/17/2020
 Page No : 7

Start Time	McDonald Entrance (MO 4) Southbound								NW 41 Street Westbound							McDonald Entrance (MO 4) Northbound						NW 41 Street Eastbound						
	Right Univision	Right	Thru	Left	Left Univision	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	Int. 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	11	0	1	0	0	0	0	12	12	413	0	0	0	0	425	0	0	0	0	0	0	0	0	316	6	2	0	0	324	761
04:45 PM	8	0	0	0	1	0	0	9	10	435	0	0	0	0	445	0	0	0	0	0	0	0	0	326	3	1	0	0	330	784
05:00 PM	5	0	0	0	0	0	0	5	7	447	0	0	0	0	454	0	0	0	0	0	0	0	1	385	10	0	0	0	396	855
05:15 PM	13	0	0	0	0	0	0	13	18	413	0	0	0	0	431	0	0	0	0	0	0	0	0	358	6	1	0	0	365	809
Total Volume	37	0	1	0	1	0	0	39	47	1708	0	0	0	0	1755	0	0	0	0	0	0	0	1	1385	25	4	0	0	1415	3209
% App. Total	94.9	0	2.6	0	2.6	0	0		2.7	97.3	0	0	0	0		0	0	0	0	0	0		0.1	97.9	1.8	0.3	0	0		
PHF	.712	.000	.250	.000	.250	.000	.750		.653	.955	.000	.000	.000	.966		.000	.000	.000	.000	.000	.000		.250	.899	.625	.500	.000	.000	.893	.938
Passenger Cars	37	0	1	0	0	0	0	38	47	1666	0	0	0	0	1713	0	0	0	0	0	0	0	1	1330	25	4	0	0	1360	3111
% Passenger Cars	100	0	100	0	0	0	0	97.4	100	97.5	0	0	0	0	97.6	0	0	0	0	0	0	0	100	96.0	100	100	0	0	96.1	96.9
Heavy Vehicles	0	0	0	0	1	0	0	1	0	42	0	0	0	0	42	0	0	0	0	0	0	0	0	55	0	0	0	0	55	98
% Heavy Vehicles	0	0	0	0	100	0	0	2.6	0	2.5	0	0	0	0	2.4	0	0	0	0	0	0	0	0	4.0	0	0	0	0	3.9	3.1



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at MO 5 Residential /Busine
 (Office/Commercial)
 (MO 5)

File Name : MO 5 Residential Business
 Site Code : 00500001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 41 Street Westbound						Residential/ Business(Office/Commerc.) MO 5 Northbound				NW 41 Street Eastbound					Int. Total
	Thru	Left	Left U - Turns	P CEL	B CEL	App. Total	Right	P CSL	B CSL	App. Total	Right	Thru	P CWL	CWL	App. Total	
08:00 AM	266	4	0	0	0	270	2	0	0	2	1	459	0	0	460	732
08:15 AM	287	0	0	0	0	287	5	1	0	6	1	453	0	0	454	747
08:30 AM	281	0	0	0	0	281	2	0	0	2	0	480	0	0	480	763
08:45 AM	292	0	0	0	0	292	3	0	0	3	3	444	0	0	447	742
Total	1126	4	0	0	0	1130	12	1	0	13	5	1836	0	0	1841	2984
09:00 AM	273	2	1	0	0	276	8	0	0	8	0	376	0	0	376	660
09:15 AM	265	1	1	0	0	267	5	0	0	5	1	345	0	0	346	618
09:30 AM	238	1	0	0	0	239	1	1	0	2	1	379	0	0	380	621
09:45 AM	240	0	0	0	0	240	2	0	0	2	3	350	0	0	353	595
Total	1016	4	2	0	0	1022	16	1	0	17	5	1450	0	0	1455	2494
*** BREAK ***																
12:00 PM	328	3	0	2	0	333	7	0	0	7	3	305	4	0	312	652
12:15 PM	325	4	0	0	0	329	4	0	0	4	1	360	0	0	361	694
12:30 PM	308	4	0	0	0	312	8	0	0	8	2	380	0	0	382	702
12:45 PM	329	2	0	0	0	331	12	0	0	12	4	328	0	0	332	675
Total	1290	13	0	2	0	1305	31	0	0	31	10	1373	4	0	1387	2723
01:00 PM	331	1	0	0	0	332	3	0	0	3	2	331	0	0	333	668
01:15 PM	309	4	0	0	0	313	3	0	0	3	3	332	0	0	335	651
01:30 PM	340	1	0	0	0	341	7	0	0	7	3	294	0	0	297	645
01:45 PM	323	2	0	0	0	325	2	0	0	2	2	321	0	0	323	650
Total	1303	8	0	0	0	1311	15	0	0	15	10	1278	0	0	1288	2614
*** BREAK ***																
04:00 PM	406	3	1	0	0	410	7	0	0	7	2	334	0	0	336	753
04:15 PM	406	0	0	0	0	406	3	1	0	4	3	326	0	0	329	739
04:30 PM	425	0	0	0	0	425	7	2	0	9	2	309	0	0	311	745
04:45 PM	445	1	1	0	0	447	3	1	0	4	2	323	0	0	325	776
Total	1682	4	2	0	0	1688	20	4	0	24	9	1292	0	0	1301	3013
05:00 PM	454	0	1	0	0	455	5	0	0	5	1	379	0	0	380	840
05:15 PM	431	1	0	0	0	432	4	1	0	5	1	354	0	0	355	792
05:30 PM	424	1	0	0	0	425	2	1	0	3	5	308	0	0	313	741
05:45 PM	401	3	0	0	0	404	4	0	0	4	4	303	0	0	307	715
Total	1710	5	1	0	0	1716	15	2	0	17	11	1344	0	0	1355	3088
Grand Total	8127	38	5	2	0	8172	109	8	0	117	50	8573	4	0	8627	16916
Apprch %	99.4	0.5	0.1	0	0		93.2	6.8	0		0.6	99.4	0	0		
Total %	48	0.2	0	0	0	48.3	0.6	0	0	0.7	0.3	50.7	0	0	51	
Passenger Cars	7740	38	4	2	0	7784	102	8	0	110	49	8146	4	0	8199	16093
% Passenger Cars	95.2	100	80	100	0	95.3	93.6	100	0	94	98	95	100	0	95	95.1
Heavy Vehicles	387	0	1	0	0	388	7	0	0	7	1	427	0	0	428	823
% Heavy Vehicles	4.8	0	20	0	0	4.7	6.4	0	0	6	2	5	0	0	5	4.9

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

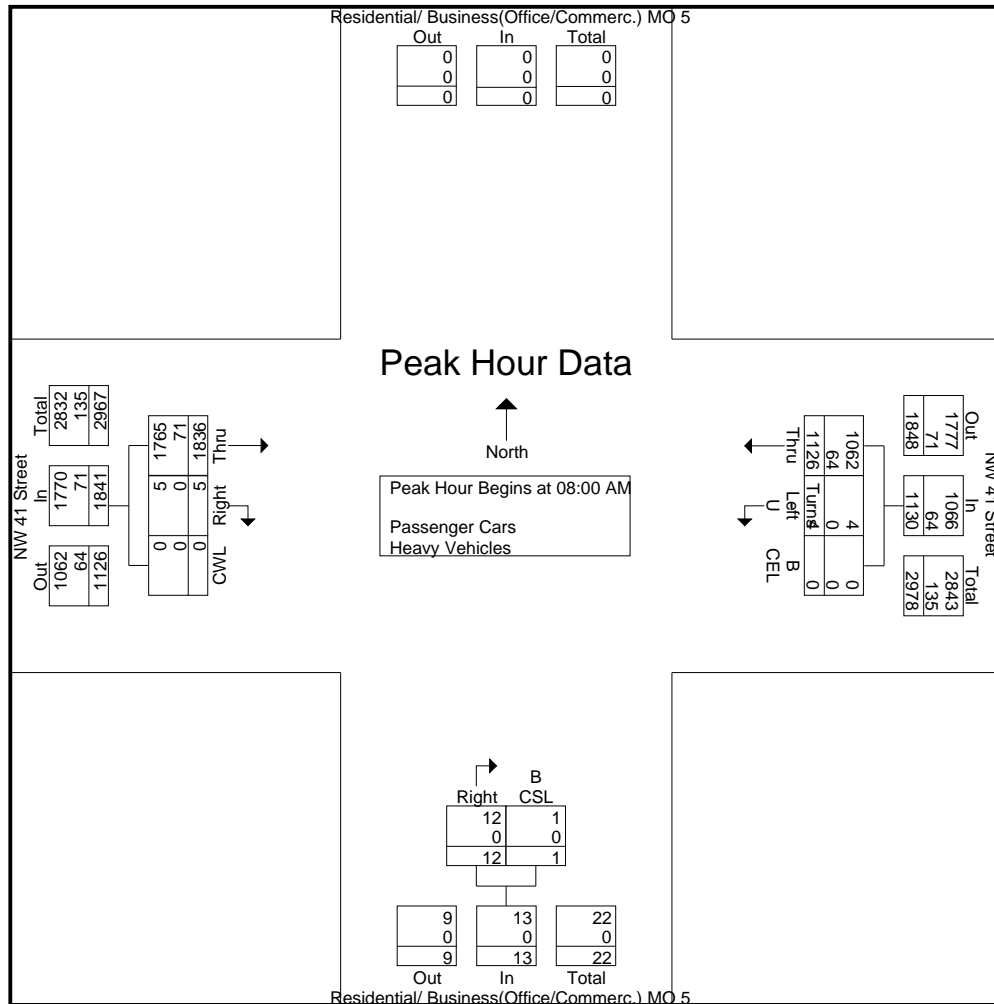
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at MO 5 Residential /Busine
 (Office/Commercial)
 (MO 5)

File Name : MO 5 Residential Business
 Site Code : 00500001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 41 Street Westbound						Residential/ Business(Office/Commerc.) MO 5 Northbound				NW 41 Street Eastbound					Int. Total
	Thru	Left	Left U - Turns	P CEL	B CEL	App. Total	Right	P CSL	B CSL	App. Total	Right	Thru	P CWL	CWL	App. Total	
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 08:00 AM																
08:00 AM	266	4	0	0	0	270	2	0	0	2	1	459	0	0	460	732
08:15 AM	287	0	0	0	0	287	5	1	0	6	1	453	0	0	454	747
08:30 AM	281	0	0	0	0	281	2	0	0	2	0	480	0	0	480	763
08:45 AM	292	0	0	0	0	292	3	0	0	3	3	444	0	0	447	742
Total Volume	1126	4	0	0	0	1130	12	1	0	13	5	1836	0	0	1841	2984
% App. Total	99.6	0.4	0	0	0		92.3	7.7	0		0.3	99.7	0	0		
PHF	.964	.250	.000	.000	.000	.967	.600	.250	.000	.542	.417	.956	.000	.000	.959	.978
Passenger Cars	1062	4	0	0	0	1066	12	1	0	13	5	1765	0	0	1770	2849
% Passenger Cars	94.3	100	0	0	0	94.3	100	100	0	100	100	96.1	0	0	96.1	95.5
Heavy Vehicles	64	0	0	0	0	64	0	0	0	0	0	71	0	0	71	135
% Heavy Vehicles	5.7	0	0	0	0	5.7	0	0	0	0	0	3.9	0	0	3.9	4.5



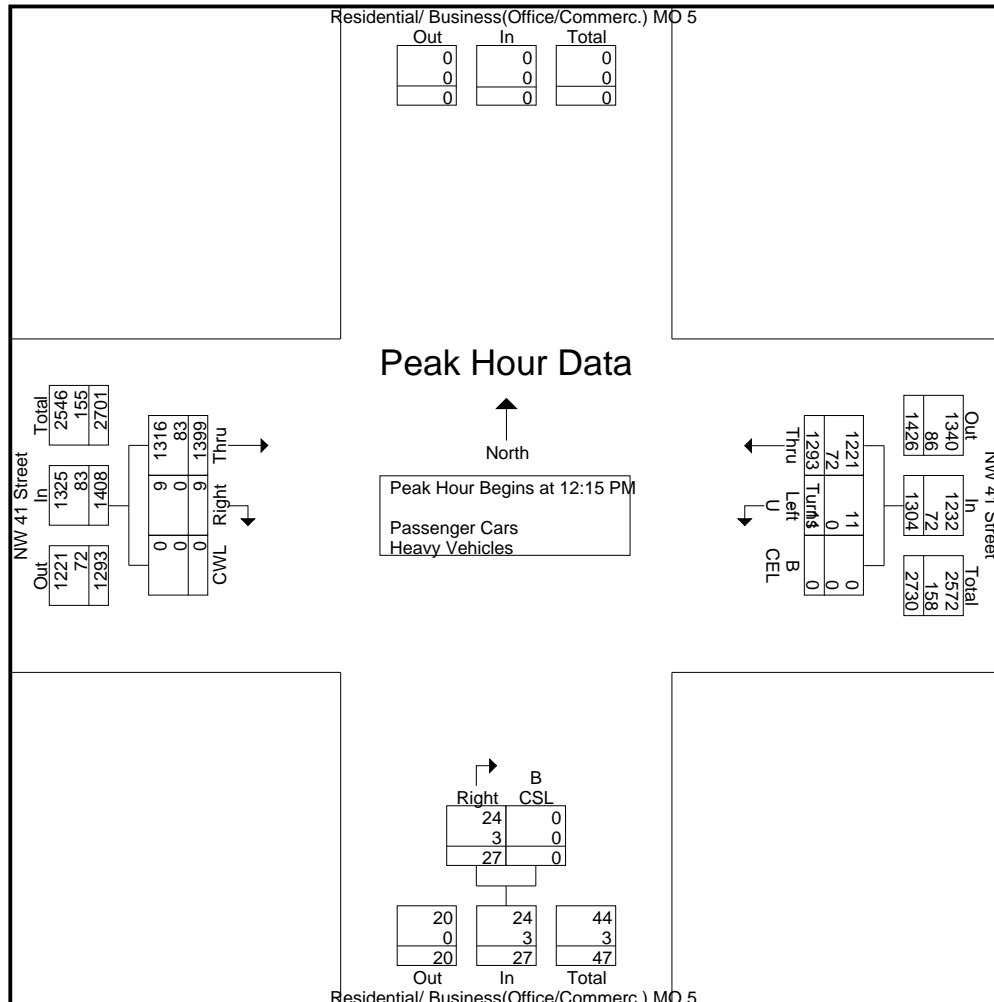
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at MO 5 Residential /Busine
 (Office/Commercial)
 (MO 5)

File Name : MO 5 Residential Business
 Site Code : 00500001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 41 Street Westbound						Residential/ Business(Office/Commerc.) MO 5 Northbound				NW 41 Street Eastbound				Int. Total	
	Thru	Left	Left U - Turns	P CEL	B CEL	App. Total	Right	P CSL	B CSL	App. Total	Right	Thru	P CWL	CWL		App. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 12:15 PM																
12:15 PM	325	4	0	0	0	329	4	0	0	4	1	360	0	0	361	694
12:30 PM	308	4	0	0	0	312	8	0	0	8	2	380	0	0	382	702
12:45 PM	329	2	0	0	0	331	12	0	0	12	4	328	0	0	332	675
01:00 PM	331	1	0	0	0	332	3	0	0	3	2	331	0	0	333	668
Total Volume	1293	11	0	0	0	1304	27	0	0	27	9	1399	0	0	1408	2739
% App. Total	99.2	0.8	0	0	0		100	0	0		0.6	99.4	0	0		
PHF	.977	.688	.000	.000	.000	.982	.563	.000	.000	.563	.563	.920	.000	.000	.921	.975
Passenger Cars	1221	11	0	0	0	1232	24	0	0	24	9	1316	0	0	1325	2581
% Passenger Cars	94.4	100	0	0	0	94.5	88.9	0	0	88.9	100	94.1	0	0	94.1	94.2
Heavy Vehicles	72	0	0	0	0	72	3	0	0	3	0	83	0	0	83	158
% Heavy Vehicles	5.6	0	0	0	0	5.5	11.1	0	0	11.1	0	5.9	0	0	5.9	5.8



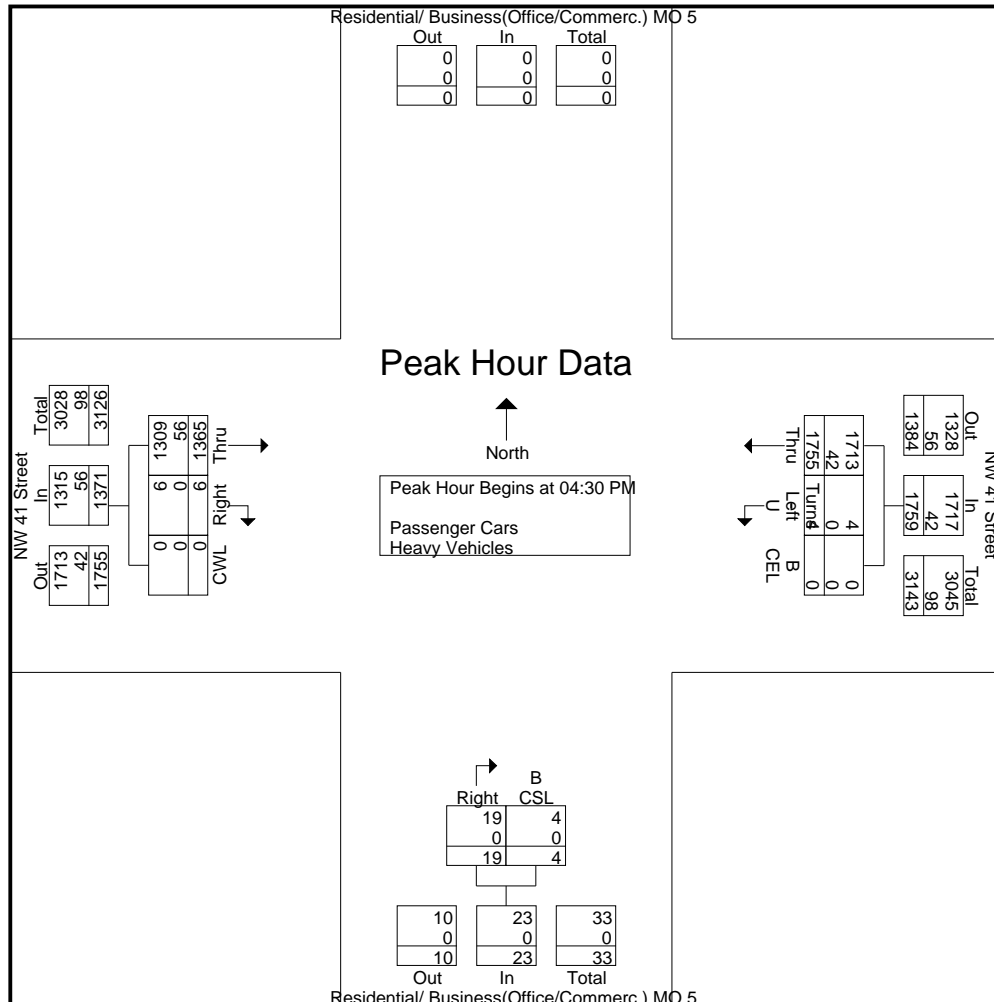
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at MO 5 Residential /Busine
 (Office/Commercial)
 (MO 5)

File Name : MO 5 Residential Business
 Site Code : 00500001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 41 Street Westbound						Residential/ Business(Office/Commerc.) MO 5 Northbound				NW 41 Street Eastbound				Int. Total	
	Thru	Left	Left U - Turns	P CEL	B CEL	App. Total	Right	P CSL	B CSL	App. Total	Right	Thru	P CWL	CWL		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	425	0	0	0	0	425	7	2	0	9	2	309	0	0	311	745
04:45 PM	445	1	1	0	0	447	3	1	0	4	2	323	0	0	325	776
05:00 PM	454	0	1	0	0	455	5	0	0	5	1	379	0	0	380	840
05:15 PM	431	1	0	0	0	432	4	1	0	5	1	354	0	0	355	792
Total Volume	1755	2	2	0	0	1759	19	4	0	23	6	1365	0	0	1371	3153
% App. Total	99.8	0.1	0.1	0	0		82.6	17.4	0		0.4	99.6	0	0		
PHF	.966	.500	.500	.000	.000	.966	.679	.500	.000	.639	.750	.900	.000	.000	.902	.938
Passenger Cars	1713	2	2	0	0	1717	19	4	0	23	6	1309	0	0	1315	3055
% Passenger Cars	97.6	100	100	0	0	97.6	100	100	0	100	100	95.9	0	0	95.9	96.9
Heavy Vehicles	42	0	0	0	0	42	0	0	0	0	0	56	0	0	56	98
% Heavy Vehicles	2.4	0	0	0	0	2.4	0	0	0	0	0	4.1	0	0	4.1	3.1



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at Univision Entrance
 (MO 6)

File Name : MO
 Site Code : 00600001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Univision Entrance (MO 6) Southbound						NW 41 Street Westbound						Univision Entrance (MO 6) Northbound						NW 41 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total
08:00 AM	0	0	0	1	1	2	2	270	0	0	0	0	272	3	0	0	0	0	3	7	454	0	0	0	0	461	738
08:15 AM	0	0	0	3	1	4	1	286	0	0	0	0	287	0	0	0	0	0	0	3	453	1	1	0	0	458	749
08:30 AM	0	0	0	1	0	1	2	281	0	0	0	0	283	0	0	0	0	0	0	1	481	0	0	0	0	482	766
08:45 AM	0	0	0	0	0	0	3	291	0	0	0	0	294	1	0	0	0	0	1	4	439	1	3	0	0	447	742
Total	0	0	0	5	2	7	8	1128	0	0	0	0	1136	4	0	0	0	0	4	15	1827	2	4	0	0	1848	2995
09:00 AM	0	0	0	1	1	2	3	272	0	0	0	0	275	0	0	0	0	0	0	6	372	3	2	0	0	383	660
09:15 AM	1	0	1	0	0	2	1	263	1	0	0	0	265	0	0	0	0	0	0	2	343	3	3	0	0	351	618
09:30 AM	1	0	1	0	0	2	2	234	0	0	0	0	236	1	0	0	0	1	2	3	372	4	1	0	0	380	620
09:45 AM	2	0	0	1	0	3	2	237	0	0	0	0	239	0	0	0	0	0	0	0	348	1	3	0	0	352	594
Total	4	0	2	2	1	9	8	1006	1	0	0	0	1015	1	0	0	0	1	2	11	1435	11	9	0	0	1466	2492
*** BREAK ***																											
12:00 PM	3	0	2	0	0	5	2	325	0	0	0	0	327	0	0	0	0	0	0	3	305	3	1	0	0	312	644
12:15 PM	1	0	1	2	0	4	2	325	0	0	0	0	327	0	0	0	0	0	0	3	357	3	1	0	0	364	695
12:30 PM	0	0	0	0	1	1	0	309	0	0	0	0	309	0	0	0	0	0	0	0	385	3	0	0	0	388	698
12:45 PM	1	0	0	0	0	1	1	325	0	0	0	0	326	0	0	0	0	0	0	4	330	5	1	0	0	340	667
Total	5	0	3	2	1	11	5	1284	0	0	0	0	1289	0	0	0	0	0	0	10	1377	14	3	0	0	1404	2704
01:00 PM	1	0	0	0	0	1	0	328	0	0	0	0	328	1	0	0	0	0	1	2	329	3	0	0	0	334	664
01:15 PM	0	0	0	1	0	1	3	312	0	0	0	0	315	1	0	0	0	0	1	3	329	2	2	0	0	336	653
01:30 PM	0	0	0	0	0	0	1	337	0	0	0	0	338	0	0	0	0	0	0	1	293	4	1	0	0	299	637
01:45 PM	1	0	1	0	0	2	0	323	0	0	0	0	323	0	0	0	0	1	1	1	320	1	1	0	0	323	649
Total	2	0	1	1	0	4	4	1300	0	0	0	0	1304	2	0	0	0	1	3	7	1271	10	4	0	0	1292	2603
*** BREAK ***																											
04:00 PM	1	0	3	0	0	4	3	409	0	0	0	0	412	1	0	0	0	0	1	2	336	0	4	0	0	342	759
04:15 PM	0	0	1	0	2	3	1	401	0	0	0	0	402	0	0	0	0	0	0	1	321	6	2	0	0	330	735
04:30 PM	1	0	2	0	0	3	2	421	0	0	0	0	423	2	0	0	0	0	2	1	310	3	2	0	0	316	744
04:45 PM	3	0	2	0	0	5	2	439	0	0	0	0	441	2	0	0	0	0	2	6	316	5	0	0	0	327	775
Total	5	0	8	0	2	15	8	1670	0	0	0	0	1678	5	0	0	0	0	5	10	1283	14	8	0	0	1315	3013
05:00 PM	1	0	1	0	0	2	4	453	0	0	0	0	457	3	0	0	0	0	3	1	382	1	1	0	0	385	847
05:15 PM	1	0	1	0	0	2	0	430	2	0	0	0	432	0	0	0	2	0	2	1	354	1	2	0	0	358	794
05:30 PM	0	0	0	0	0	0	0	423	0	0	0	0	423	1	0	0	3	0	4	0	306	2	2	0	0	310	737
05:45 PM	1	0	1	0	0	2	2	402	1	0	0	0	405	0	0	0	0	0	0	0	305	1	1	0	0	307	714
Total	3	0	3	0	0	6	6	1708	3	0	0	0	1717	4	0	0	5	0	9	2	1347	5	6	0	0	1360	3092
Grand Total	19	0	17	10	6	52	39	8096	4	0	0	0	8139	16	0	0	5	2	23	55	8540	56	34	0	0	8685	16899
Apprch %	36.5	0	32.7	19.2	11.5		0.5	99.5	0	0	0	0		69.6	0	0	21.7	8.7		0.6	98.3	0.6	0.4	0	0		
Total %	0.1	0	0.1	0.1	0	0.3	0.2	47.9	0	0	0	0	48.2	0.1	0	0	0	0	0.1	0.3	50.5	0.3	0.2	0	0	51.4	
Passenger Cars	19	0	16	10	6	51	39	7709	4	0	0	0	7752	16	0	0	5	2	23	54	8110	54	34	0	0	8252	16078
% Passenger Cars	100	0	94.1	100	100	98.1	100	95.2	100	0	0	0	95.2	100	0	0	100	100	100	98.2	95	96.4	100	0	0	95	95.1
Heavy Vehicles	0	0	1	0	0	1	0	387	0	0	0	0	387	0	0	0	0	0	0	1	430	2	0	0	0	433	821
% Heavy Vehicles	0	0	5.9	0	0	1.9	0	4.8	0	0	0	0	4.8	0	0	0	0	0	0	1.8	5	3.6	0	0	0	5	4.9

- P CNL: Pedestrians Crossing North Leg
- P CEL: Pedestrians Crossing East Leg
- P CSL: Pedestrians Crossing South Leg
- P CWL: Pedestrians Crossing West Leg
- B CNL: Bicyclists Crossing North Leg
- B CEL: Bicyclists Crossing East Leg
- B CSL: Bicyclists Crossing South Leg
- B CWL: Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at Univision Entrance
 (MO 6)

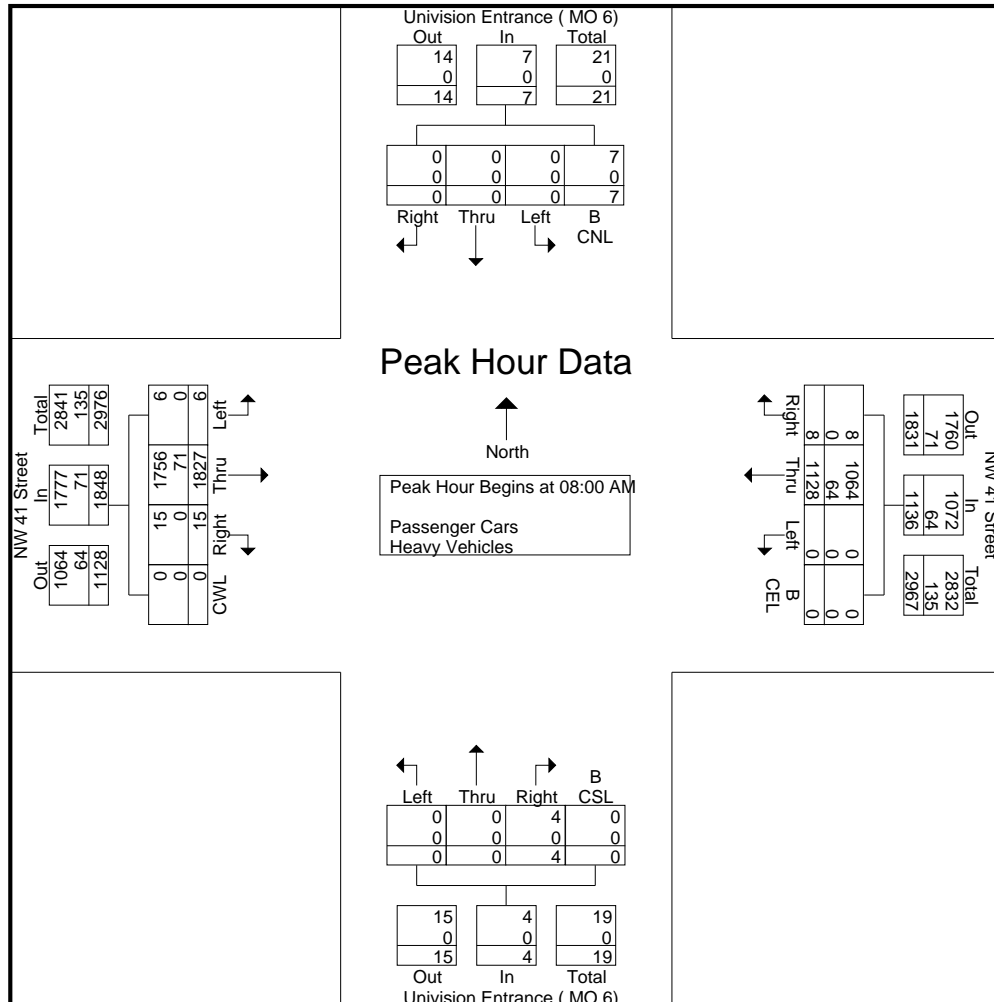
File Name : MO
 Site Code : 00600001
 Start Date : 11/17/2020
 Page No : 3

Start Time	Univision Entrance (MO 6) Southbound						NW 41 Street Westbound						Univision Entrance (MO 6) Northbound						NW 41 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	0	0	1	1	2	2	270	0	0	0	0	272	3	0	0	0	0	3	7	454	0	0	0	0	461	738
08:15 AM	0	0	0	3	1	4	1	286	0	0	0	0	287	0	0	0	0	0	0	3	453	1	1	0	0	458	749
08:30 AM	0	0	0	1	0	1	2	281	0	0	0	0	283	0	0	0	0	0	0	1	481	0	0	0	0	482	766
08:45 AM	0	0	0	0	0	0	3	291	0	0	0	0	294	1	0	0	0	0	1	4	439	1	3	0	0	447	742
Total Volume	0	0	0	5	2	7	8	1128	0	0	0	0	1136	4	0	0	0	0	4	15	1827	2	4	0	0	1848	2995
% App. Total	0	0	0	71.4	28.6		0.7	99.3	0	0	0	0		100	0	0	0	0		0.8	98.9	0.1	0.2	0	0		
PHF	.000	.000	.000	.417	.500	.438	.667	.969	.000	.000	.000	.000	.966	.333	.000	.000	.000	.000	.333	.536	.950	.500	.333	.000	.000	.959	.977
Passenger Cars	0	0	0	5	2	7	8	1064	0	0	0	0	1072	4	0	0	0	0	4	15	1756	2	4	0	0	1777	2860
% Passenger Cars	0	0	0	100	100	100	100	94.3	0	0	0	0	94.4	100	0	0	0	0	100	100	96.1	100	100	0	0	96.2	95.5
Heavy Vehicles	0	0	0	0	0	0	0	64	0	0	0	0	64	0	0	0	0	0	0	0	71	0	0	0	0	71	135
% Heavy Vehicles	0	0	0	0	0	0	0	5.7	0	0	0	0	5.6	0	0	0	0	0	0	0	3.9	0	0	0	0	3.8	4.5



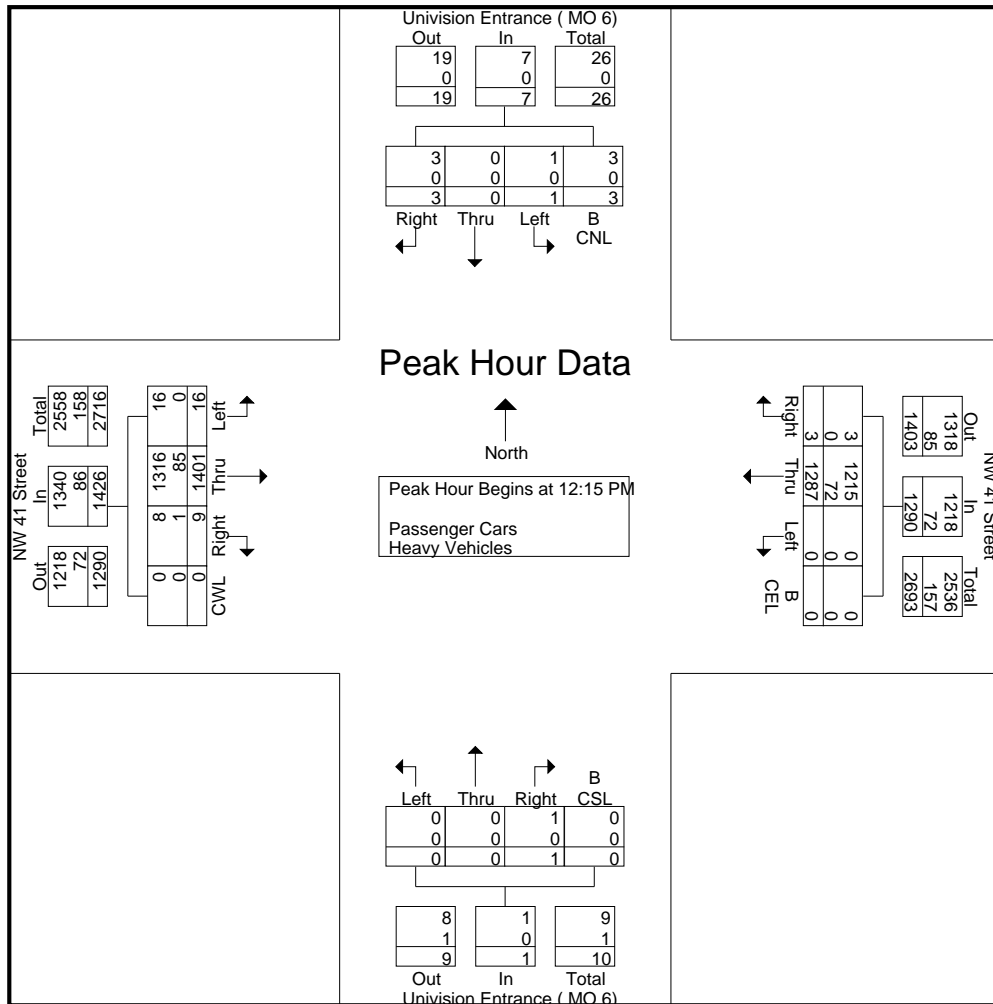
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at Univision Entrance
 (MO 6)

File Name : MO
 Site Code : 00600001
 Start Date : 11/17/2020
 Page No : 5

Start Time	Univision Entrance (MO 6) Southbound						NW 41 Street Westbound						Univision Entrance (MO 6) Northbound						NW 41 Street Eastbound						Int. Total		
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App.Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 12:15 PM																											
12:15 PM	1	0	1	2	0	4	2	325	0	0	0	327	0	0	0	0	0	0	3	357	3	1	0	0	364	695	
12:30 PM	0	0	0	0	1	1	0	309	0	0	0	309	0	0	0	0	0	0	0	385	3	0	0	0	388	698	
12:45 PM	1	0	0	0	0	1	1	325	0	0	0	326	0	0	0	0	0	0	4	330	5	1	0	0	340	667	
01:00 PM	1	0	0	0	0	1	0	328	0	0	0	328	1	0	0	0	0	1	2	329	3	0	0	0	334	664	
Total Volume	3	0	1	2	1	7	3	1287	0	0	0	1290	1	0	0	0	0	1	9	1401	14	2	0	0	1426	2724	
% App. Total	42.9	0	14.3	28.6	14.3		0.2	99.8	0	0	0	0	100	0	0	0	0	0.6	98.2	1	0.1	0	0	0			
PHF	.750	.000	.250	.250	.250	.438	.375	.981	.000	.000	.000	.983	.250	.000	.000	.000	.000	.250	.563	.910	.700	.500	.000	.000	.919	.976	
Passenger Cars	3	0	1	2	1	7	3	1215	0	0	0	1218	1	0	0	0	0	1	8	1316	14	2	0	0	1340	2566	
% Passenger Cars	100	0	100	100	100	100	100	94.4	0	0	0	94.4	100	0	0	0	0	100	88.9	93.9	100	100	0	0	94.0	94.2	
Heavy Vehicles	0	0	0	0	0	0	0	72	0	0	0	72	0	0	0	0	0	0	1	85	0	0	0	0	86	158	
% Heavy Vehicles	0	0	0	0	0	0	0	5.6	0	0	0	5.6	0	0	0	0	0	0	11.1	6.1	0	0	0	0	6.0	5.8	



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 41 Street at Univision Entrance
 (MO 6)

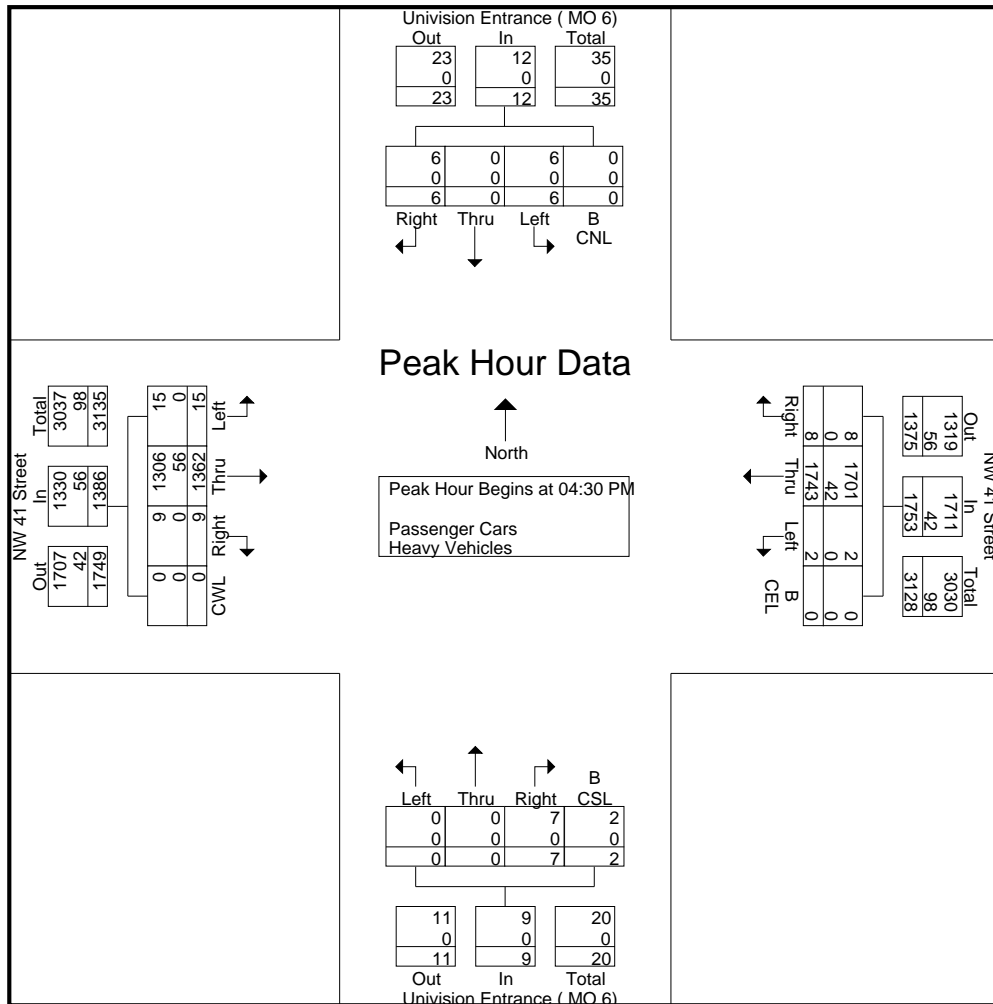
File Name : MO
 Site Code : 00600001
 Start Date : 11/17/2020
 Page No : 7

Start Time	Univision Entrance (MO 6) Southbound						NW 41 Street Westbound						Univision Entrance (MO 6) Northbound						NW 41 Street Eastbound							
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL	CWL	App.Total	Int.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	1	0	2	0	0	3	2	421	0	0	0	0	423	2	0	0	0	0	2	1	310	3	2	0	0	316	744
04:45 PM	3	0	2	0	0	5	2	439	0	0	0	0	441	2	0	0	0	0	2	6	316	5	0	0	0	327	775
05:00 PM	1	0	1	0	0	2	4	453	0	0	0	0	457	3	0	0	0	0	3	1	382	1	1	0	0	385	847
05:15 PM	1	0	1	0	0	2	0	430	2	0	0	0	432	0	0	0	2	0	2	1	354	1	2	0	0	358	794
Total Volume	6	0	6	0	0	12	8	1743	2	0	0	0	1753	7	0	0	2	0	9	9	1362	10	5	0	0	1386	3160
% App. Total	50	0	50	0	0		0.5	99.4	0.1	0	0	0		77.8	0	0	22.2	0		0.6	98.3	0.7	0.4	0			
PHF	.500	.000	.750	.000	.000	.600	.500	.962	.250	.000	.000	.000	.959	.583	.000	.000	.250	.000	.750	.375	.891	.500	.625	.000	.000	.900	.933
Passenger Cars	6	0	6	0	0	12	8	1701	2	0	0	0	1711	7	0	0	2	0	9	9	1306	10	5	0	0	1330	3062
% Passenger Cars	100	0	100	0	0	100	100	97.6	100	0	0	0	97.6	100	0	0	100	0	100	100	95.9	100	100	0	0	96.0	96.9
Heavy Vehicles	0	0	0	0	0	0	0	42	0	0	0	0	42	0	0	0	0	0	0	0	56	0	0	0	0	56	98
% Heavy Vehicles	0	0	0	0	0	0	0	2.4	0	0	0	0	2.4	0	0	0	0	0	0	0	4.1	0	0	0	0	4.0	3.1



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at West Coast University
 (MO 7)

File Name : MO 7
 Site Code : 00700001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 36 Street Westbound							West Coast University MO 7 Northbound						NW 36 Street Eastbound						Int. Total	
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right West Coast University	Thru	Left	P CSL	B CSL	App. Total	Right West Coast University	Thru	Left U-Turns	Left	P CWL	CWL		App. Total
08:00 AM	0	263	0	15	0	0	278	7	0	0	0	0	7	5	436	0	0	0	0	441	726
08:15 AM	0	290	0	10	0	0	300	3	0	1	1	0	5	3	458	0	0	0	0	461	766
08:30 AM	0	287	0	7	0	0	294	0	0	0	0	0	0	7	469	0	0	0	0	476	770
08:45 AM	0	288	0	7	0	0	295	3	0	2	0	0	5	4	430	0	0	0	0	434	734
Total	0	1128	0	39	0	0	1167	13	0	3	1	0	17	19	1793	0	0	0	0	1812	2996
09:00 AM	0	272	0	4	0	0	276	5	0	0	0	0	5	3	373	0	0	0	0	376	657
09:15 AM	0	251	0	4	0	0	255	6	0	0	0	0	6	4	353	0	0	0	0	357	618
09:30 AM	0	238	0	5	0	0	243	8	0	1	0	1	10	2	358	0	0	0	0	360	613
09:45 AM	0	242	0	9	0	0	251	4	0	0	0	0	4	1	343	0	0	0	0	344	599
Total	0	1003	0	22	0	0	1025	23	0	1	0	1	25	10	1427	0	0	0	0	1437	2487
*** BREAK ***																					
12:00 PM	0	306	1	7	0	0	314	9	0	2	0	0	11	5	300	0	0	0	0	305	630
12:15 PM	0	336	0	5	0	0	341	9	0	3	0	0	12	1	347	0	0	0	0	348	701
12:30 PM	0	317	0	5	0	0	322	8	0	2	0	0	10	3	363	0	0	0	0	366	698
12:45 PM	0	326	0	10	0	0	336	3	0	4	0	0	7	4	322	0	0	0	0	326	669
Total	0	1285	1	27	0	0	1313	29	0	11	0	0	40	13	1332	0	0	0	0	1345	2698
01:00 PM	0	330	0	5	0	0	335	4	0	1	0	0	5	6	317	0	0	0	0	323	663
01:15 PM	0	305	0	11	0	0	316	3	0	3	0	0	6	4	314	1	0	0	0	319	641
01:30 PM	0	321	1	12	0	0	334	13	0	2	0	0	15	3	289	2	0	0	0	294	643
01:45 PM	0	291	0	9	0	0	300	4	0	1	0	1	6	2	320	0	0	0	0	322	628
Total	0	1247	1	37	0	0	1285	24	0	7	0	1	32	15	1240	3	0	0	0	1258	2575
*** BREAK ***																					
04:00 PM	0	405	0	2	0	0	407	13	0	7	0	1	21	0	331	2	0	0	0	333	761
04:15 PM	0	403	0	3	0	0	406	9	0	3	0	0	12	1	308	1	0	0	0	310	728
04:30 PM	0	430	0	4	0	0	434	28	0	7	0	1	36	3	299	0	0	0	0	302	772
04:45 PM	0	422	1	7	0	0	430	16	0	0	1	2	19	2	304	1	0	0	0	307	756
Total	0	1660	1	16	0	0	1677	66	0	17	1	4	88	6	1242	4	0	0	0	1252	3017
05:00 PM	0	428	0	2	0	0	430	25	0	8	0	1	34	2	378	2	0	0	0	382	846
05:15 PM	0	423	0	4	0	0	427	9	0	3	2	0	14	0	343	0	0	0	0	343	784
05:30 PM	0	413	0	2	0	0	415	6	0	3	3	0	12	2	294	0	0	0	0	296	723
05:45 PM	0	366	0	3	0	0	369	5	0	0	0	0	5	1	300	1	0	0	0	302	676
Total	0	1630	0	11	0	0	1641	45	0	14	5	1	65	5	1315	3	0	0	0	1323	3029
Grand Total	0	7953	3	152	0	0	8108	200	0	53	7	7	267	68	8349	10	0	0	0	8427	16802
Apprch %	0	98.1	0	1.9	0	0		74.9	0	19.9	2.6	2.6		0.8	99.1	0.1	0	0	0		
Total %	0	47.3	0	0.9	0	0	48.3	1.2	0	0.3	0	0	1.6	0.4	49.7	0.1	0	0	0	50.2	
Passenger Cars	0	7539	3	147	0	0	7689	194	0	53	7	7	261	63	7933	10	0	0	0	8006	15956
% Passenger Cars	0	94.8	100	96.7	0	0	94.8	97	0	100	100	100	97.8	92.6	95	100	0	0	0	95	95
Heavy Vehicles	0	414	0	5	0	0	419	6	0	0	0	0	6	5	416	0	0	0	0	421	846
% Heavy Vehicles	0	5.2	0	3.3	0	0	5.2	3	0	0	0	0	2.2	7.4	5	0	0	0	0	5	5

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at West Coast University
(MO 7)

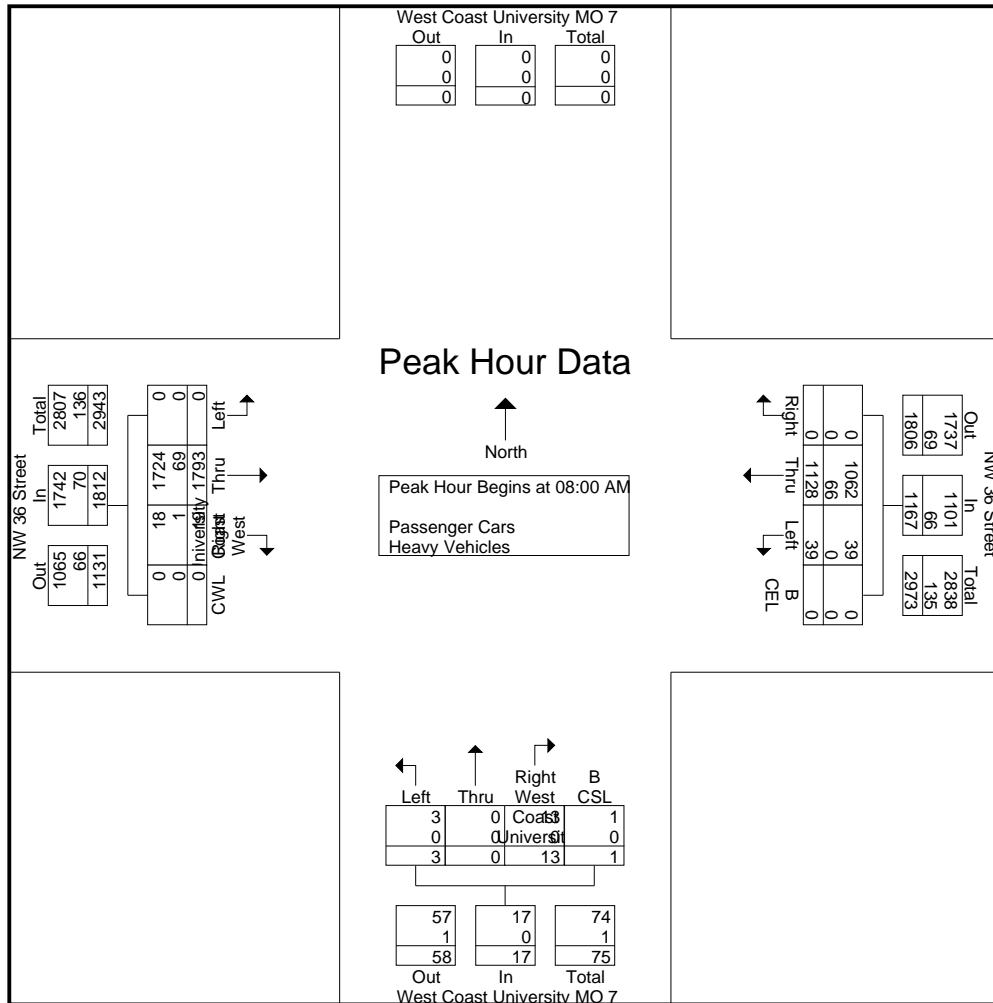
File Name : MO 7
Site Code : 00700001
Start Date : 11/17/2020
Page No : 3

Start Time	NW 36 Street Westbound							West Coast University MO 7 Northbound					NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right West Coast University	Thru	Left	P CSL	B CSL	App. Total	Right West Coast University	Thru	Left U-Turns	Left	P CWL		CWL	App. Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	263	0	15	0	0	278	7	0	0	0	0	7	5	436	0	0	0	0	441	726
08:15 AM	0	290	0	10	0	0	300	3	0	1	1	0	5	3	458	0	0	0	0	461	766
08:30 AM	0	287	0	7	0	0	294	0	0	0	0	0	0	7	469	0	0	0	0	476	770
08:45 AM	0	288	0	7	0	0	295	3	0	2	0	0	5	4	430	0	0	0	0	434	734
Total Volume	0	1128	0	39	0	0	1167	13	0	3	1	0	17	19	1793	0	0	0	0	1812	2996
% App. Total	0	96.7	0	3.3	0	0		76.5	0	17.6	5.9	0		1	99	0	0	0	0		
PHF	.000	.972	.000	.650	.000	.000	.973	.464	.000	.375	.250	.000	.607	.679	.956	.000	.000	.000	.000	.952	.973
Passenger Cars	0	1062	0	39	0	0	1101	13	0	3	1	0	17	18	1724	0	0	0	0	1742	2860
% Passenger Cars	0	94.1	0	100	0	0	94.3	100	0	100	100	0	100	94.7	96.2	0	0	0	0	96.1	95.5
Heavy Vehicles	0	66	0	0	0	0	66	0	0	0	0	0	0	1	69	0	0	0	0	70	136
% Heavy Vehicles	0	5.9	0	0	0	0	5.7	0	0	0	0	0	0	5.3	3.8	0	0	0	0	3.9	4.5



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at West Coast University
(MO 7)

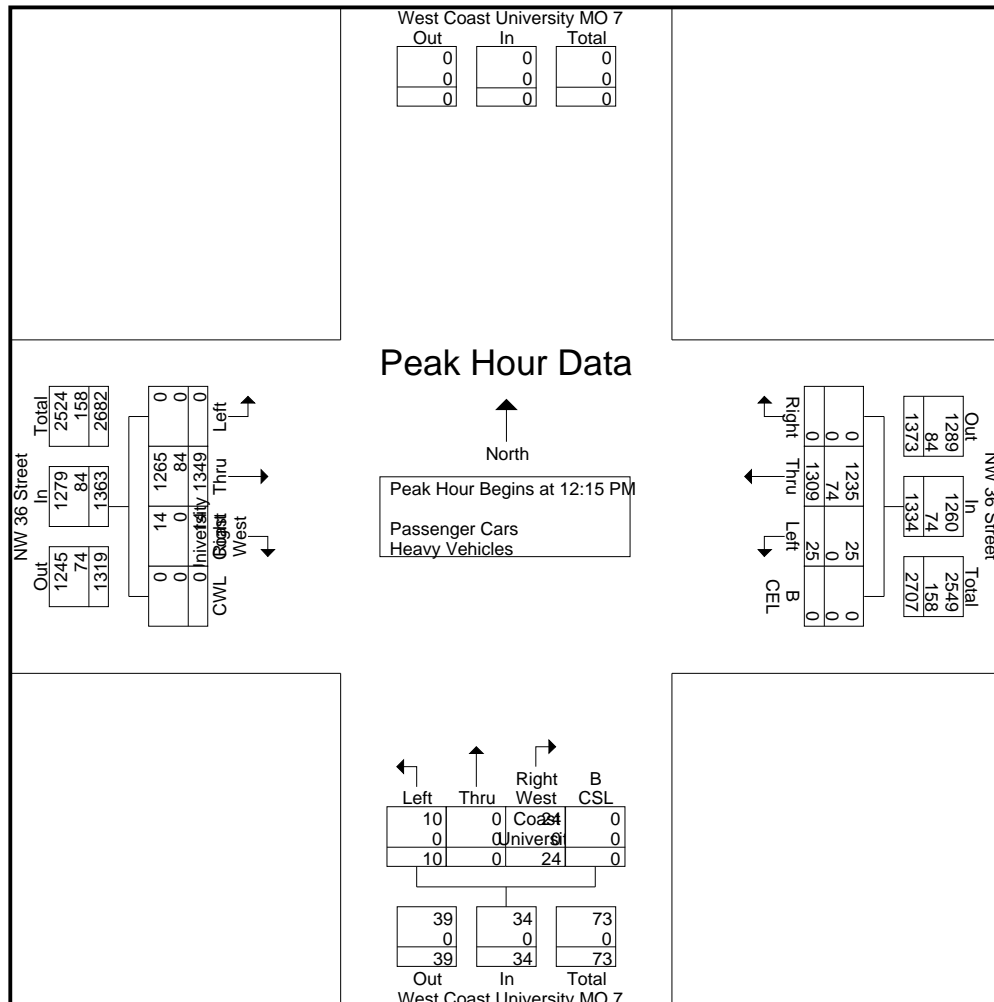
File Name : MO 7
Site Code : 00700001
Start Date : 11/17/2020
Page No : 5

Start Time	NW 36 Street Westbound							West Coast University MO 7 Northbound					NW 36 Street Eastbound							
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right West Coast University	Thru	Left	P CSL	B CSL	App. Total	Right West Coast University	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	0	336	0	5	0	0	341	9	0	3	0	0	12	1	347	0	0	0	0	348	701
12:30 PM	0	317	0	5	0	0	322	8	0	2	0	0	10	3	363	0	0	0	0	366	698
12:45 PM	0	326	0	10	0	0	336	3	0	4	0	0	7	4	322	0	0	0	0	326	669
01:00 PM	0	330	0	5	0	0	335	4	0	1	0	0	5	6	317	0	0	0	0	323	663
Total Volume	0	1309	0	25	0	0	1334	24	0	10	0	0	34	14	1349	0	0	0	0	1363	2731
% App. Total	0	98.1	0	1.9	0	0	0	70.6	0	29.4	0	0	0	1	99	0	0	0	0	0	0
PHF	.000	.974	.000	.625	.000	.000	.978	.667	.000	.625	.000	.000	.708	.583	.929	.000	.000	.000	.000	.931	.974
Passenger Cars	0	1235	0	25	0	0	1260	24	0	10	0	0	34	14	1265	0	0	0	0	1279	2573
% Passenger Cars	0	94.3	0	100	0	0	94.5	100	0	100	0	0	100	100	93.8	0	0	0	0	93.8	94.2
Heavy Vehicles	0	74	0	0	0	0	74	0	0	0	0	0	0	0	84	0	0	0	0	84	158
% Heavy Vehicles	0	5.7	0	0	0	0	5.5	0	0	0	0	0	0	0	6.2	0	0	0	0	6.2	5.8



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at West Coast University
 (MO 7)

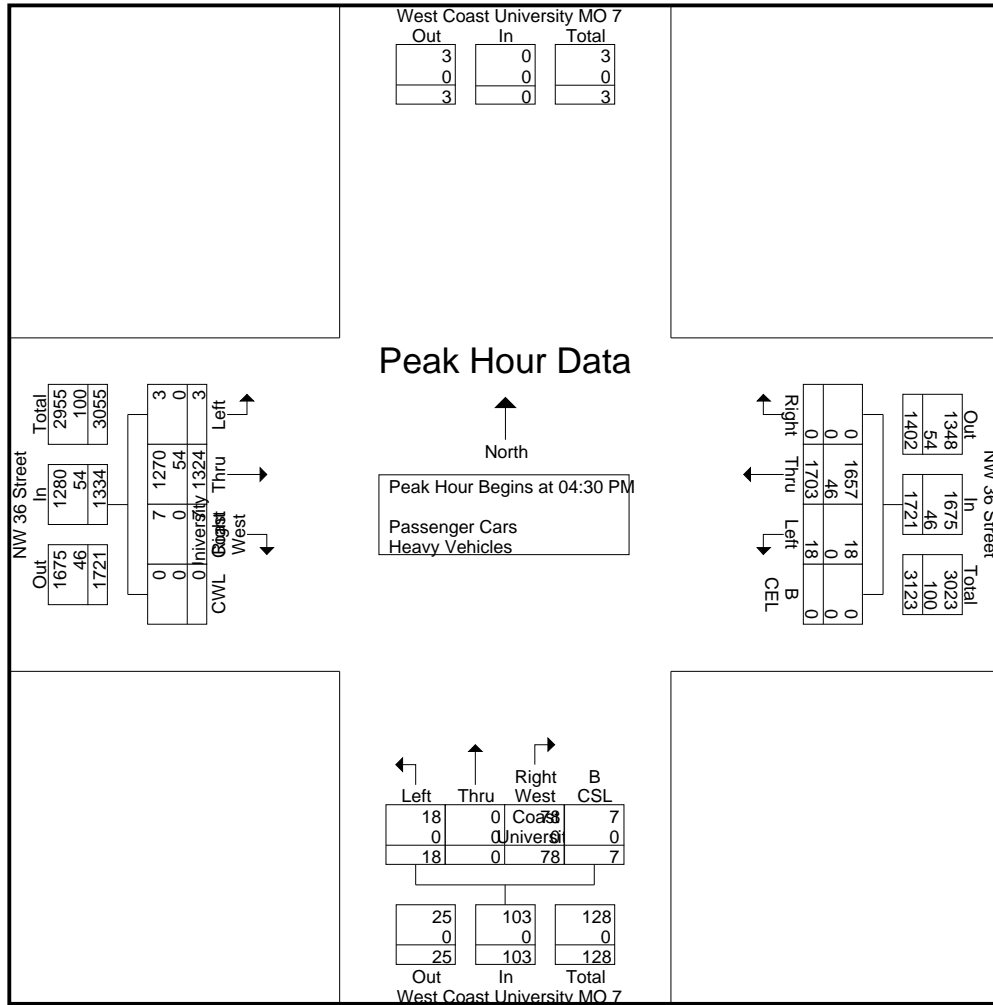
File Name : MO 7
 Site Code : 00700001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 36 Street Westbound							West Coast University MO 7 Northbound					NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right West Coast University	Thru	Left	P CSL	B CSL	App. Total	Right West Coast University	Thru	Left U-Turns	Left	P CWL		CWL	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	430	0	4	0	0	434	28	0	7	0	1	36	3	299	0	0	0	0	302	772
04:45 PM	0	422	1	7	0	0	430	16	0	0	1	2	19	2	304	1	0	0	0	307	756
05:00 PM	0	428	0	2	0	0	430	25	0	8	0	1	34	2	378	2	0	0	0	382	846
05:15 PM	0	423	0	4	0	0	427	9	0	3	2	0	14	0	343	0	0	0	0	343	784
Total Volume	0	1703	1	17	0	0	1721	78	0	18	3	4	103	7	1324	3	0	0	0	1334	3158
% App. Total	0	.99	0.1	1	0	0		75.7	0	17.5	2.9	3.9		0.5	99.3	0.2	0	0	0		
PHF	.000	.990	.250	.607	.000	.000	.991	.696	.000	.563	.375	.500	.715	.583	.876	.375	.000	.000	.000	.873	.933
Passenger Cars	0	1657	1	17	0	0	1675	78	0	18	3	4	103	7	1270	3	0	0	0	1280	3058
% Passenger Cars	0	97.3	100	100	0	0	97.3	100	0	100	100	100	100	100	95.9	100	0	0	0	96.0	96.8
Heavy Vehicles	0	46	0	0	0	0	46	0	0	0	0	0	0	0	54	0	0	0	0	54	100
% Heavy Vehicles	0	2.7	0	0	0	0	2.7	0	0	0	0	0	0	0	4.1	0	0	0	0	4.0	3.2



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at 910" E of NW 93 Court
Federal Reserve Bank
(MO 8)

File Name : MO 8
Site Code : 00800001
Start Date : 11/17/2020
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 36 Street Westbound							910" E of NW 93 Court (MO 8) Northbound						NW 36 Street Eastbound						Int. Total	
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL		App. Total
08:00 AM	0	278	0	2	0	0	280	0	0	0	0	0	0	0	443	0	0	0	0	443	723
08:15 AM	0	300	0	4	0	0	304	0	0	0	0	0	0	1	460	0	0	0	0	461	765
08:30 AM	0	294	0	0	0	0	294	0	0	0	0	0	0	0	469	0	0	0	0	469	763
08:45 AM	0	294	0	1	0	0	295	0	0	1	0	0	1	0	433	0	0	0	0	433	729
Total	0	1166	0	7	0	0	1173	0	0	1	0	0	1	1	1805	0	0	0	0	1806	2980
09:00 AM	0	276	0	3	0	0	279	0	0	0	0	0	0	0	378	0	0	0	0	378	657
09:15 AM	0	255	0	0	0	0	255	0	0	0	0	0	0	2	356	0	0	0	0	358	613
09:30 AM	0	243	0	0	0	0	243	0	0	0	0	0	0	4	360	0	0	0	0	364	607
09:45 AM	0	249	0	0	0	0	249	0	0	1	0	0	1	1	346	0	0	0	0	347	597
Total	0	1023	0	3	0	0	1026	0	0	1	0	0	1	7	1440	0	0	0	0	1447	2474
*** BREAK ***																					
12:00 PM	0	314	0	0	0	0	314	0	0	0	0	0	0	1	309	0	0	0	0	310	624
12:15 PM	0	341	0	0	0	0	341	0	0	0	0	0	0	0	356	0	0	0	0	356	697
12:30 PM	0	321	1	1	0	0	323	0	0	1	0	0	1	2	369	0	0	0	0	371	695
12:45 PM	0	336	0	1	0	0	337	0	0	0	0	0	0	0	325	0	0	0	0	325	662
Total	0	1312	1	2	0	0	1315	0	0	1	0	0	1	3	1359	0	0	0	0	1362	2678
01:00 PM	0	334	0	0	0	0	334	0	0	0	0	0	0	1	319	1	0	0	0	321	655
01:15 PM	0	316	0	1	0	0	317	0	0	0	0	0	0	1	316	0	0	0	0	317	634
01:30 PM	0	333	0	0	0	0	333	0	0	0	0	0	0	1	300	0	0	0	0	301	634
01:45 PM	0	299	0	1	0	0	300	0	0	1	0	0	1	1	323	0	0	0	0	324	625
Total	0	1282	0	2	0	0	1284	0	0	1	0	0	1	4	1258	1	0	0	0	1263	2548
*** BREAK ***																					
04:00 PM	0	406	0	0	0	0	406	0	0	0	0	0	0	3	340	1	0	0	0	344	750
04:15 PM	0	406	0	1	0	0	407	0	0	0	0	0	0	2	315	0	0	0	0	317	724
04:30 PM	0	434	0	2	0	0	436	0	0	0	0	0	0	1	326	0	0	0	0	327	763
04:45 PM	0	430	0	1	0	0	431	0	0	0	0	0	0	0	321	0	0	0	0	321	752
Total	0	1676	0	4	0	0	1680	0	0	0	0	0	0	6	1302	1	0	0	0	1309	2989
05:00 PM	0	430	0	2	0	0	432	0	0	0	0	0	0	0	403	0	0	0	0	403	835
05:15 PM	0	427	0	0	0	0	427	0	0	0	0	0	0	0	352	0	0	0	0	352	779
05:30 PM	0	415	0	0	0	0	415	0	0	0	0	0	0	0	300	0	0	0	0	300	715
05:45 PM	0	369	0	0	0	0	369	0	0	0	0	0	0	0	305	0	0	0	0	305	674
Total	0	1641	0	2	0	0	1643	0	0	0	0	0	0	0	1360	0	0	0	0	1360	3003
Grand Total	0	8100	1	20	0	0	8121	0	0	4	0	0	4	21	8524	2	0	0	0	8547	16672
Apprch %	0	99.7	0	0.2	0	0		0	0	100	0	0		0.2	99.7	0	0	0	0		
Total %	0	48.6	0	0.1	0	0	48.7	0	0	0	0	0	0	0.1	51.1	0	0	0	0	51.3	
Passenger Cars	0	7687	1	20	0	0	7708	0	0	0	0	0	0	16	8112	2	0	0	0	8130	15838
% Passenger Cars	0	94.9	100	100	0	0	94.9	0	0	0	0	0	0	76.2	95.2	100	0	0	0	95.1	95
Heavy Vehicles	0	413	0	0	0	0	413	0	0	4	0	0	4	5	412	0	0	0	0	417	834
% Heavy Vehicles	0	5.1	0	0	0	0	5.1	0	0	100	0	0	100	23.8	4.8	0	0	0	0	4.9	5

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 910" E of NW 93 Court
 Federal Reserve Bank
 (MO 8)

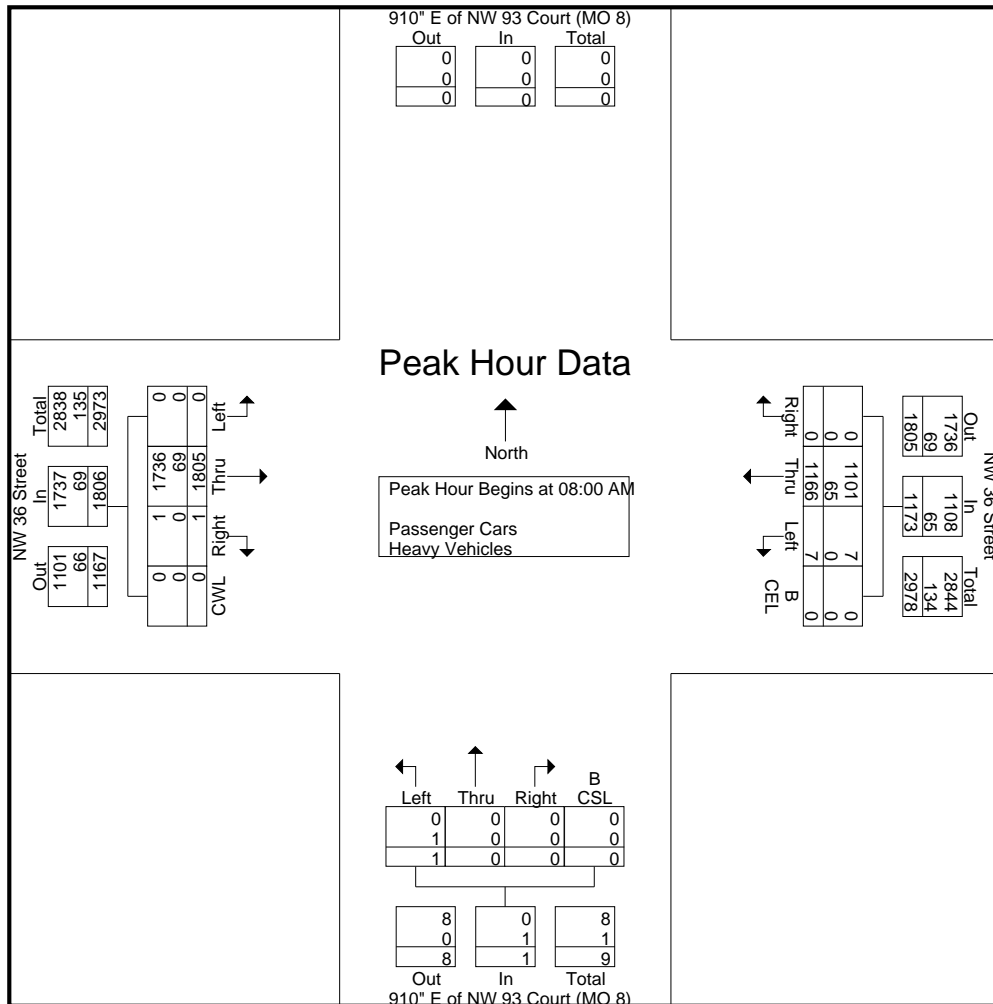
File Name : MO 8
 Site Code : 00800001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 36 Street Westbound							910" E of NW 93 Court (MO 8) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL		App. Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	278	0	2	0	0	280	0	0	0	0	0	0	0	443	0	0	0	0	0	443	723
08:15 AM	0	300	0	4	0	0	304	0	0	0	0	0	0	0	1 460	0	0	0	0	0	461	765
08:30 AM	0	294	0	0	0	0	294	0	0	0	0	0	0	0	469	0	0	0	0	0	469	763
08:45 AM	0	294	0	1	0	0	295	0	0	1	0	0	1	0	433	0	0	0	0	0	433	729
Total Volume	0	1166	0	7	0	0	1173	0	0	1	0	0	1	1	1805	0	0	0	0	0	1806	2980
% App. Total	0	99.4	0	0.6	0	0		0	0	100	0	0		0.1	99.9	0	0	0	0	0		
PHF	.000	.972	.000	.438	.000	.000	.965	.000	.000	.250	.000	.000	.250	.250	.962	.000	.000	.000	.000	.963	.974	
Passenger Cars	0	1101	0	7	0	0	1108	0	0	0	0	0	0	1	1736	0	0	0	0	0	1737	2845
% Passenger Cars	0	94.4	0	100	0	0	94.5	0	0	0	0	0	0	100	96.2	0	0	0	0	0	96.2	95.5
Heavy Vehicles	0	65	0	0	0	0	65	0	0	1	0	0	1	0	69	0	0	0	0	0	69	135
% Heavy Vehicles	0	5.6	0	0	0	0	5.5	0	0	100	0	0	100	0	3.8	0	0	0	0	0	3.8	4.5



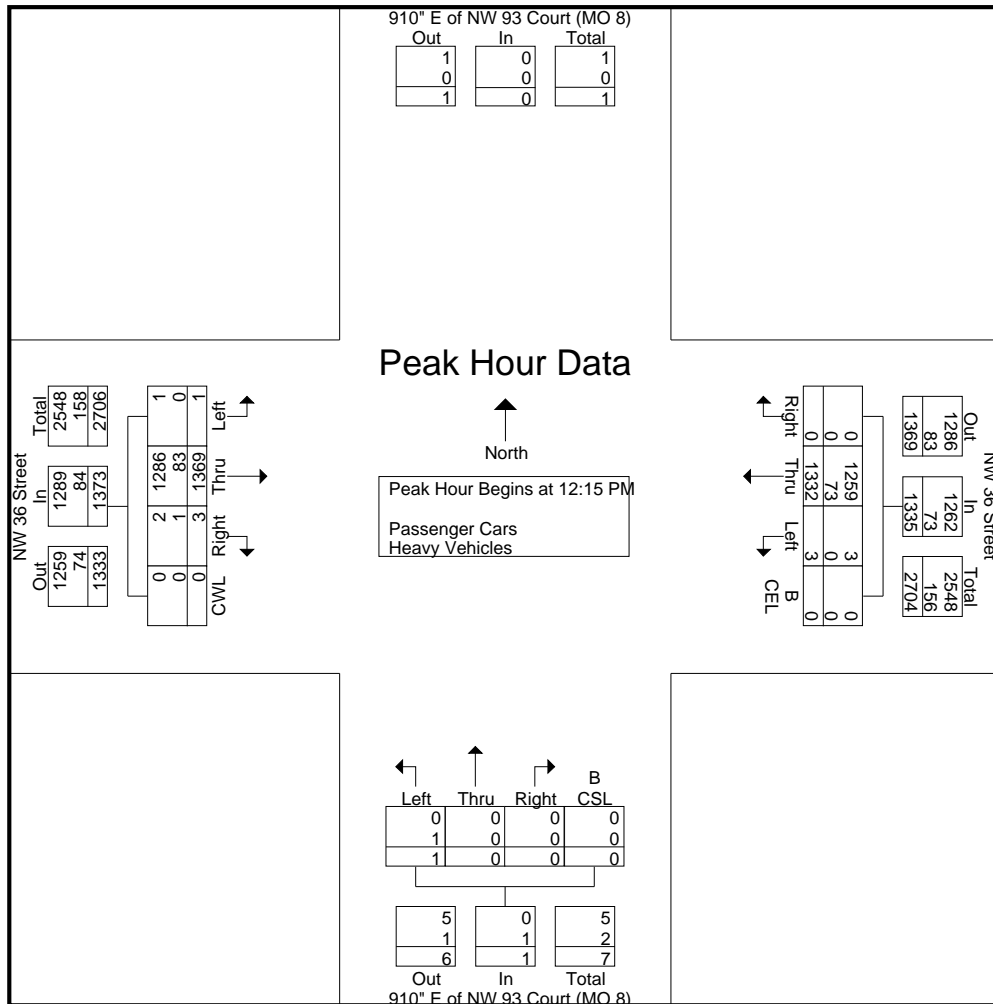
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9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 910" E of NW 93 Court
 Federal Reserve Bank
 (MO 8)

File Name : MO 8
 Site Code : 00800001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 36 Street Westbound							910" E of NW 93 Court (MO 8) Northbound							NW 36 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	App. Total		
Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 12:15 PM																						
12:15 PM	0	341	0	0	0	0	341	0	0	0	0	0	0	0	356	0	0	0	0	356	697	
12:30 PM	0	321	1	1	0	0	323	0	0	1	0	0	1	2	369	0	0	0	0	371	695	
12:45 PM	0	336	0	1	0	0	337	0	0	0	0	0	0	0	325	0	0	0	0	325	662	
01:00 PM	0	334	0	0	0	0	334	0	0	0	0	0	0	1	319	1	0	0	0	321	655	
Total Volume	0	1332	1	2	0	0	1335	0	0	1	0	0	1	3	1369	1	0	0	0	1373	2709	
% App. Total	0	99.8	0.1	0.1	0	0	0	0	0	100	0	0	0	0.2	99.7	0.1	0	0	0	0	0	
PHF	.000	.977	.250	.500	.000	.000	.979	.000	.000	.250	.000	.000	.250	.375	.928	.250	.000	.000	.000	.925	.972	
Passenger Cars	0	1259	1	2	0	0	1262	0	0	0	0	0	0	2	1286	1	0	0	0	1289	2551	
% Passenger Cars	0	94.5	100	100	0	0	94.5	0	0	0	0	0	0	66.7	93.9	100	0	0	0	93.9	94.2	
Heavy Vehicles	0	73	0	0	0	0	73	0	0	1	0	0	1	1	83	0	0	0	0	84	158	
% Heavy Vehicles	0	5.5	0	0	0	0	5.5	0	0	100	0	0	100	33.3	6.1	0	0	0	0	6.1	5.8	



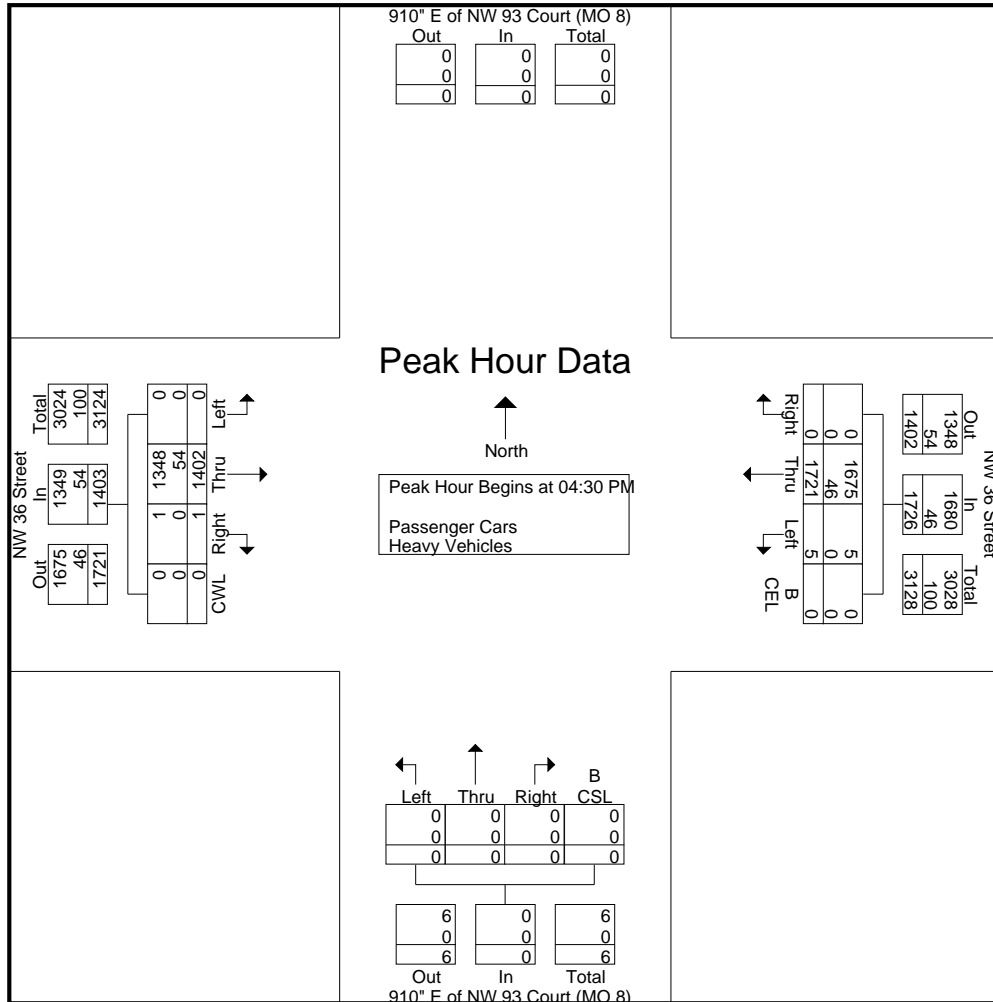
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 910" E of NW 93 Court
 Federal Reserve Bank
 (MO 8)

File Name : MO 8
 Site Code : 00800001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 36 Street Westbound							910" E of NW 93 Court (MO 8) Northbound							NW 36 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	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	434	0	2	0	0	436	0	0	0	0	0	0	1	326	0	0	0	0	0	327	763
04:45 PM	0	430	0	1	0	0	431	0	0	0	0	0	0	0	321	0	0	0	0	0	321	752
05:00 PM	0	430	0	2	0	0	432	0	0	0	0	0	0	0	403	0	0	0	0	0	403	835
05:15 PM	0	427	0	0	0	0	427	0	0	0	0	0	0	0	352	0	0	0	0	0	352	779
Total Volume	0	1721	0	5	0	0	1726	0	0	0	0	0	0	1	1402	0	0	0	0	0	1403	3129
% App. Total	0	99.7	0	0.3	0	0	99.7	0	0	0	0	0	0	0.1	99.9	0	0	0	0	0	99.9	3129
PHF	.000	.991	.000	.625	.000	.000	.990	.000	.000	.000	.000	.000	.000	.250	.870	.000	.000	.000	.000	.000	.870	.937
Passenger Cars	0	1675	0	5	0	0	1680	0	0	0	0	0	0	1	1348	0	0	0	0	0	1349	3029
% Passenger Cars	0	97.3	0	100	0	0	97.3	0	0	0	0	0	0	100	96.1	0	0	0	0	0	96.2	96.8
Heavy Vehicles	0	46	0	0	0	0	46	0	0	0	0	0	0	0	54	0	0	0	0	0	54	100
% Heavy Vehicles	0	2.7	0	0	0	0	2.7	0	0	0	0	0	0	0	3.9	0	0	0	0	0	3.8	3.2



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1250" E of NW 93 Court
 Federal Reserve Bank
 (MO 9)

File Name : MO 9
 Site Code : 00900001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 36 Street Westbound							NW 36 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	
08:00 AM	0	280	0	0	0	0	280	0	443	0	0	0	0	443	723
08:15 AM	0	304	0	0	0	0	304	0	460	0	0	0	0	460	764
08:30 AM	0	294	0	0	0	0	294	0	469	0	0	0	0	469	763
08:45 AM	0	295	0	0	0	0	295	0	433	0	0	0	0	433	728
Total	0	1173	0	0	0	0	1173	0	1805	0	0	0	0	1805	2978
09:00 AM	0	279	0	0	0	0	279	0	378	0	0	0	0	378	657
09:15 AM	0	255	0	0	0	0	255	0	356	0	0	0	0	356	611
09:30 AM	0	243	0	0	0	0	243	0	360	0	0	0	0	360	603
09:45 AM	0	249	0	0	0	0	249	0	346	0	0	0	0	346	595
Total	0	1026	0	0	0	0	1026	0	1440	0	0	0	0	1440	2466
*** BREAK ***															
12:00 PM	0	314	0	0	0	0	314	0	309	0	0	0	0	309	623
12:15 PM	0	341	0	0	0	0	341	0	356	0	0	0	0	356	697
12:30 PM	0	322	1	0	0	0	323	0	369	1	0	0	0	370	693
12:45 PM	0	337	0	0	0	0	337	0	325	0	0	0	0	325	662
Total	0	1314	1	0	0	0	1315	0	1359	1	0	0	0	1360	2675
01:00 PM	0	334	0	0	0	0	334	0	319	0	0	0	0	319	653
01:15 PM	0	317	1	0	0	0	318	0	316	0	0	0	0	316	634
01:30 PM	0	333	0	0	0	0	333	0	300	0	0	0	0	300	633
01:45 PM	0	299	0	0	0	0	299	0	322	1	0	0	0	323	622
Total	0	1283	1	0	0	0	1284	0	1257	1	0	0	0	1258	2542
*** BREAK ***															
04:00 PM	0	406	1	0	0	0	407	0	340	0	0	0	0	340	747
04:15 PM	0	407	0	0	0	0	407	0	315	0	0	0	0	315	722
04:30 PM	0	436	0	0	0	0	436	0	326	0	0	0	0	326	762
04:45 PM	0	431	0	0	0	0	431	0	321	0	0	0	0	321	752
Total	0	1680	1	0	0	0	1681	0	1302	0	0	0	0	1302	2983
05:00 PM	0	432	0	0	0	0	432	0	403	0	0	0	0	403	835
05:15 PM	0	427	0	0	0	0	427	0	352	0	0	0	0	352	779
05:30 PM	0	414	0	0	0	0	414	0	299	1	0	0	0	300	714
05:45 PM	0	387	0	0	0	0	387	0	305	0	0	0	0	305	692
Total	0	1660	0	0	0	0	1660	0	1359	1	0	0	0	1360	3020
Grand Total	0	8136	3	0	0	0	8139	0	8522	3	0	0	0	8525	16664
Apprch %	0	100	0	0	0	0	100	0	100	0	0	0	0	100	
Total %	0	48.8	0	0	0	0	48.8	0	51.1	0	0	0	0	51.2	
Passenger Cars	0	7723	3	0	0	0	7726	0	8110	3	0	0	0	8113	15839
% Passenger Cars	0	94.9	100	0	0	0	94.9	0	95.2	100	0	0	0	95.2	95
Heavy Vehicles	0	413	0	0	0	0	413	0	412	0	0	0	0	412	825
% Heavy Vehicles	0	5.1	0	0	0	0	5.1	0	4.8	0	0	0	0	4.8	5

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

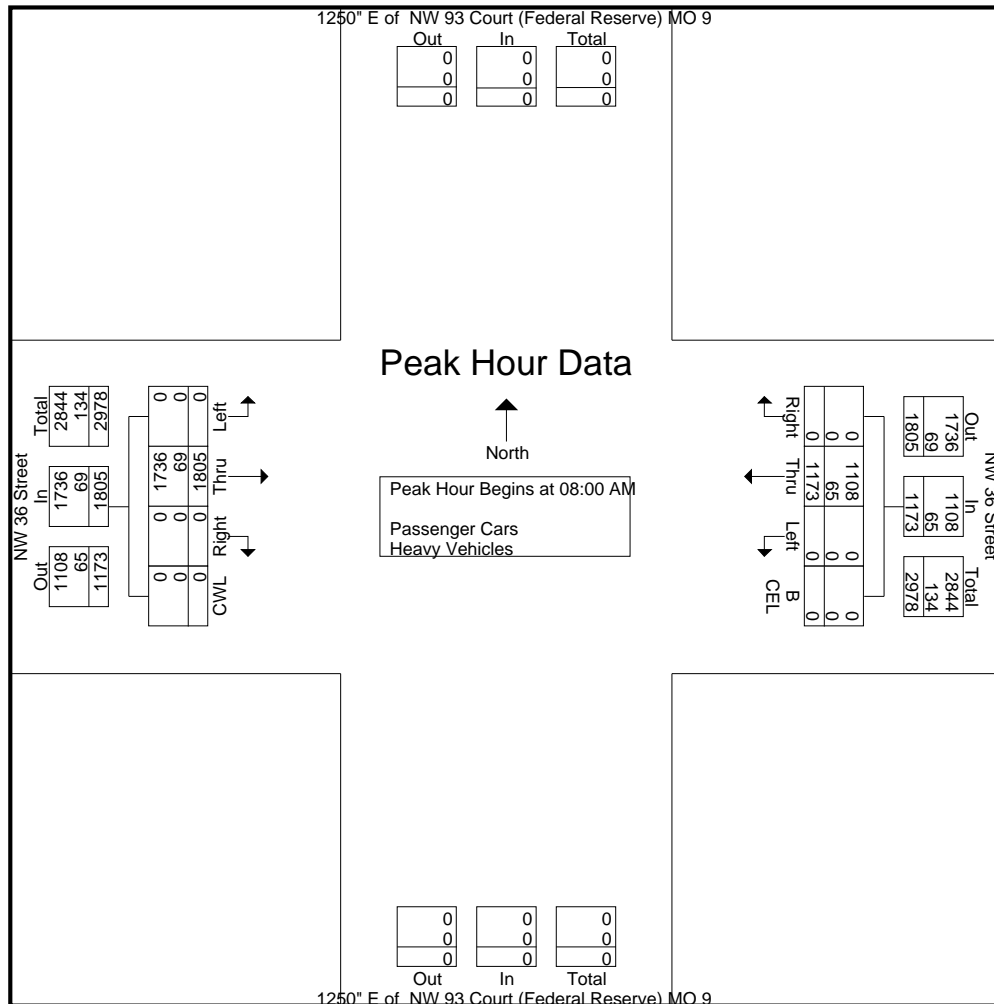
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1250" E of NW 93 Court
 Federal Reserve Bank
 (MO 9)

File Name : MO 9
 Site Code : 00900001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 36 Street Westbound							NW 36 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	0	280	0	0	0	0	280	0	443	0	0	0	0	443	723
08:15 AM	0	304	0	0	0	0	304	0	460	0	0	0	0	460	764
08:30 AM	0	294	0	0	0	0	294	0	469	0	0	0	0	469	763
08:45 AM	0	295	0	0	0	0	295	0	433	0	0	0	0	433	728
Total Volume	0	1173	0	0	0	0	1173	0	1805	0	0	0	0	1805	2978
% App. Total	0	100	0	0	0	0	100	0	100	0	0	0	0	100	100
PHF	.000	.965	.000	.000	.000	.000	.965	.000	.962	.000	.000	.000	.000	.962	.974
Passenger Cars	0	1108	0	0	0	0	1108	0	1736	0	0	0	0	1736	2844
% Passenger Cars	0	94.5	0	0	0	0	94.5	0	96.2	0	0	0	0	96.2	95.5
Heavy Vehicles	0	65	0	0	0	0	65	0	69	0	0	0	0	69	134
% Heavy Vehicles	0	5.5	0	0	0	0	5.5	0	3.8	0	0	0	0	3.8	4.5



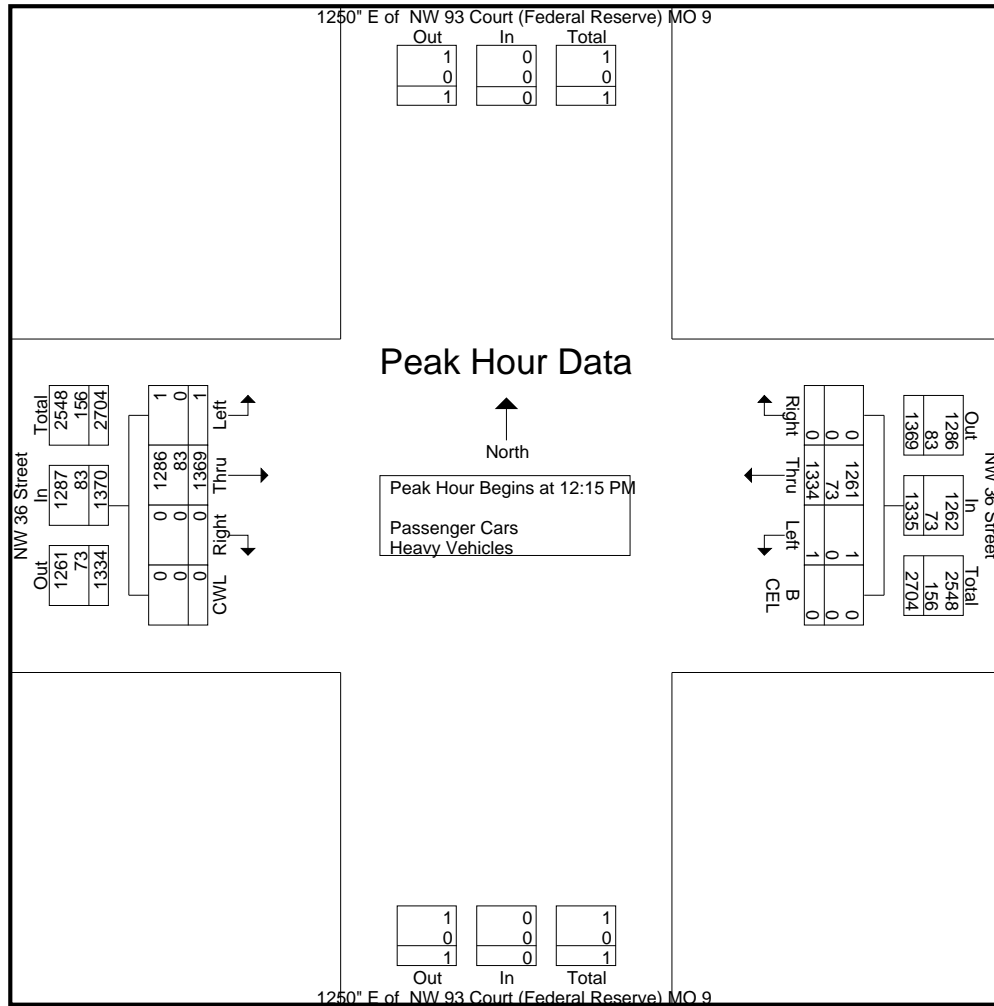
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1250" E of NW 93 Court
 Federal Reserve Bank
 (MO 9)

File Name : MO 9
 Site Code : 00900001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 36 Street Westbound							NW 36 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 12:15 PM															
12:15 PM	0	341	0	0	0	0	341	0	356	0	0	0	0	356	697
12:30 PM	0	322	1	0	0	0	323	0	369	1	0	0	0	370	693
12:45 PM	0	337	0	0	0	0	337	0	325	0	0	0	0	325	662
01:00 PM	0	334	0	0	0	0	334	0	319	0	0	0	0	319	653
Total Volume	0	1334	1	0	0	0	1335	0	1369	1	0	0	0	1370	2705
% App. Total	0	99.9	0.1	0	0	0	0	0	99.9	0.1	0	0	0	0	0
PHF	.000	.978	.250	.000	.000	.000	.979	.000	.928	.250	.000	.000	.000	.926	.970
Passenger Cars	0	1261	1	0	0	0	1262	0	1286	1	0	0	0	1287	2549
% Passenger Cars	0	94.5	100	0	0	0	94.5	0	93.9	100	0	0	0	93.9	94.2
Heavy Vehicles	0	73	0	0	0	0	73	0	83	0	0	0	0	83	156
% Heavy Vehicles	0	5.5	0	0	0	0	5.5	0	6.1	0	0	0	0	6.1	5.8



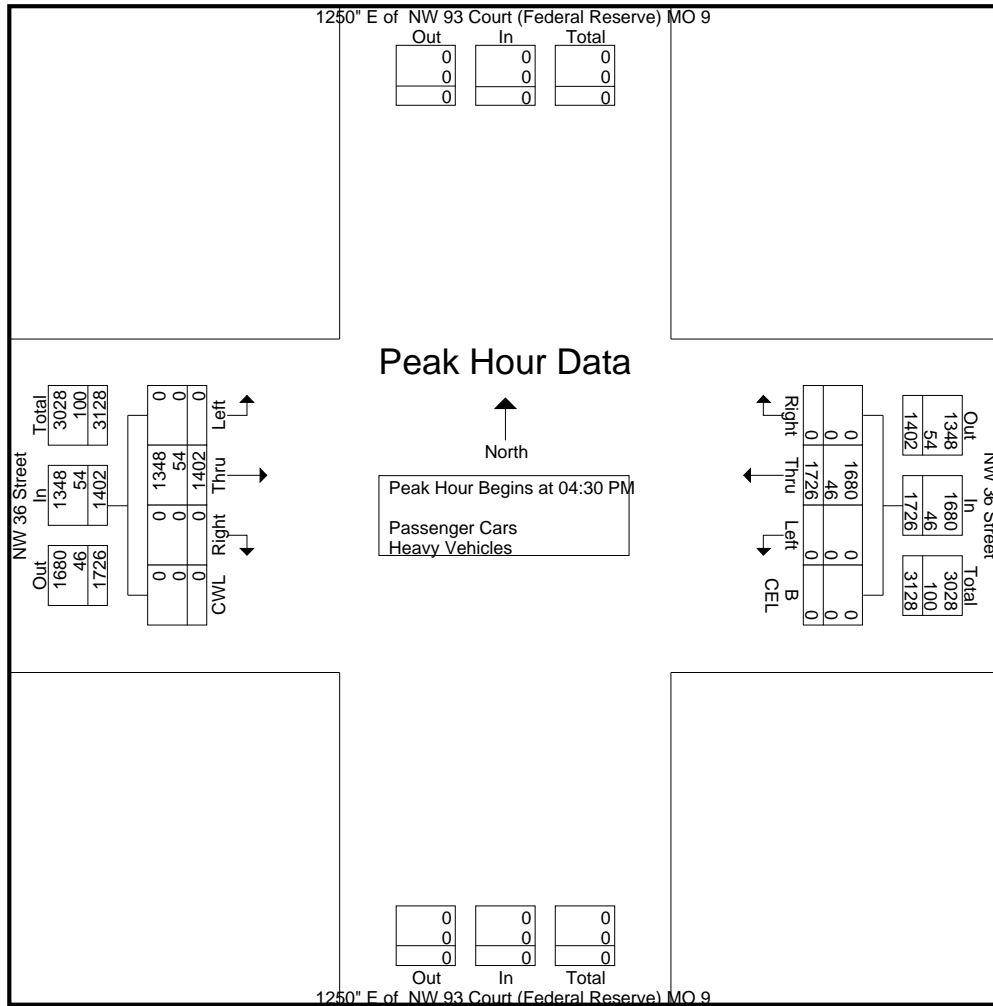
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1250" E of NW 93 Court
 Federal Reserve Bank
 (MO 9)

File Name : MO 9
 Site Code : 00900001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 36 Street Westbound							NW 36 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left U - Turns	Left	P CWL	CWL	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	436	0	0	0	0	436	0	326	0	0	0	0	326	762
04:45 PM	0	431	0	0	0	0	431	0	321	0	0	0	0	321	752
05:00 PM	0	432	0	0	0	0	432	0	403	0	0	0	0	403	835
05:15 PM	0	427	0	0	0	0	427	0	352	0	0	0	0	352	779
Total Volume	0	1726	0	0	0	0	1726	0	1402	0	0	0	0	1402	3128
% App. Total	0	100	0	0	0	0	100	0	100	0	0	0	0	100	3128
PHF	.000	.990	.000	.000	.000	.000	.990	.000	.870	.000	.000	.000	.000	.870	.937
Passenger Cars	0	1680	0	0	0	0	1680	0	1348	0	0	0	0	1348	3028
% Passenger Cars	0	97.3	0	0	0	0	97.3	0	96.1	0	0	0	0	96.1	96.8
Heavy Vehicles	0	46	0	0	0	0	46	0	54	0	0	0	0	54	100
% Heavy Vehicles	0	2.7	0	0	0	0	2.7	0	3.9	0	0	0	0	3.9	3.2



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1600" E of NW 93 Court
 (Federal Reserve Bank)
 (MO 10)

File Name : MO 10
 Site Code : 00100001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 36 Street Westbound							1600" E of NW 93 Court (Federal Reserve Bank) Northbound					NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Bank of Atlanta	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	
08:00 AM	0	280	0	0	0	0	280	0	0	0	0	0	443	0	0	0	0	443	723
08:15 AM	0	304	0	0	0	0	304	0	0	0	0	0	460	0	0	0	0	460	764
08:30 AM	0	294	0	0	0	0	294	0	0	0	0	0	469	0	0	0	0	469	763
08:45 AM	0	295	0	0	0	0	295	1	0	0	0	1	433	0	0	0	0	433	729
Total	0	1173	0	0	0	0	1173	1	0	0	0	1	1805	0	0	0	0	1805	2979
09:00 AM	0	279	0	0	0	0	279	0	0	0	0	0	378	0	0	0	0	378	657
09:15 AM	0	255	0	0	0	0	255	0	0	0	0	0	356	0	0	0	0	356	611
09:30 AM	0	243	0	0	0	0	243	0	0	0	0	0	360	0	0	0	0	360	603
09:45 AM	0	248	0	0	0	0	248	1	1	0	0	2	346	0	0	0	0	346	596
Total	0	1025	0	0	0	0	1025	1	1	0	0	2	1440	0	0	0	0	1440	2467
*** BREAK ***																			
12:00 PM	0	312	0	0	0	0	312	1	2	0	0	3	309	0	0	0	0	309	624
12:15 PM	0	341	0	0	0	0	341	1	0	0	0	1	356	0	0	0	0	356	698
12:30 PM	0	323	0	0	0	0	323	0	0	0	0	0	370	0	0	0	0	370	693
12:45 PM	0	337	0	0	0	0	337	1	0	0	0	1	325	0	0	0	0	325	663
Total	0	1313	0	0	0	0	1313	3	2	0	0	5	1360	0	0	0	0	1360	2678
01:00 PM	0	334	0	0	0	0	334	2	0	0	0	2	319	0	0	0	0	319	655
01:15 PM	0	317	0	0	0	0	317	0	1	0	0	1	317	0	0	0	0	317	635
01:30 PM	0	330	0	0	0	0	330	0	3	0	0	3	300	0	0	0	0	300	633
01:45 PM	0	298	0	0	0	0	298	1	1	0	0	2	322	0	0	0	0	322	622
Total	0	1279	0	0	0	0	1279	3	5	0	0	8	1258	0	0	0	0	1258	2545
*** BREAK ***																			
04:00 PM	0	406	0	0	0	0	406	1	1	0	0	2	341	0	0	0	0	341	749
04:15 PM	0	405	0	0	0	0	405	3	2	0	0	5	315	0	0	0	0	315	725
04:30 PM	0	433	1	0	0	0	434	0	2	0	0	2	326	1	0	0	0	327	763
04:45 PM	0	431	0	0	0	0	431	2	0	0	0	2	321	0	0	0	0	321	754
Total	0	1675	1	0	0	0	1676	6	5	0	0	11	1303	1	0	0	0	1304	2991
05:00 PM	0	432	0	0	0	0	432	1	0	0	0	1	403	0	0	0	0	403	836
05:15 PM	0	425	0	0	0	0	425	5	2	0	0	7	352	0	0	0	0	352	784
05:30 PM	0	411	0	0	0	0	411	0	3	0	0	3	299	0	0	0	0	299	713
05:45 PM	0	386	0	0	0	0	386	5	1	0	0	6	305	0	0	0	0	305	697
Total	0	1654	0	0	0	0	1654	11	6	0	0	17	1359	0	0	0	0	1359	3030
Grand Total	0	8119	1	0	0	0	8120	25	19	0	0	44	8525	1	0	0	0	8526	16690
Apprch %	0	100	0	0	0	0		56.8	43.2	0	0		100	0	0	0	0		
Total %	0	48.6	0	0	0	0	48.7	0.1	0.1	0	0	0.3	51.1	0	0	0	0	51.1	
Passenger Cars	0	7711	0	0	0	0	7711	19	14	0	0	33	8113	1	0	0	0	8114	15858
% Passenger Cars	0	95	0	0	0	0	95	76	73.7	0	0	75	95.2	100	0	0	0	95.2	95
Heavy Vehicles	0	408	1	0	0	0	409	6	5	0	0	11	412	0	0	0	0	412	832
% Heavy Vehicles	0	5	100	0	0	0	5	24	26.3	0	0	25	4.8	0	0	0	0	4.8	5

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

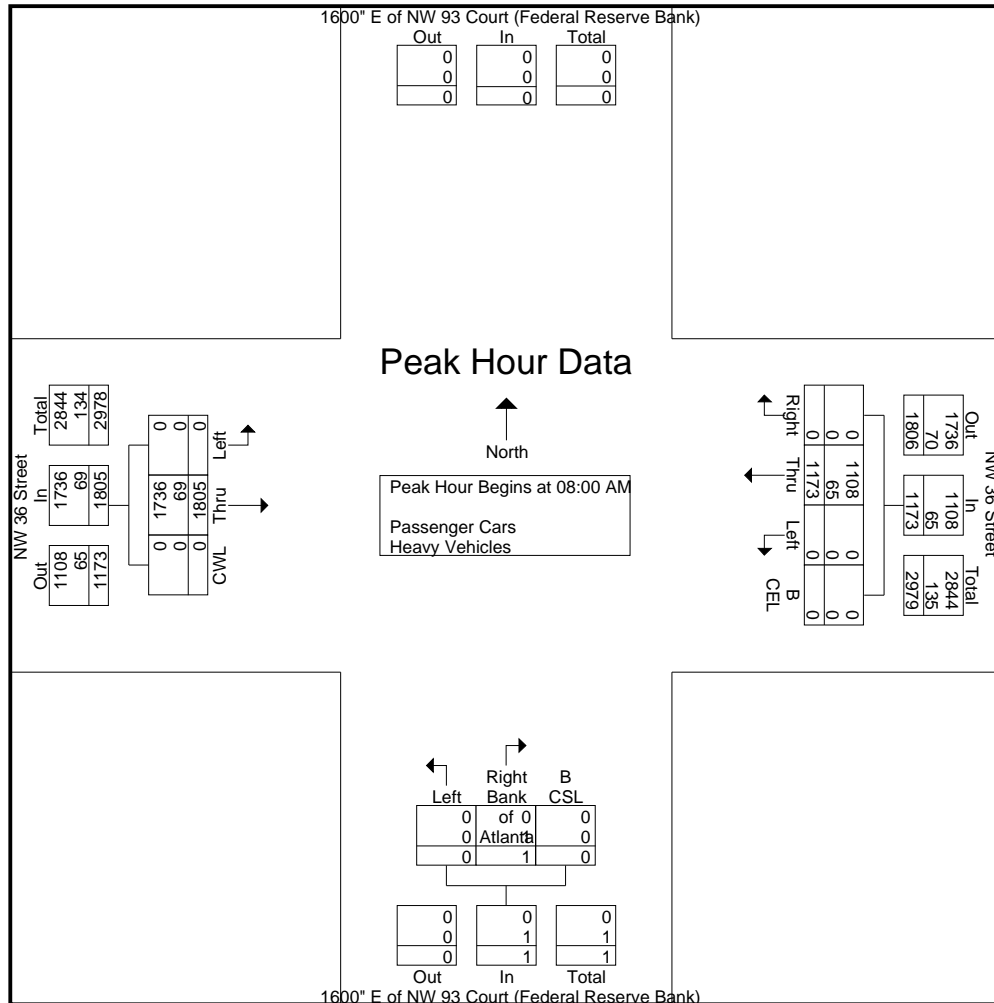
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1600" E of NW 93 Court
 (Federal Reserve Bank)
 (MO 10)

File Name : MO 10
 Site Code : 00100001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 36 Street Westbound							1600" E of NW 93 Court (Federal Reserve Bank) Northbound					NW 36 Street Eastbound						Int. Total	
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Bank of Atlanta	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Left	P CWL	CWL	App. Total		
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	0	280	0	0	0	0	280	0	0	0	0	0	443	0	0	0	0	0	443	723
08:15 AM	0	304	0	0	0	0	304	0	0	0	0	0	460	0	0	0	0	0	460	764
08:30 AM	0	294	0	0	0	0	294	0	0	0	0	0	469	0	0	0	0	0	469	763
08:45 AM	0	295	0	0	0	0	295	1	0	0	0	1	433	0	0	0	0	0	433	729
Total Volume	0	1173	0	0	0	0	1173	1	0	0	0	1	1805	0	0	0	0	0	1805	2979
% App. Total	0	100	0	0	0	0	100	.250	.000	.000	.000	.250	.100	.000	.000	.000	.000	.000	.100	.975
PHF	.000	.965	.000	.000	.000	.000	.965	.250	.000	.000	.000	.250	.962	.000	.000	.000	.000	.000	.962	.975
Passenger Cars	0	1108	0	0	0	0	1108	0	0	0	0	0	1736	0	0	0	0	0	1736	2844
% Passenger Cars	0	94.5	0	0	0	0	94.5	0	0	0	0	0	96.2	0	0	0	0	0	96.2	95.5
Heavy Vehicles	0	65	0	0	0	0	65	1	0	0	0	1	69	0	0	0	0	0	69	135
% Heavy Vehicles	0	5.5	0	0	0	0	5.5	100	0	0	0	100	3.8	0	0	0	0	0	3.8	4.5



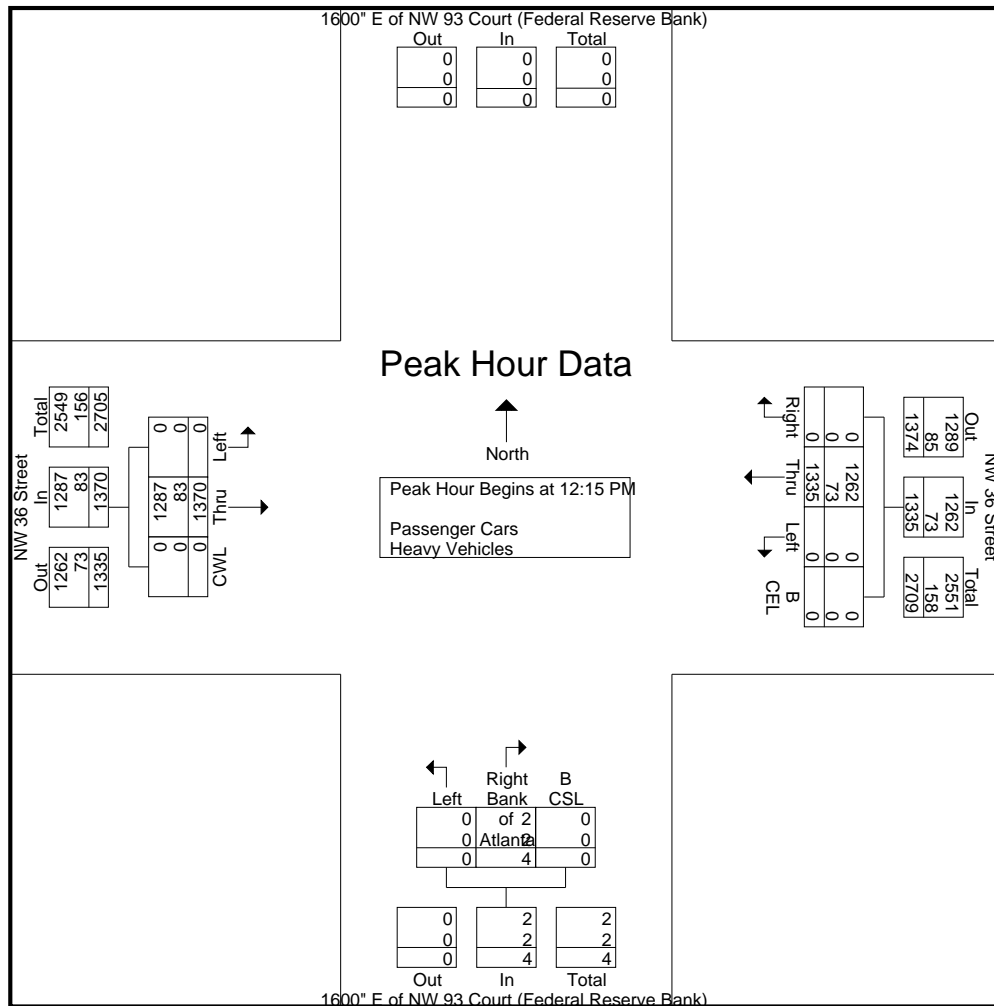
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1600" E of NW 93 Court
 (Federal Reserve Bank)
 (MO 10)

File Name : MO 10
 Site Code : 00100001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 36 Street Westbound							1600" E of NW 93 Court (Federal Reserve Bank) Northbound					NW 36 Street Eastbound					Int. Total	
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Bank of Atlanta	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Left	P CWL	CWL		App. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:15 PM																			
12:15 PM	0	341	0	0	0	0	341	1	0	0	0	1	356	0	0	0	0	356	698
12:30 PM	0	323	0	0	0	0	323	0	0	0	0	0	370	0	0	0	0	370	693
12:45 PM	0	337	0	0	0	0	337	1	0	0	0	1	325	0	0	0	0	325	663
01:00 PM	0	334	0	0	0	0	334	2	0	0	0	2	319	0	0	0	0	319	655
Total Volume	0	1335	0	0	0	0	1335	4	0	0	0	4	1370	0	0	0	0	1370	2709
% App. Total	0	100	0	0	0	0	100	100	0	0	0	100	100	0	0	0	0	100	2709
PHF	.000	.979	.000	.000	.000	.000	.979	.500	.000	.000	.000	.500	.926	.000	.000	.000	.000	.926	.970
Passenger Cars	0	1262	0	0	0	0	1262	2	0	0	0	2	1287	0	0	0	0	1287	2551
% Passenger Cars	0	94.5	0	0	0	0	94.5	50.0	0	0	0	50.0	93.9	0	0	0	0	93.9	94.2
Heavy Vehicles	0	73	0	0	0	0	73	2	0	0	0	2	83	0	0	0	0	83	158
% Heavy Vehicles	0	5.5	0	0	0	0	5.5	50.0	0	0	0	50.0	6.1	0	0	0	0	6.1	5.8



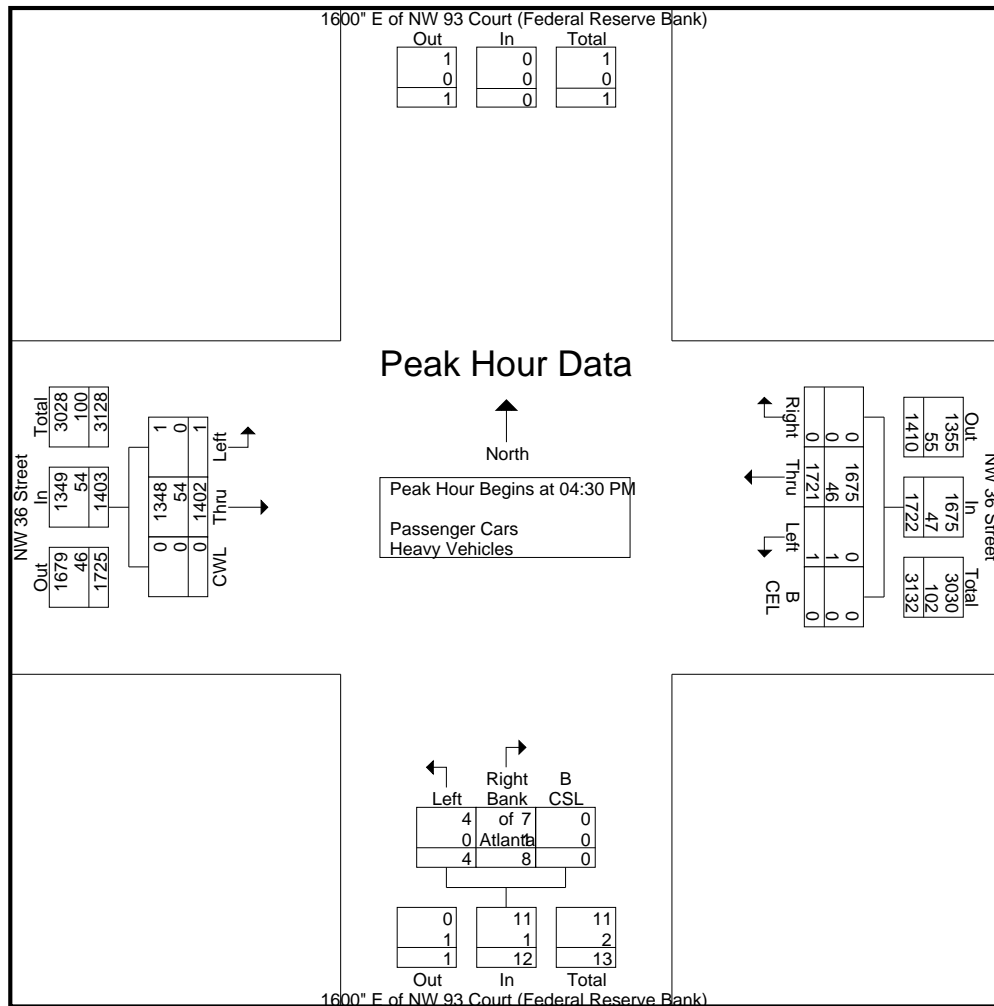
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1600" E of NW 93 Court
 (Federal Reserve Bank)
 (MO 10)

File Name : MO 10
 Site Code : 00100001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 36 Street Westbound							1600" E of NW 93 Court (Federal Reserve Bank) Northbound					NW 36 Street Eastbound					Int. Total	
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Bank of Atlanta	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Left	P CWL	CWL		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	433	1	0	0	0	434	0	2	0	0	2	326	1	0	0	0	327	763
04:45 PM	0	431	0	0	0	0	431	2	0	0	0	2	321	0	0	0	0	321	754
05:00 PM	0	432	0	0	0	0	432	1	0	0	0	1	403	0	0	0	0	403	836
05:15 PM	0	425	0	0	0	0	425	5	2	0	0	7	352	0	0	0	0	352	784
Total Volume	0	1721	1	0	0	0	1722	8	4	0	0	12	1402	1	0	0	0	1403	3137
% App. Total	0	99.9	0.1	0	0	0	99.9	66.7	33.3	0	0	42.9	99.9	0.1	0	0	0	99.9	313.7
PHF	.000	.994	.250	.000	.000	.000	.992	.400	.500	.000	.000	.429	.870	.250	.000	.000	.000	.870	.938
Passenger Cars	0	1675	0	0	0	0	1675	7	4	0	0	11	1348	1	0	0	0	1349	3035
% Passenger Cars	0	97.3	0	0	0	0	97.3	87.5	100	0	0	91.7	96.1	100	0	0	0	96.2	96.7
Heavy Vehicles	0	46	1	0	0	0	47	1	0	0	0	1	54	0	0	0	0	54	102
% Heavy Vehicles	0	2.7	100	0	0	0	2.7	12.5	0	0	0	8.3	3.9	0	0	0	0	3.8	3.3



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1800" E of NW 93 Court
 (AT&T)
 (MO 11)

File Name : MO 11
 Site Code : 00110001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 36 Street Westbound							1800" E of NW 93 Court (AT&T) MO 11 Northbound					NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right AT&T Driveway	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Right AT&T Driveway	P CWL	CWL	App. Total	
08:00 AM	0	280	0	0	0	0	280	1	0	0	1	2	441	0	1	0	0	442	724
08:15 AM	0	304	0	0	0	0	304	4	0	0	0	4	456	0	0	0	0	456	764
08:30 AM	0	294	1	1	0	0	296	3	0	0	0	3	464	0	2	0	0	466	765
08:45 AM	0	295	0	0	0	0	295	3	0	0	0	3	429	0	1	0	0	430	728
Total	0	1173	1	1	0	0	1175	11	0	0	1	12	1790	0	4	0	0	1794	2981
09:00 AM	0	278	1	0	0	0	279	2	1	0	0	3	376	0	0	0	0	376	658
09:15 AM	0	255	0	0	0	0	255	0	0	0	0	0	356	0	0	0	0	356	611
09:30 AM	0	243	0	0	0	0	243	0	0	0	1	1	360	0	0	0	0	360	604
09:45 AM	0	248	0	0	0	0	248	1	0	0	0	1	345	0	0	0	0	345	594
Total	0	1024	1	0	0	0	1025	3	1	0	1	5	1437	0	0	0	0	1437	2467
*** BREAK ***																			
12:00 PM	0	311	0	1	0	0	312	0	1	0	0	1	310	0	0	0	0	310	623
12:15 PM	0	341	0	0	0	0	341	1	0	0	0	1	356	0	1	0	0	357	699
12:30 PM	0	323	1	0	0	0	324	0	0	0	0	0	369	0	1	0	0	370	694
12:45 PM	0	337	0	2	0	0	339	1	0	0	0	1	324	0	2	0	0	326	666
Total	0	1312	1	3	0	0	1316	2	1	0	0	3	1359	0	4	0	0	1363	2682
01:00 PM	0	332	0	2	0	0	334	0	2	0	0	2	320	0	0	0	0	320	656
01:15 PM	0	316	0	0	0	0	316	0	1	0	0	1	317	0	0	0	0	317	634
01:30 PM	0	329	0	0	0	0	329	0	1	0	0	1	300	0	0	0	0	300	630
01:45 PM	0	298	0	1	0	0	299	1	0	0	1	2	322	0	0	0	0	322	623
Total	0	1275	0	3	0	0	1278	1	4	0	1	6	1259	0	0	0	0	1259	2543
*** BREAK ***																			
04:00 PM	0	406	0	0	0	0	406	0	0	0	1	1	342	0	0	0	0	342	749
04:15 PM	0	405	0	0	0	0	405	1	0	0	0	1	317	0	0	0	0	317	723
04:30 PM	0	433	0	1	0	0	434	0	0	0	0	0	325	0	1	0	0	326	760
04:45 PM	0	431	0	2	0	0	433	2	0	0	2	4	321	0	0	0	0	321	758
Total	0	1675	0	3	0	0	1678	3	0	0	3	6	1305	0	1	0	0	1306	2990
05:00 PM	0	431	0	0	0	0	431	0	1	0	1	2	404	0	0	0	0	404	837
05:15 PM	0	423	1	0	0	0	424	1	2	2	0	5	354	0	1	0	0	355	784
05:30 PM	0	411	0	0	0	0	411	1	0	3	0	4	297	0	1	0	0	298	713
05:45 PM	0	386	1	0	0	0	387	0	0	0	0	0	310	0	0	0	0	310	697
Total	0	1651	2	0	0	0	1653	2	3	5	1	11	1365	0	2	0	0	1367	3031
Grand Total	0	8110	5	10	0	0	8125	22	9	5	7	43	8515	0	11	0	0	8526	16694
Apprch %	0	99.8	0.1	0.1	0	0		51.2	20.9	11.6	16.3		99.9	0	0.1	0	0		
Total %	0	48.6	0	0.1	0	0	48.7	0.1	0.1	0	0	0.3	51	0	0.1	0	0	51.1	
Passenger Cars	0	7703	5	10	0	0	7718	20	8	5	7	40	8103	0	9	0	0	8112	15870
% Passenger Cars	0	95	100	100	0	0	95	90.9	88.9	100	100	93	95.2	0	81.8	0	0	95.1	95.1
Heavy Vehicles	0	407	0	0	0	0	407	2	1	0	0	3	412	0	2	0	0	414	824
% Heavy Vehicles	0	5	0	0	0	0	5	9.1	11.1	0	0	7	4.8	0	18.2	0	0	4.9	4.9

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

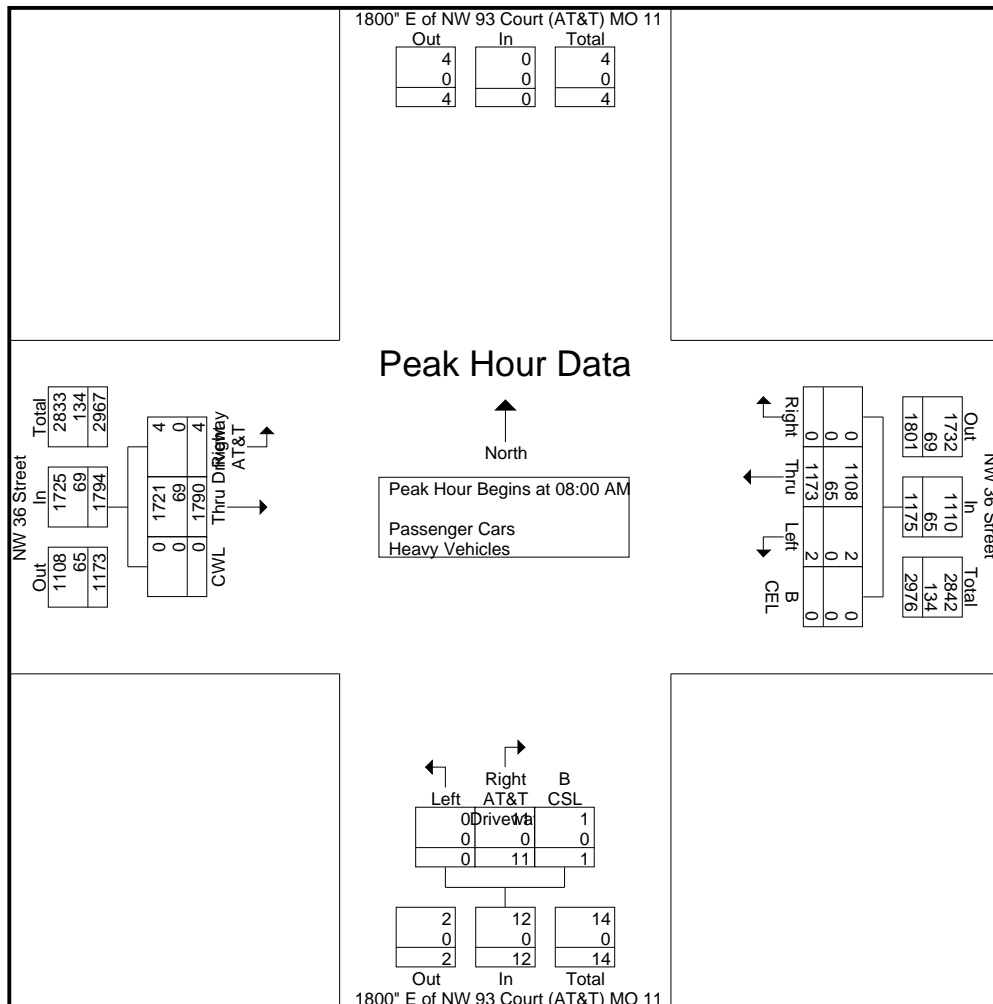
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1800" E of NW 93 Court
 (AT&T)
 (MO 11)

File Name : MO 11
 Site Code : 00110001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 36 Street Westbound						1800" E of NW 93 Court (AT&T) MO 11 Northbound					NW 36 Street Eastbound						Int. Total	
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right AT&T Driveway	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Right AT&T Driveway	P CWL	CWL		App. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	0	280	0	0	0	0	280	1	0	0	1	2	441	0	1	0	0	442	724
08:15 AM	0	304	0	0	0	0	304	4	0	0	0	4	456	0	0	0	0	456	764
08:30 AM	0	294	1	1	0	0	296	3	0	0	0	3	464	0	2	0	0	466	765
08:45 AM	0	295	0	0	0	0	295	3	0	0	0	3	429	0	1	0	0	430	728
Total Volume	0	1173	1	1	0	0	1175	11	0	0	1	12	1790	0	4	0	0	1794	2981
% App. Total	0	99.8	0.1	0.1	0	0	99.8	68.8	0	0	8.3	99.8	99.8	0	0.2	0	0	99.8	99.8
PHF	.000	.965	.250	.250	.000	.000	.966	.688	.000	.000	.250	.750	.964	.000	.500	.000	.000	.962	.974
Passenger Cars	0	1108	1	1	0	0	1110	11	0	0	1	12	1721	0	4	0	0	1725	2847
% Passenger Cars	0	94.5	100	100	0	0	94.5	100	0	0	100	100	96.1	0	100	0	0	96.2	95.5
Heavy Vehicles	0	65	0	0	0	0	65	0	0	0	0	0	69	0	0	0	0	69	134
% Heavy Vehicles	0	5.5	0	0	0	0	5.5	0	0	0	0	0	3.9	0	0	0	0	3.8	4.5



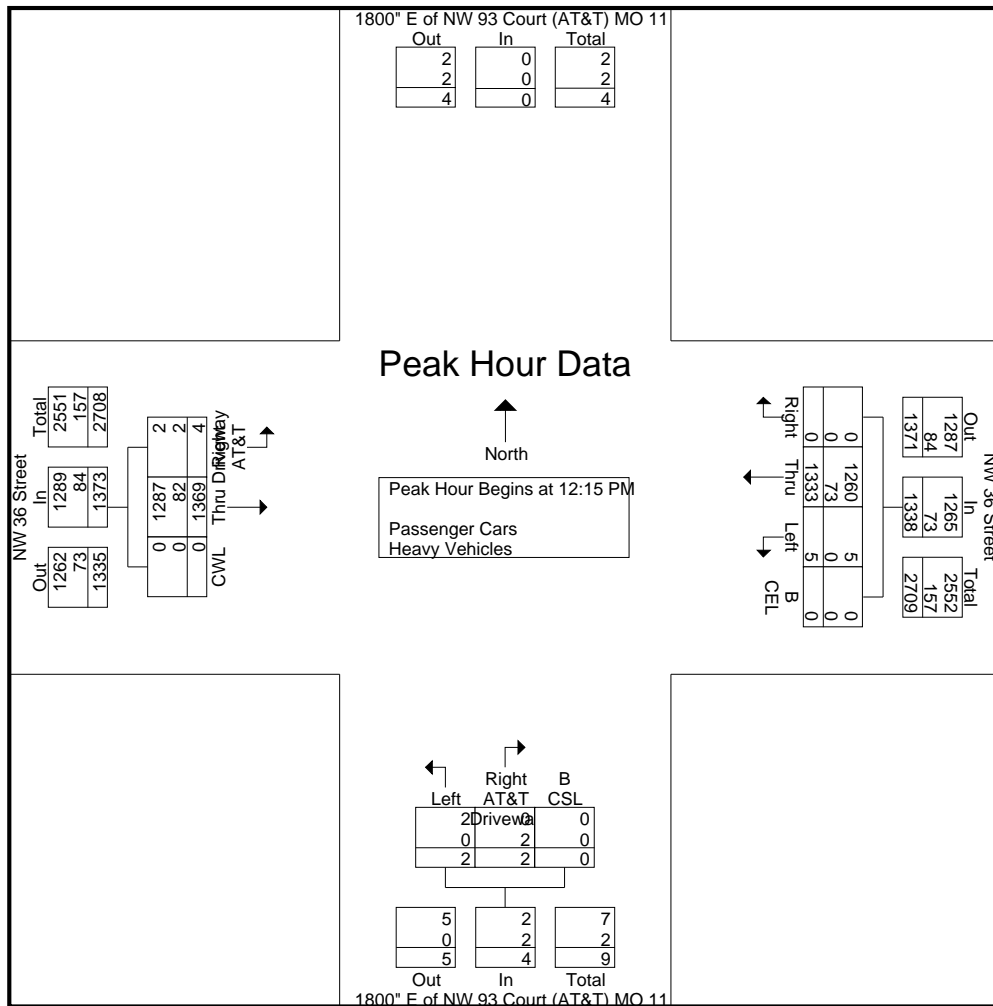
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1800" E of NW 93 Court
 (AT&T)
 (MO 11)

File Name : MO 11
 Site Code : 00110001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 36 Street Westbound						1800" E of NW 93 Court (AT&T) MO 11 Northbound				NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right AT&T Driveway	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Right AT&T Driveway	P CWL		CWL	App. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:15 PM																			
12:15 PM	0	341	0	0	0	0	341	1	0	0	0	1	356	0	1	0	0	357	699
12:30 PM	0	323	1	0	0	0	324	0	0	0	0	0	369	0	1	0	0	370	694
12:45 PM	0	337	0	2	0	0	339	1	0	0	0	1	324	0	2	0	0	326	666
01:00 PM	0	332	0	2	0	0	334	0	2	0	0	2	320	0	0	0	0	320	656
Total Volume	0	1333	1	4	0	0	1338	2	2	0	0	4	1369	0	4	0	0	1373	2715
% App. Total	0	99.6	0.1	0.3	0	0		50	50	0	0		99.7	0	0.3	0	0		
PHF	.000	.977	.250	.500	.000	.000	.981	.500	.250	.000	.000	.500	.928	.000	.500	.000	.000	.928	.971
Passenger Cars	0	1260	1	4	0	0	1265	0	2	0	0	2	1287	0	2	0	0	1289	2556
% Passenger Cars	0	94.5	100	100	0	0	94.5	0	100	0	0	50.0	94.0	0	50.0	0	0	93.9	94.1
Heavy Vehicles	0	73	0	0	0	0	73	2	0	0	0	2	82	0	2	0	0	84	159
% Heavy Vehicles	0	5.5	0	0	0	0	5.5	100	0	0	0	50.0	6.0	0	50.0	0	0	6.1	5.9



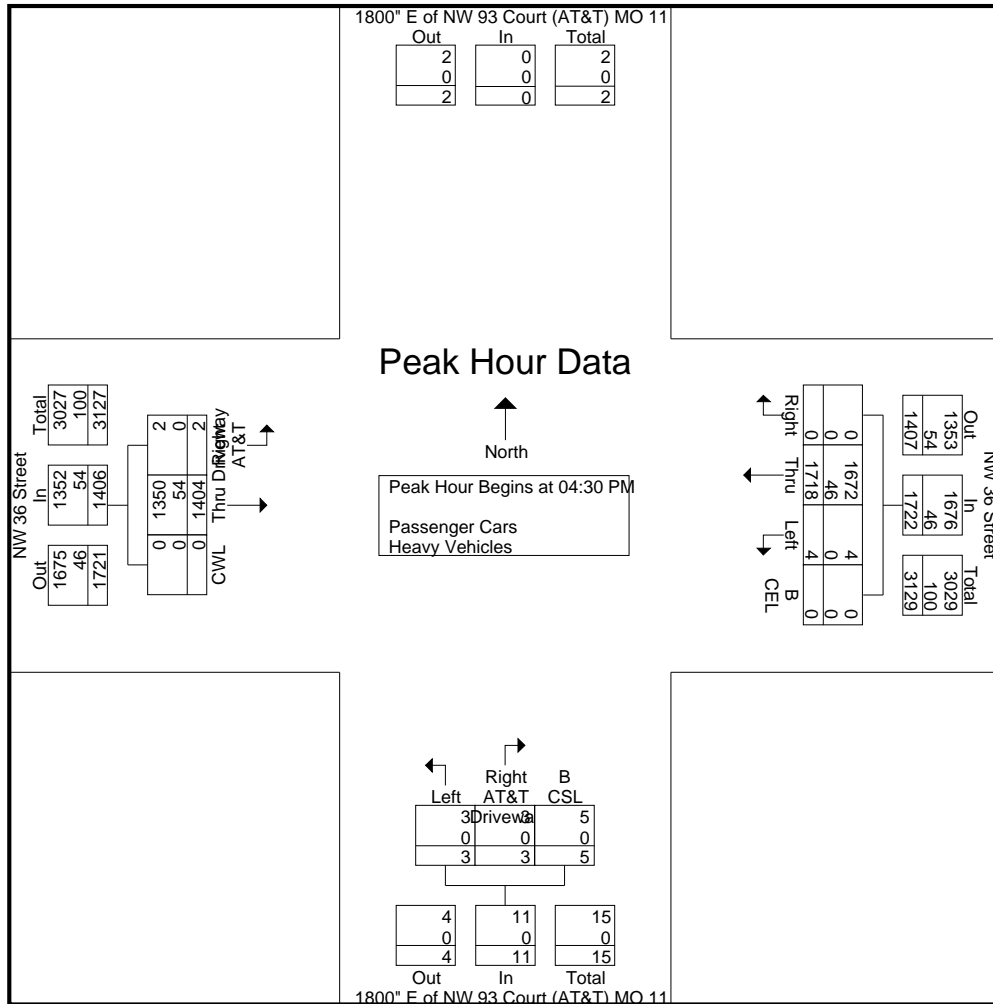
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 1800" E of NW 93 Court
 (AT&T)
 (MO 11)

File Name : MO 11
 Site Code : 00110001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 36 Street Westbound						1800" E of NW 93 Court (AT&T) MO 11 Northbound				NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right AT&T Driveway	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Right AT&T Driveway	P CWL		CWL	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	433	0	1	0	0	434	0	0	0	0	0	325	0	1	0	0	326	760
04:45 PM	0	431	0	2	0	0	433	2	0	0	2	4	321	0	0	0	0	321	758
05:00 PM	0	431	0	0	0	0	431	0	1	0	1	2	404	0	0	0	0	404	837
05:15 PM	0	423	1	0	0	0	424	1	2	2	0	5	354	0	1	0	0	355	784
Total Volume	0	1718	1	3	0	0	1722	3	3	2	3	11	1404	0	2	0	0	1406	3139
% App. Total	0	99.8	0.1	0.2	0	0	99.2	27.3	27.3	18.2	27.3	550	99.9	0	0.1	0	0	99.8	784
PHF	.000	.992	.250	.375	.000	.000	.992	.375	.375	.250	.375	.550	.869	.000	.500	.000	.000	.870	.938
Passenger Cars	0	1672	1	3	0	0	1676	3	3	2	3	11	1350	0	2	0	0	1352	3039
% Passenger Cars	0	97.3	100	100	0	0	97.3	100	100	100	100	100	96.2	0	100	0	0	96.2	96.8
Heavy Vehicles	0	46	0	0	0	0	46	0	0	0	0	0	54	0	0	0	0	54	100
% Heavy Vehicles	0	2.7	0	0	0	0	2.7	0	0	0	0	0	3.8	0	0	0	0	3.8	3.2



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 2200" E of NW 93 Court
 (AT&T)
 (MO 12)

File Name : MO 12
 Site Code : 00120001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 36 Street Westbound							2200" E of NW 93 Court (AT&T) MO 12 Northbound					NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right AT&T Driveway	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Right AT&T Driveway	P CWL	CWL	App. Total	
08:00 AM	0	279	0	1	0	0	280	2	1	0	0	3	440	0	2	0	0	442	725
08:15 AM	0	303	1	0	0	0	304	5	0	0	1	6	459	1	0	0	0	460	770
08:30 AM	0	296	0	0	0	0	296	0	0	0	0	0	468	0	0	0	0	468	764
08:45 AM	0	294	0	0	0	0	294	4	1	0	0	5	432	0	0	0	0	432	731
Total	0	1172	1	1	0	0	1174	11	2	0	1	14	1799	1	2	0	0	1802	2990
09:00 AM	0	279	1	0	0	0	280	2	0	0	0	2	379	0	0	0	0	379	661
09:15 AM	0	255	0	0	0	0	255	2	0	0	0	2	356	0	0	0	0	356	613
09:30 AM	0	243	1	0	0	0	244	1	0	0	1	2	360	0	0	0	0	360	606
09:45 AM	0	248	0	1	0	0	249	0	0	0	0	0	346	0	0	0	0	346	595
Total	0	1025	2	1	0	0	1028	5	0	0	1	6	1441	0	0	0	0	1441	2475
*** BREAK ***																			
12:00 PM	0	312	1	0	0	0	313	0	0	0	0	0	310	0	0	0	0	310	623
12:15 PM	0	341	1	1	0	0	343	0	0	0	0	0	356	0	0	0	0	356	699
12:30 PM	0	322	1	0	0	0	323	0	2	0	0	2	370	0	0	0	0	370	695
12:45 PM	0	339	0	0	0	0	339	2	0	0	0	2	324	0	0	0	0	324	665
Total	0	1314	3	1	0	0	1318	2	2	0	0	4	1360	0	0	0	0	1360	2682
01:00 PM	0	334	0	2	0	0	336	0	0	0	0	0	320	0	0	0	0	320	656
01:15 PM	0	316	0	0	0	0	316	0	0	0	0	0	316	0	1	0	0	317	633
01:30 PM	0	329	0	0	0	0	329	2	0	0	0	2	299	0	1	0	0	300	631
01:45 PM	0	299	1	0	0	0	300	0	0	0	1	1	321	0	2	0	0	323	624
Total	0	1278	1	2	0	0	1281	2	0	0	1	3	1256	0	4	0	0	1260	2544
*** BREAK ***																			
04:00 PM	0	405	1	0	0	0	406	1	1	0	0	2	342	0	0	0	0	342	750
04:15 PM	0	404	1	3	0	0	408	1	0	0	0	1	317	1	0	0	0	318	727
04:30 PM	0	433	0	2	0	0	435	3	1	0	1	5	323	0	2	0	0	325	765
04:45 PM	0	433	1	1	0	0	435	3	0	2	1	6	323	0	0	0	0	323	764
Total	0	1675	3	6	0	0	1684	8	2	2	2	14	1305	1	2	0	0	1308	3006
05:00 PM	0	431	3	1	0	0	435	1	0	0	1	2	404	0	0	0	0	404	841
05:15 PM	0	424	0	0	0	0	424	0	0	2	0	2	356	0	0	0	0	356	782
05:30 PM	0	411	0	0	0	0	411	0	0	3	0	3	298	0	0	0	0	298	712
05:45 PM	0	387	1	0	0	0	388	0	0	0	0	0	311	0	0	0	0	311	699
Total	0	1653	4	1	0	0	1658	1	0	5	1	7	1369	0	0	0	0	1369	3034
Grand Total	0	8117	14	12	0	0	8143	29	6	7	6	48	8530	2	8	0	0	8540	16731
Apprch %	0	99.7	0.2	0.1	0	0		60.4	12.5	14.6	12.5		99.9	0	0.1	0	0		
Total %	0	48.5	0.1	0.1	0	0	48.7	0.2	0	0	0	0.3	51	0	0	0	0	51	
Passenger Cars	0	7710	14	12	0	0	7736	29	6	7	6	48	8118	2	8	0	0	8128	15912
% Passenger Cars	0	95	100	100	0	0	95	100	100	100	100	100	95.2	100	100	0	0	95.2	95.1
Heavy Vehicles	0	407	0	0	0	0	407	0	0	0	0	0	412	0	0	0	0	412	819
% Heavy Vehicles	0	5	0	0	0	0	5	0	0	0	0	0	4.8	0	0	0	0	4.8	4.9

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

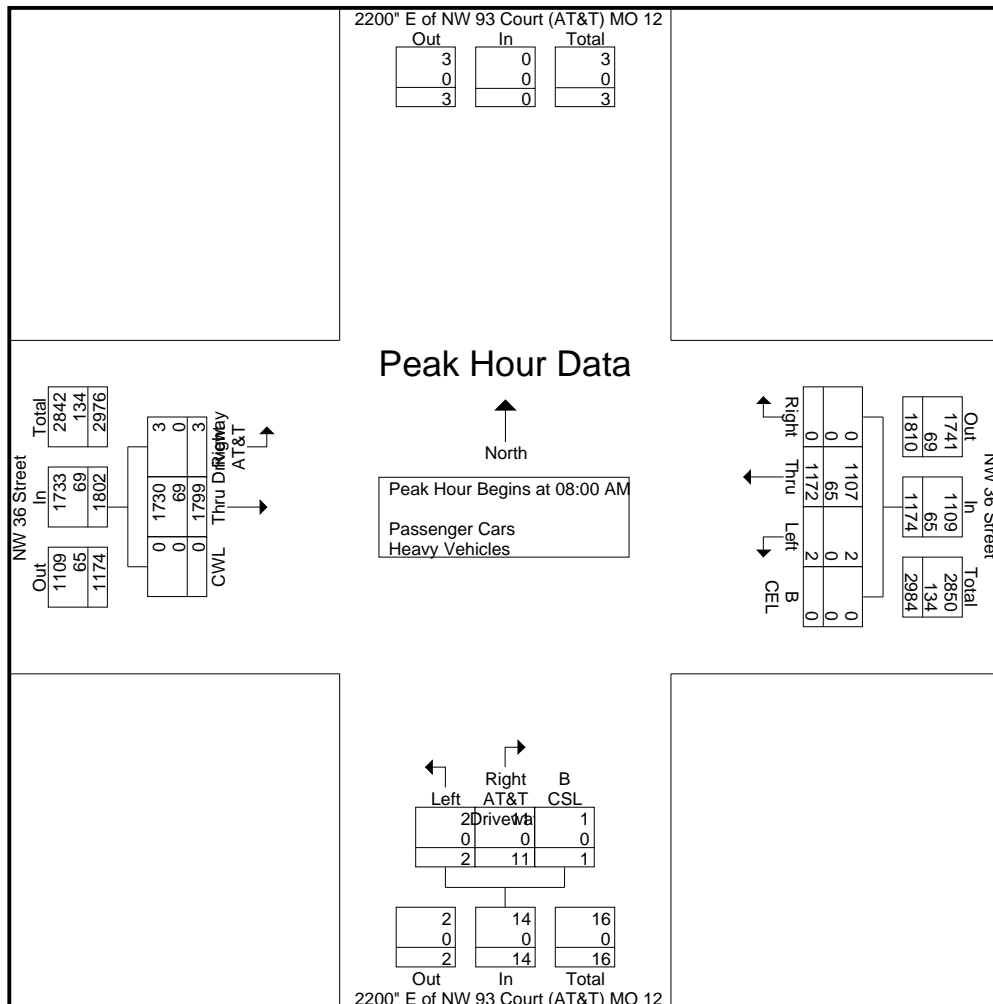
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 2200" E of NW 93 Court
 (AT&T)
 (MO 12)

File Name : MO 12
 Site Code : 00120001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 36 Street Westbound							2200" E of NW 93 Court (AT&T) MO 12 Northbound					NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right AT&T Driveway	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Right AT&T Driveway	P CWL	CWL	App. Total	
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	0	279	0	1	0	0	280	2	1	0	0	3	440	0	2	0	0	442	725
08:15 AM	0	303	1	0	0	0	304	5	0	0	1	6	459	1	0	0	0	460	770
08:30 AM	0	296	0	0	0	0	296	0	0	0	0	0	468	0	0	0	0	468	764
08:45 AM	0	294	0	0	0	0	294	4	1	0	0	5	432	0	0	0	0	432	731
Total Volume	0	1172	1	1	0	0	1174	11	2	0	1	14	1799	1	2	0	0	1802	2990
% App. Total	0	99.8	0.1	0.1	0	0		78.6	14.3	0	7.1		99.8	0.1	0.1	0	0		
PHF	.000	.967	.250	.250	.000	.000	.965	.550	.500	.000	.250	.583	.961	.250	.250	.000	.000	.963	.971
Passenger Cars	0	1107	1	1	0	0	1109	11	2	0	1	14	1730	1	2	0	0	1733	2856
% Passenger Cars	0	94.5	100	100	0	0	94.5	100	100	0	100	100	96.2	100	100	0	0	96.2	95.5
Heavy Vehicles	0	65	0	0	0	0	65	0	0	0	0	0	69	0	0	0	0	69	134
% Heavy Vehicles	0	5.5	0	0	0	0	5.5	0	0	0	0	0	3.8	0	0	0	0	3.8	4.5



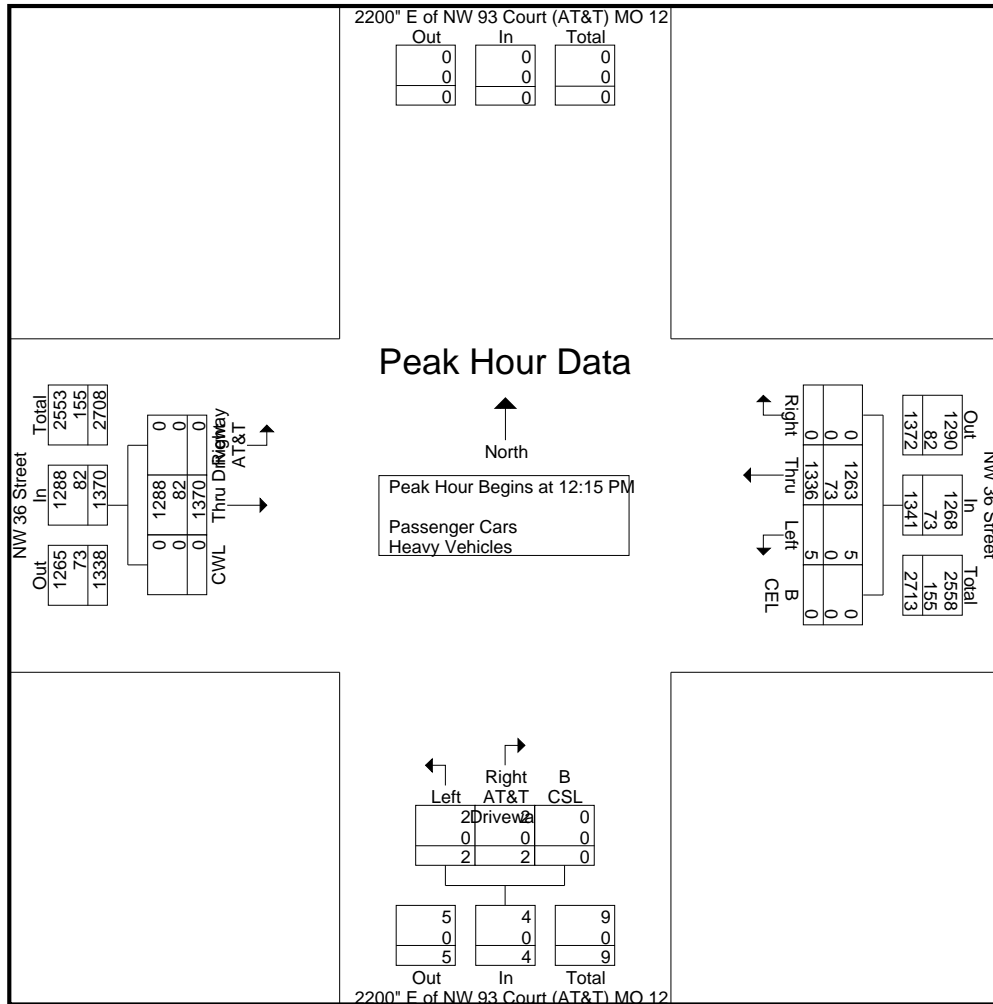
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 2200" E of NW 93 Court
 (AT&T)
 (MO 12)

File Name : MO 12
 Site Code : 00120001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 36 Street Westbound						2200" E of NW 93 Court (AT&T) MO 12 Northbound				NW 36 Street Eastbound						Int. Total			
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right AT&T Driveway	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Right AT&T Driveway	P CWL		CWL	App. Total	
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 12:15 PM																				
12:15 PM	0	341	1	1	0	0	343	0	0	0	0	0	356	0	0	0	0	0	356	699
12:30 PM	0	322	1	0	0	0	323	0	2	0	0	2	370	0	0	0	0	0	370	695
12:45 PM	0	339	0	0	0	0	339	2	0	0	0	2	324	0	0	0	0	0	324	665
01:00 PM	0	334	0	2	0	0	336	0	0	0	0	0	320	0	0	0	0	0	320	656
Total Volume	0	1336	2	3	0	0	1341	2	2	0	0	4	1370	0	0	0	0	0	1370	2715
% App. Total	0	99.6	0.1	0.2	0	0		50	50	0	0		100	0	0	0	0	0		
PHF	.000	.979	.500	.375	.000	.000	.977	.250	.250	.000	.000	.500	.926	.000	.000	.000	.000	.926	.971	
Passenger Cars	0	1263	2	3	0	0	1268	2	2	0	0	4	1288	0	0	0	0	0	1288	2560
% Passenger Cars	0	94.5	100	100	0	0	94.6	100	100	0	0	100	94.0	0	0	0	0	0	94.0	94.3
Heavy Vehicles	0	73	0	0	0	0	73	0	0	0	0	0	82	0	0	0	0	0	82	155
% Heavy Vehicles	0	5.5	0	0	0	0	5.4	0	0	0	0	0	6.0	0	0	0	0	0	6.0	5.7



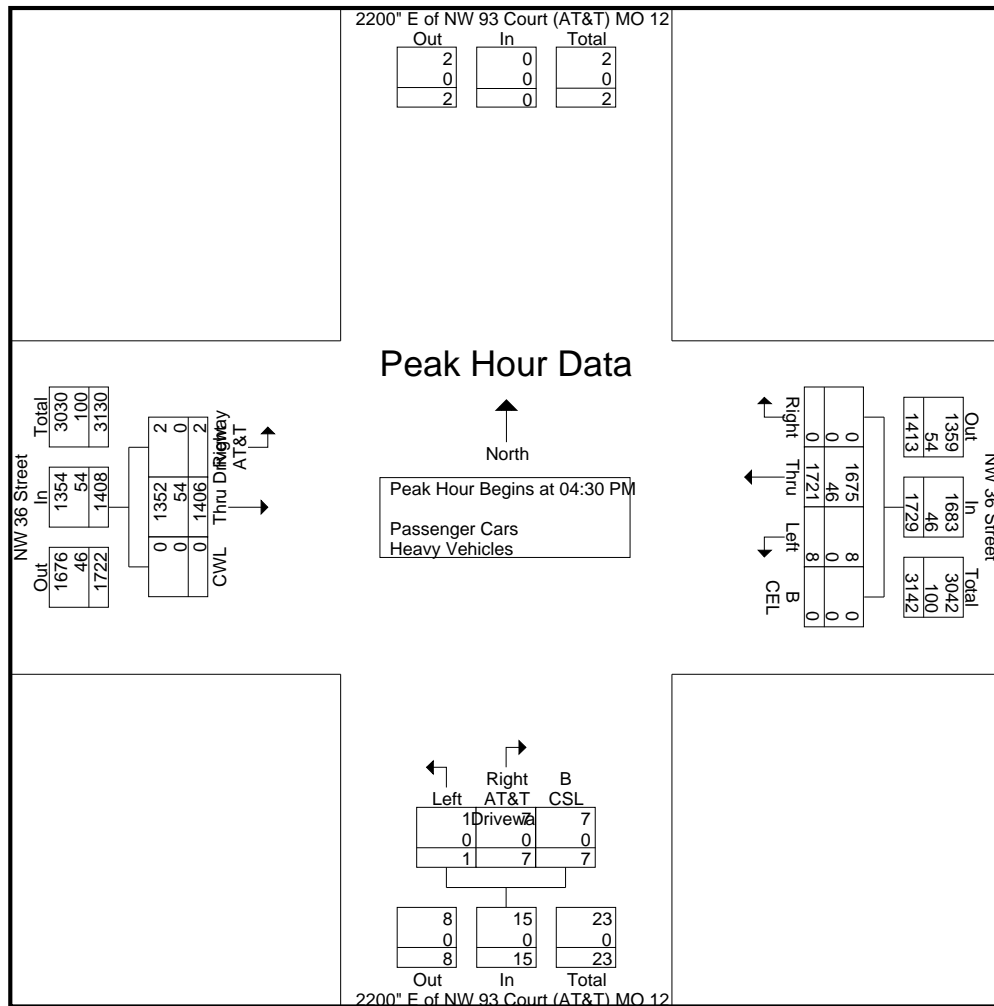
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 2200" E of NW 93 Court
 (AT&T)
 (MO 12)

File Name : MO 12
 Site Code : 00120001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 36 Street Westbound							2200" E of NW 93 Court (AT&T) MO 12 Northbound					NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right AT&T Driveway	Left	P CSL	B CSL	App. Total	Thru	Left U-Turns	Right AT&T Driveway	P CWL	CWL	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	433	0	2	0	0	435	3	1	0	1	5	323	0	2	0	0	325	765
04:45 PM	0	433	1	1	0	0	435	3	0	2	1	6	323	0	0	0	0	323	764
05:00 PM	0	431	3	1	0	0	435	1	0	0	1	2	404	0	0	0	0	404	841
05:15 PM	0	424	0	0	0	0	424	0	0	2	0	2	356	0	0	0	0	356	782
Total Volume	0	1721	4	4	0	0	1729	7	1	4	3	15	1406	0	2	0	0	1408	3152
% App. Total	0	99.5	0.2	0.2	0	0		46.7	6.7	26.7	20		99.9	0	0.1	0	0		
PHF	.000	.994	.333	.500	.000	.000	.994	.583	.250	.500	.750	.625	.870	.000	.250	.000	.000	.871	.937
Passenger Cars	0	1675	4	4	0	0	1683	7	1	4	3	15	1352	0	2	0	0	1354	3052
% Passenger Cars	0	97.3	100	100	0	0	97.3	100	100	100	100	100	96.2	0	100	0	0	96.2	96.8
Heavy Vehicles	0	46	0	0	0	0	46	0	0	0	0	0	54	0	0	0	0	54	100
% Heavy Vehicles	0	2.7	0	0	0	0	2.7	0	0	0	0	0	3.8	0	0	0	0	3.8	3.2



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 8800 Block

File Name : NW 8800 Block AT NW 41 Street
Site Code : 00880001
Start Date : 11/17/2020
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	8800 Block Southbound						NW 36 Street Westbound						8800 Block Northbound						NW 36 Street Eastbound						Int. Total	
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total		
08:00 AM	1	0	1	1	1	4	0	271	9	0	0	280	31	0	8	3	0	42	7	421	4	1	0	433	759	
08:15 AM	0	0	0	1	1	2	0	290	9	1	0	300	28	0	14	0	0	42	8	449	3	0	0	460	804	
08:30 AM	0	0	0	0	0	0	0	288	7	1	0	296	26	0	8	0	0	34	12	459	2	0	0	473	803	
08:45 AM	0	0	1	0	1	2	2	287	8	0	0	297	19	0	7	0	0	26	18	418	2	0	0	438	763	
Total	1	0	2	2	3	8	2	1136	33	2	0	1173	104	0	37	3	0	144	45	1747	11	1	0	1804	3129	
09:00 AM	0	0	0	0	0	0	0	266	6	0	0	272	16	0	15	0	0	31	9	371	0	0	0	380	683	
09:15 AM	0	0	0	0	0	0	0	248	10	0	0	258	15	0	7	0	0	22	5	348	1	0	0	354	634	
09:30 AM	0	0	1	0	0	1	2	236	11	0	0	249	20	0	8	0	1	29	11	343	5	0	0	359	638	
09:45 AM	0	0	2	0	0	2	1	237	6	0	0	244	20	0	12	0	0	32	6	333	1	0	0	340	618	
Total	0	0	3	0	0	3	3	987	33	0	0	1023	71	0	42	0	1	114	31	1395	7	0	0	1433	2573	
*** BREAK ***																										
12:00 PM	1	0	0	0	0	1	0	309	8	1	0	318	9	0	3	0	0	12	13	299	2	0	0	314	645	
12:15 PM	0	0	0	0	0	0	0	338	11	0	0	349	10	0	5	4	0	19	9	344	3	0	0	356	724	
12:30 PM	0	0	1	1	0	2	0	313	16	0	0	329	11	0	10	0	0	21	9	362	0	0	0	371	723	
12:45 PM	0	0	0	0	0	0	0	336	7	0	0	343	13	0	3	2	0	18	12	316	0	0	0	328	689	
Total	1	0	1	1	0	3	0	1296	42	1	0	1339	43	0	21	6	0	70	43	1321	5	0	0	1369	2781	
01:00 PM	0	0	1	1	0	2	0	331	4	0	0	335	10	0	5	1	0	16	12	307	2	0	0	321	674	
01:15 PM	0	0	0	0	0	0	0	309	9	0	0	318	13	0	7	0	0	20	12	304	1	0	0	317	655	
01:30 PM	0	0	0	0	0	0	0	312	14	2	0	328	13	0	17	2	0	32	4	298	0	0	0	302	662	
01:45 PM	0	0	0	0	0	0	0	287	4	0	0	291	5	0	13	0	0	18	11	313	1	0	0	325	634	
Total	0	0	1	1	0	2	0	1239	31	2	0	1272	41	0	42	3	0	86	39	1222	4	0	0	1265	2625	
*** BREAK ***																										
04:00 PM	0	0	0	0	0	0	0	395	20	0	0	415	11	0	11	1	0	23	8	331	1	0	0	340	778	
04:15 PM	0	0	0	0	0	0	0	401	21	0	0	422	6	0	7	0	0	13	7	319	0	0	0	326	761	
04:30 PM	0	0	0	1	0	1	0	432	23	0	0	455	6	0	3	3	2	14	6	317	0	0	0	323	793	
04:45 PM	0	0	0	0	0	0	0	424	16	0	0	440	9	0	11	0	0	20	10	322	1	0	0	333	793	
Total	0	0	0	1	0	1	0	1652	80	0	0	1732	32	0	32	4	2	70	31	1289	2	0	0	1322	3125	
05:00 PM	0	0	0	0	0	0	0	421	12	0	0	433	9	0	14	1	1	25	11	396	0	0	0	407	865	
05:15 PM	0	0	0	2	0	2	0	410	17	0	0	427	6	0	14	4	0	24	12	344	1	0	0	357	810	
05:30 PM	0	0	1	1	0	2	0	401	19	0	0	420	10	0	10	4	0	24	11	296	0	0	0	307	753	
05:45 PM	0	0	0	2	0	2	0	375	23	0	0	398	16	0	13	0	0	29	10	300	0	0	0	310	739	
Total	0	0	1	5	0	6	0	1607	71	0	0	1678	41	0	51	9	1	102	44	1336	1	0	0	1381	3167	
Grand Total	2	0	8	10	3	23	5	7917	290	5	0	8217	332	0	225	25	4	586	233	8310	30	1	0	8574	17400	
Apprch %	8.7	0	34.8	43.5	13		0.1	96.3	3.5	0.1	0		56.7	0	38.4	4.3	0.7		2.7	96.9	0.3	0	0			
Total %	0	0	0	0.1	0	0.1	0	45.5	1.7	0	0	47.2	1.9	0	1.3	0.1	0	3.4	1.3	47.8	0.2	0	0	49.3		
Passenger Cars	2	0	7	10	3	22	5	7510	287	5	0	7807	328	0	224	25	4	581	225	7890	29	1	0	8145	16555	
% Passenger Cars	100	0	87.5	100	100	95.7	100	94.9	99	100	0	95	98.8	0	99.6	100	100	99.1	96.6	94.9	96.7	100	0	95	95.1	
Heavy Vehicles	0	0	1	0	0	1	0	407	3	0	0	410	4	0	1	0	0	5	8	420	1	0	0	429	845	
% Heavy Vehicles	0	0	12.5	0	0	4.3	0	5.1	1	0	0	5	1.2	0	0.4	0	0	0.9	3.4	5.1	3.3	0	0	5	4.9	

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 8800 Block

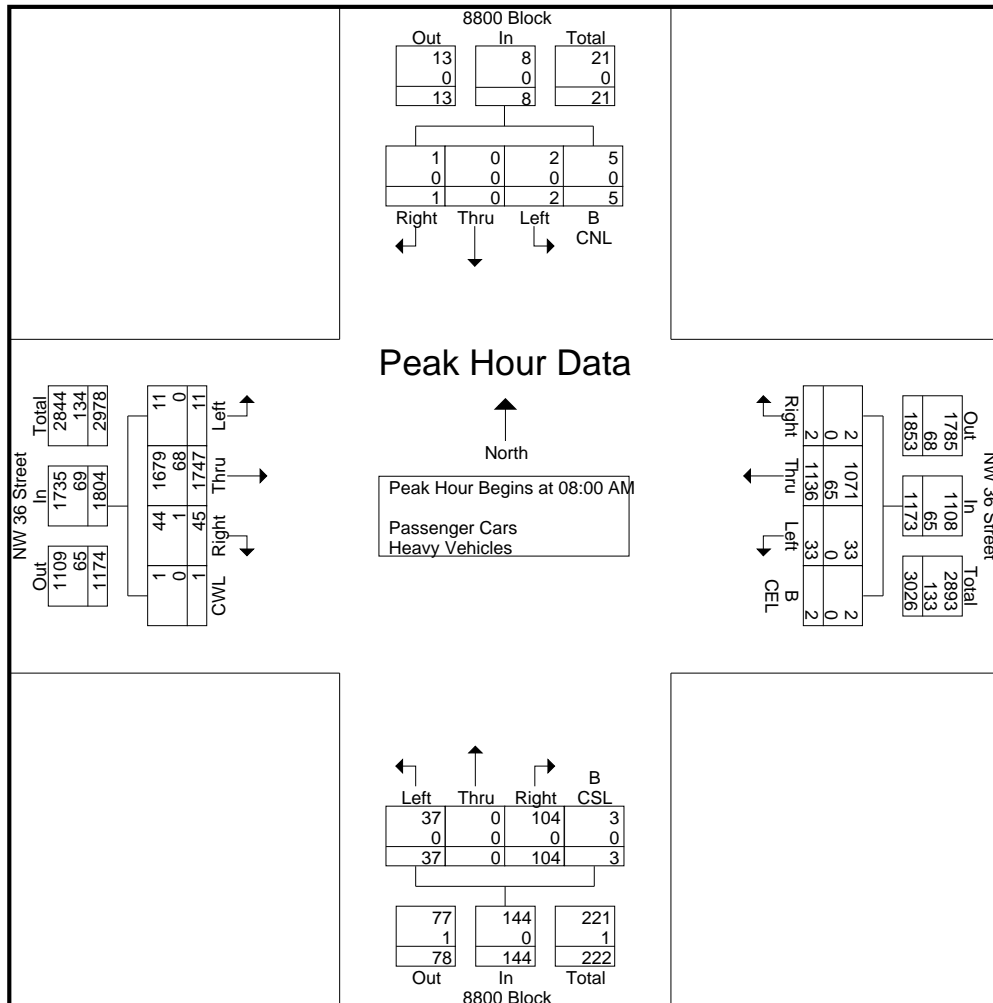
File Name : NW 8800 Block AT NW 41 Street

Site Code : 00880001

Start Date : 11/17/2020

Page No : 3

Start Time	8800 Block Southbound						NW 36 Street Westbound						8800 Block Northbound						NW 36 Street Eastbound						
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	1	0	1	1	1	4	0	271	9	0	0	280	31	0	8	3	0	42	7	421	4	1	0	433	759
08:15 AM	0	0	0	1	1	2	0	290	9	1	0	300	28	0	14	0	0	42	8	449	3	0	0	460	804
08:30 AM	0	0	0	0	0	0	0	288	7	1	0	296	26	0	8	0	0	34	12	459	2	0	0	473	803
08:45 AM	0	0	1	0	1	2	2	287	8	0	0	297	19	0	7	0	0	26	18	418	2	0	0	438	763
Total Volume	1	0	2	2	3	8	2	1136	33	2	0	1173	104	0	37	3	0	144	45	1747	11	1	0	1804	3129
% App. Total	12.5	0	25	25	37.5		0.2	96.8	2.8	0.2	0		72.2	0	25.7	2.1	0		2.5	96.8	0.6	0.1	0		
PHF	.250	.000	.500	.500	.750	.500	.250	.979	.917	.500	.000	.978	.839	.000	.661	.250	.000	.857	.625	.952	.688	.250	.000	.953	.973
Passenger Cars	1	0	2	2	3	8	2	1071	33	2	0	1108	104	0	37	3	0	144	44	1679	11	1	0	1735	2995
% Passenger Cars	100	0	100	100	100	100	100	94.3	100	100	0	94.5	100	0	100	100	0	100	97.8	96.1	100	100	0	96.2	95.7
Heavy Vehicles	0	0	0	0	0	0	0	65	0	0	0	65	0	0	0	0	0	0	1	68	0	0	0	69	134
% Heavy Vehicles	0	0	0	0	0	0	0	5.7	0	0	0	5.5	0	0	0	0	0	0	2.2	3.9	0	0	0	3.8	4.3



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 8800 Block

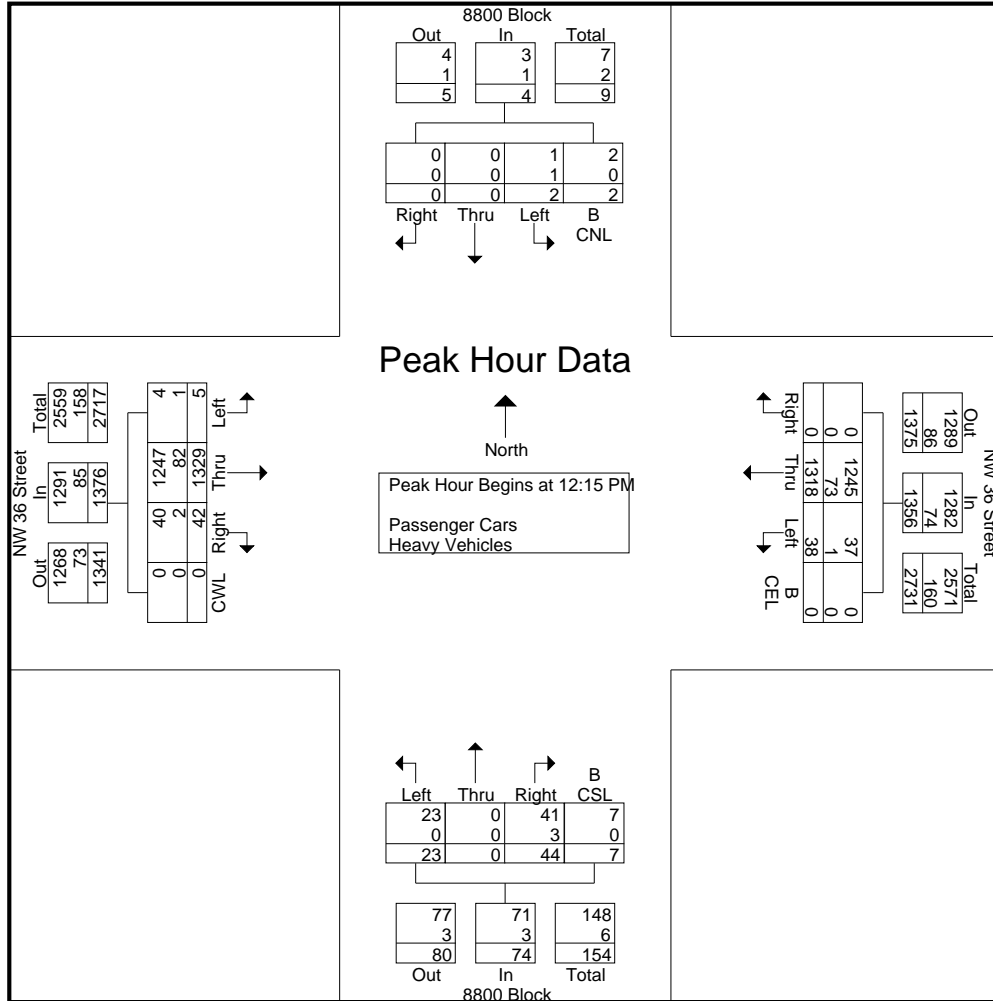
File Name : NW 8800 Block AT NW 41 Street

Site Code : 00880001

Start Date : 11/17/2020

Page No : 5

Start Time	8800 Block Southbound						NW 36 Street Westbound						8800 Block Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:15 PM																									
12:15 PM	0	0	0	0	0	0	0	338	11	0	0	349	10	0	5	4	0	19	9	344	3	0	0	356	724
12:30 PM	0	0	1	1	0	2	0	313	16	0	0	329	11	0	10	0	0	21	9	362	0	0	0	371	723
12:45 PM	0	0	0	0	0	0	0	336	7	0	0	343	13	0	3	2	0	18	12	316	0	0	0	328	689
01:00 PM	0	0	1	1	0	2	0	331	4	0	0	335	10	0	5	1	0	16	12	307	2	0	0	321	674
Total Volume	0	0	2	2	0	4	0	1318	38	0	0	1356	44	0	23	7	0	74	42	1329	5	0	0	1376	2810
% App. Total	0	0	50	50	0	0	0	97.2	2.8	0	0	0	59.5	0	31.1	9.5	0	0	3.1	96.6	0.4	0	0	0	0
PHF	.000	.000	.500	.500	.000	.500	.000	.975	.594	.000	.000	.971	.846	.000	.575	.438	.000	.881	.875	.918	.417	.000	.000	.927	.970
Passenger Cars	0	0	1	2	0	3	0	1245	37	0	0	1282	41	0	23	7	0	71	40	1247	4	0	0	1291	2647
% Passenger Cars	0	0	50.0	100	0	75.0	0	94.5	97.4	0	0	94.5	93.2	0	100	100	0	95.9	95.2	93.8	80.0	0	0	93.8	94.2
Heavy Vehicles	0	0	1	0	0	1	0	73	1	0	0	74	3	0	0	0	0	3	2	82	1	0	0	85	163
% Heavy Vehicles	0	0	50.0	0	0	25.0	0	5.5	2.6	0	0	5.5	6.8	0	0	0	0	4.1	4.8	6.2	20.0	0	0	6.2	5.8



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 8800 Block

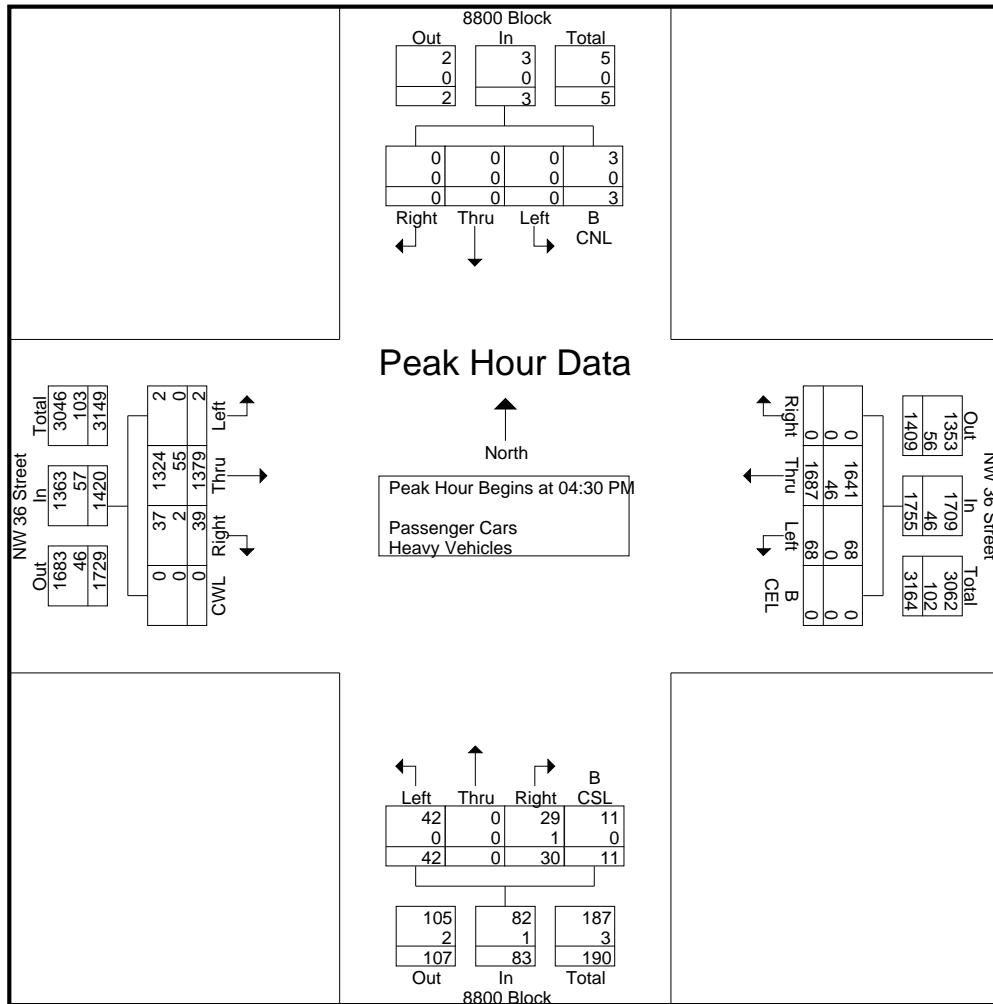
File Name : NW 8800 Block AT NW 41 Street

Site Code : 00880001

Start Date : 11/17/2020

Page No : 7

Start Time	8800 Block Southbound						NW 36 Street Westbound						8800 Block Northbound						NW 36 Street Eastbound						
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. 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	1	0	1	0	432	23	0	0	455	6	0	3	3	2	14	6	317	0	0	0	323	793
04:45 PM	0	0	0	0	0	0	0	424	16	0	0	440	9	0	11	0	0	20	10	322	1	0	0	333	793
05:00 PM	0	0	0	0	0	0	0	421	12	0	0	433	9	0	14	1	1	25	11	396	0	0	0	407	865
05:15 PM	0	0	0	2	0	2	0	410	17	0	0	427	6	0	14	4	0	24	12	344	1	0	0	357	810
Total Volume	0	0	0	3	0	3	0	1687	68	0	0	1755	30	0	42	8	3	83	39	1379	2	0	0	1420	3261
% App. Total	0	0	0	100	0		0	96.1	3.9	0	0		36.1	0	50.6	9.6	3.6		2.7	97.1	0.1	0	0		
PHF	.000	.000	.000	.375	.000	.375	.000	.976	.739	.000	.000	.964	.833	.000	.750	.500	.375	.830	.813	.871	.500	.000	.000	.872	.942
Passenger Cars	0	0	0	3	0	3	0	1641	68	0	0	1709	29	0	42	8	3	82	37	1324	2	0	0	1363	3157
% Passenger Cars	0	0	0	100	0	100	0	97.3	100	0	0	97.4	96.7	0	100	100	100	98.8	94.9	96.0	100	0	0	96.0	96.8
Heavy Vehicles	0	0	0	0	0	0	0	46	0	0	0	46	1	0	0	0	0	1	2	55	0	0	0	57	104
% Heavy Vehicles	0	0	0	0	0	0	0	2.7	0	0	0	2.6	3.3	0	0	0	0	1.2	5.1	4.0	0	0	0	4.0	3.2



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 8750/
(Doral Corporate Center)
(MO 13)

File Name : MO 13
Site Code : 00130001
Start Date : 11/17/2020
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 8750/Doral Corporate Center MO 13 Southbound						NW 36 Street Westbound						NW 8750/Doral Corporate Center MO 13 Northbound						NW 36 Street Eastbound						Int. Total			
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left U-Turns	Left	P.CWL		BWL	App. Total	
08:00 AM	0	0	0	0	0	0	0	284	0	1	0	0	285	2	0	0	0	0	2	2	451	0	0	0	0	453	740	
08:15 AM	0	0	0	0	0	0	0	301	2	4	0	0	307	7	0	0	0	0	7	7	469	1	0	0	0	477	791	
08:30 AM	0	0	0	0	0	0	0	300	2	1	0	0	303	11	0	0	1	0	12	9	476	0	0	0	0	485	800	
08:45 AM	0	0	0	0	0	0	0	306	0	3	0	0	309	6	0	0	0	0	6	2	436	0	0	0	0	438	753	
Total	0	0	0	0	0	0	0	1191	4	9	0	0	1204	26	0	0	1	0	27	20	1832	1	0	0	0	1853	3084	
09:00 AM	0	0	0	0	0	0	0	273	7	1	0	0	281	7	0	0	0	0	7	4	383	0	0	0	0	387	675	
09:15 AM	0	0	0	0	0	0	0	261	1	4	0	0	266	8	0	0	1	0	9	5	358	0	0	0	0	363	638	
09:30 AM	0	0	0	0	0	0	0	255	2	5	0	0	262	11	0	0	1	0	12	3	361	0	0	0	0	364	638	
09:45 AM	0	0	0	0	0	0	0	241	3	2	0	0	246	9	0	0	0	0	9	1	354	0	0	0	0	355	610	
Total	0	0	0	0	0	0	0	1030	13	12	0	0	1055	35	0	0	2	0	37	13	1456	0	0	0	0	1469	2561	
*** BREAK ***																												
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	9
*** BREAK ***																												
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	9
12:00 PM	0	0	0	0	0	0	0	310	2	4	0	0	316	11	0	0	0	0	11	3	304	1	0	0	0	308	635	
12:15 PM	0	0	0	0	0	0	0	355	1	3	0	0	359	20	0	0	2	0	22	6	348	0	0	0	0	354	735	
12:30 PM	0	0	0	0	0	0	0	327	6	4	0	0	337	17	0	0	0	0	17	11	363	0	0	0	0	374	728	
12:45 PM	0	0	0	0	0	0	0	341	1	5	0	0	347	11	0	0	0	0	11	6	323	0	0	0	0	329	687	
Total	0	0	0	0	0	0	0	1333	10	16	0	0	1359	59	0	0	2	0	61	26	1338	1	0	0	0	1365	2785	
01:00 PM	0	0	0	0	0	0	0	339	1	3	0	0	343	17	0	0	0	0	17	10	305	1	0	2	0	318	678	
01:15 PM	0	0	0	0	0	0	0	316	4	4	0	0	324	28	0	0	1	0	29	8	308	1	0	0	0	317	670	
01:30 PM	0	0	0	0	0	0	0	335	1	1	0	0	337	15	0	0	0	0	15	2	309	0	0	0	0	311	663	
01:45 PM	0	0	0	0	0	0	0	285	4	4	0	0	293	14	0	0	0	0	14	5	312	1	0	0	0	318	625	
Total	0	0	0	0	0	0	0	1275	10	12	0	0	1297	74	0	0	1	0	75	25	1234	3	0	2	0	1264	2636	
*** BREAK ***																												
04:00 PM	0	0	0	0	0	0	0	415	3	1	0	0	419	12	0	0	0	0	12	4	337	1	0	0	0	342	773	
04:15 PM	0	0	0	0	0	0	0	412	1	0	0	0	413	16	0	0	0	0	16	4	319	2	0	0	0	325	754	
04:30 PM	0	0	0	0	0	0	0	448	3	2	0	0	453	15	0	0	3	0	18	5	318	0	0	0	0	323	794	
04:45 PM	0	0	0	0	0	0	0	440	1	0	0	0	441	17	0	0	1	0	18	2	327	1	0	0	0	330	789	
Total	0	0	0	0	0	0	0	1715	8	3	0	0	1726	60	0	0	4	0	64	15	1301	4	0	0	0	1320	3110	
05:00 PM	0	0	0	0	0	0	0	434	2	1	0	0	437	12	0	0	0	0	12	3	401	1	0	0	0	405	854	
05:15 PM	0	0	0	0	0	0	0	424	0	1	0	0	425	16	0	0	3	0	19	3	347	0	0	0	0	350	794	
05:30 PM	0	0	0	0	0	0	0	417	2	1	0	0	420	20	0	0	0	0	20	4	303	0	0	0	0	307	747	
05:45 PM	0	0	0	0	0	0	0	389	3	0	0	0	392	18	0	0	0	0	18	6	310	0	0	0	0	316	726	
Total	0	0	0	0	0	0	0	1664	7	3	0	0	1674	66	0	0	3	0	69	16	1361	1	0	0	0	1378	3121	
Grand Total	0	0	0	0	0	0	0	8208	52	55	0	0	8315	329	0	0	13	0	342	115	8522	10	0	2	0	8649	17306	
Approch %	0	0	0	0	0	0	0	98.7	0.6	0.7	0	0		96.2	0	0	3.8	0		1.3	98.5	0.1	0	0	0			
Total %	0	0	0	0	0	0	0	47.4	0.3	0.3	0	0	48	1.9	0	0	0.1	0	2	0.7	49.2	0.1	0	0	0	50		
Passenger Cars	0	0	0	0	0	0	0	7796	52	55	0	0	7903	325	0	0	13	0	338	115	8100	10	0	1	0	8226	16467	
% Passenger Cars	0	0	0	0	0	0	0	95	100	100	0	0	95	98.8	0	0	100	0	98.8	100	95	100	0	50	0	95.1	95.2	
Heavy Vehicles	0	0	0	0	0	0	0	412	0	0	0	0	412	4	0	0	0	0	4	0	422	0	0	1	0	423	839	
% Heavy Vehicles	0	0	0	0	0	0	0	5	0	0	0	0	5	1.2	0	0	0	0	1.2	0	5	0	0	50	0	4.9	4.8	

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at NW 8750/
 (Doral Corporate Center)
 (MO 13)

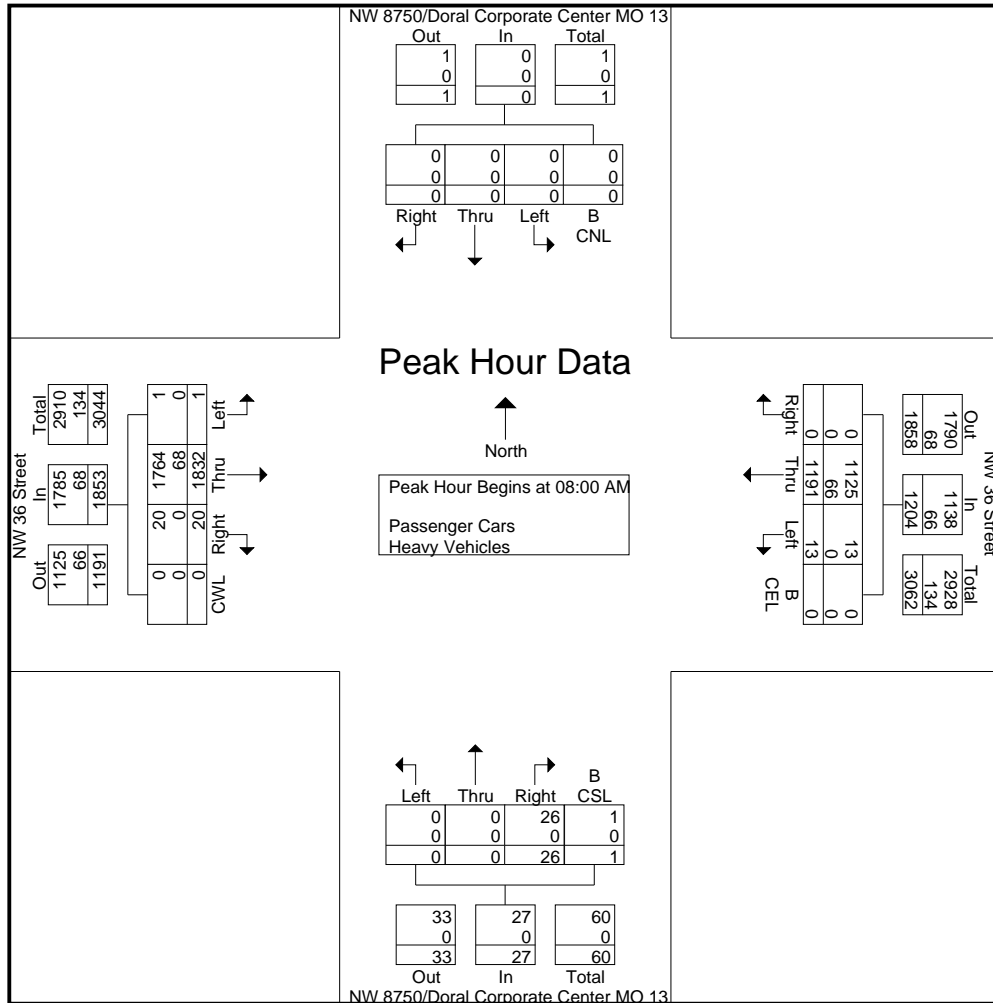
File Name : MO 13
 Site Code : 00130001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 8750/Doral Corporate Center MO 13 Southbound						NW 36 Street Westbound						NW 8750/Doral Corporate Center MO 13 Northbound						NW 36 Street Eastbound							
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL	CWL	App.Total	Int.Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	0	0	0	0	0	0	284	0	1	0	0	285	2	0	0	0	0	2	2	451	0	0	0	0	453	740
08:15 AM	0	0	0	0	0	0	0	301	2	4	0	0	307	7	0	0	0	0	7	7	469	1	0	0	0	477	791
08:30 AM	0	0	0	0	0	0	0	300	2	1	0	0	303	11	0	0	1	0	12	9	476	0	0	0	0	485	800
08:45 AM	0	0	0	0	0	0	0	306	0	3	0	0	309	6	0	0	0	0	6	2	436	0	0	0	0	438	753
Total Volume	0	0	0	0	0	0	0	1191	4	9	0	0	1204	26	0	0	1	0	27	20	1832	1	0	0	0	1853	3084
% App.Total	0	0	0	0	0	0	0	98.9	0.3	0.7	0	0	96.3	0	0	0	3.7	0	1.1	98.9	0.1	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.973	.500	.563	.000	.000	.974	.591	.000	.000	.250	.000	.563	.556	.962	.250	.000	.000	.000	.955	.964
Passenger Cars	0	0	0	0	0	0	0	1125	4	9	0	0	1138	26	0	0	1	0	27	20	1764	1	0	0	0	1785	2950
% Passenger Cars	0	0	0	0	0	0	0	94.5	100	100	0	0	94.5	100	0	0	100	0	100	100	96.3	100	0	0	0	96.3	95.7
Heavy Vehicles	0	0	0	0	0	0	0	66	0	0	0	0	66	0	0	0	0	0	0	0	68	0	0	0	0	68	134
% Heavy Vehicles	0	0	0	0	0	0	0	5.5	0	0	0	0	5.5	0	0	0	0	0	0	0	3.7	0	0	0	0	3.7	4.3



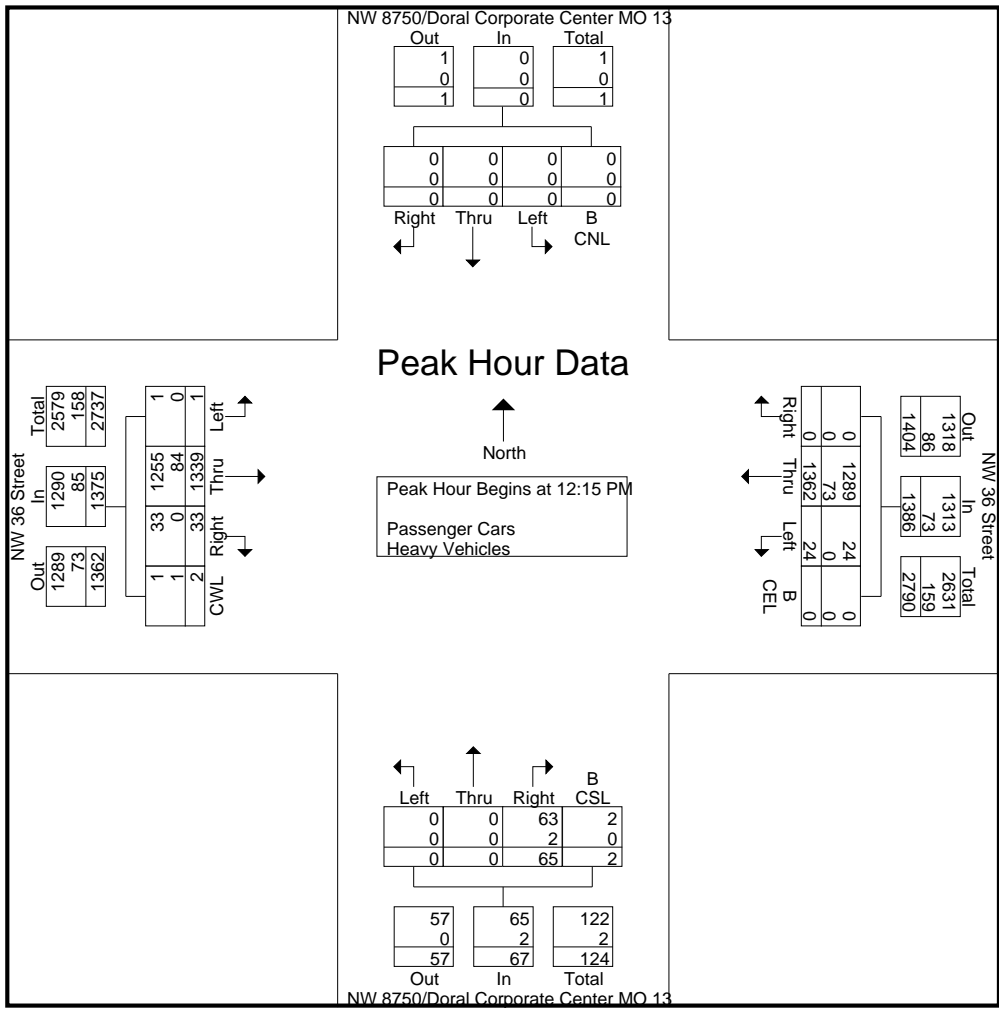
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at NW 8750/
 (Doral Corporate Center)
 (MO 13)

File Name : MO 13
 Site Code : 00130001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 8750/Doral Corporate Center MO 13 Southbound						NW 36 Street Westbound						NW 8750/Doral Corporate Center MO 13 Northbound						NW 36 Street Eastbound								
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 12:15 PM																											
12:15 PM	0	0	0	0	0	0	0	355	1	3	0	0	359	20	0	0	2	0	22	6	348	0	0	0	0	354	735
12:30 PM	0	0	0	0	0	0	0	327	6	4	0	0	337	17	0	0	0	0	17	11	363	0	0	0	0	374	728
12:45 PM	0	0	0	0	0	0	0	341	1	5	0	0	347	11	0	0	0	0	11	6	323	0	0	0	0	329	687
01:00 PM	0	0	0	0	0	0	0	339	1	3	0	0	343	17	0	0	0	0	17	10	305	1	0	2	0	318	678
Total Volume	0	0	0	0	0	0	0	1362	9	15	0	0	1386	65	0	0	2	0	67	33	1339	1	0	2	0	1375	2828
% App. Total	0	0	0	0	0	0	0	98.3	0.6	1.1	0	0	99.7	0.8	0.0	0.0	0.3	0.0	0.5	2.4	97.4	0.1	0	0.1	0	99.9	100.0
PHF	.000	.000	.000	.000	.000	.000	.000	.959	.375	.750	.000	.000	.965	.813	.000	.000	.250	.000	.761	.750	.922	.250	.000	.250	.000	.919	.962
Passenger Cars	0	0	0	0	0	0	0	1289	9	15	0	0	1313	63	0	0	2	0	65	33	1255	1	0	1	0	1290	2668
% Passenger Cars	0	0	0	0	0	0	0	94.6	100	100	0	0	94.7	96.9	0	0	100	0	97.0	100	93.7	100	0	50.0	0	93.8	94.3
Heavy Vehicles	0	0	0	0	0	0	0	73	0	0	0	0	73	2	0	0	0	0	2	0	84	0	0	1	0	85	160
% Heavy Vehicles	0	0	0	0	0	0	0	5.4	0	0	0	0	5.3	3.1	0	0	0	0	3.0	0	6.3	0	0	50.0	0	6.2	5.7



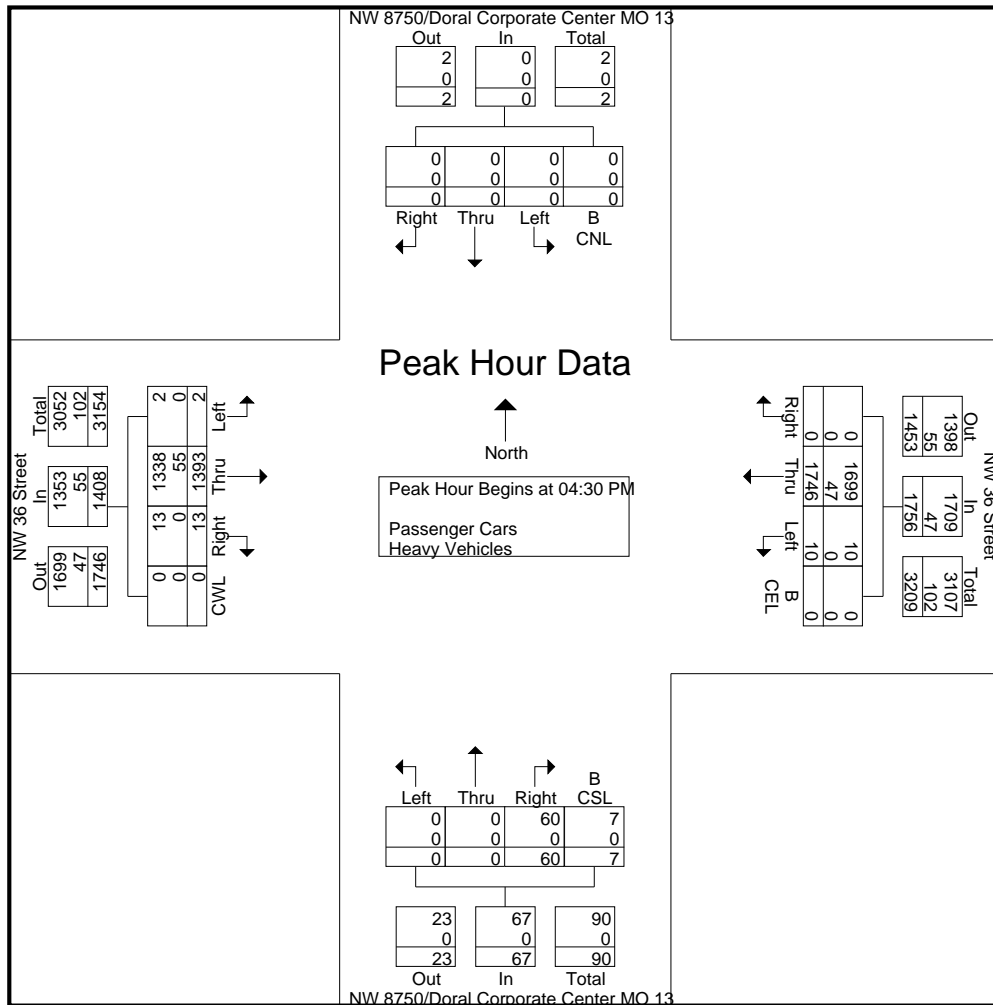
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at NW 8750/
 (Doral Corporate Center)
 (MO 13)

File Name : MO 13
 Site Code : 00130001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 8750/Doral Corporate Center MO 13 Southbound						NW 36 Street Westbound						NW 8750/Doral Corporate Center MO 13 Northbound						NW 36 Street Eastbound								
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	B CWL	App. Total	Int. 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	448	3	2	0	0	453	15	0	0	3	0	18	5	318	0	0	0	0	323	794
04:45 PM	0	0	0	0	0	0	0	440	1	0	0	0	441	17	0	0	1	0	18	2	327	1	0	0	0	330	789
05:00 PM	0	0	0	0	0	0	0	434	2	1	0	0	437	12	0	0	0	0	12	3	401	1	0	0	0	405	854
05:15 PM	0	0	0	0	0	0	0	424	0	1	0	0	425	16	0	0	3	0	19	3	347	0	0	0	0	350	794
Total Volume	0	0	0	0	0	0	0	1746	6	4	0	0	1756	60	0	0	7	0	67	13	1393	2	0	0	0	1408	3231
% App. Total	0	0	0	0	0	0	0	99.4	0.3	0.2	0	0	99.4	89.6	0	0	10.4	0	88.2	0.9	98.9	0.1	0	0	98.6	99.4	
PHF	.000	.000	.000	.000	.000	.000	.000	.974	.500	.500	.000	.000	.969	.882	.000	.000	.583	.000	.882	.650	.868	.500	.000	.000	.869	.946	
Passenger Cars	0	0	0	0	0	0	0	1699	6	4	0	0	1709	60	0	0	7	0	67	13	1338	2	0	0	0	1353	3129
% Passenger Cars	0	0	0	0	0	0	0	97.3	100	100	0	0	97.3	100	0	0	100	0	100	100	96.1	100	0	0	0	96.1	96.8
Heavy Vehicles	0	0	0	0	0	0	0	47	0	0	0	0	47	0	0	0	0	0	0	0	55	0	0	0	0	55	102
% Heavy Vehicles	0	0	0	0	0	0	0	2.7	0	0	0	0	2.7	0	0	0	0	0	0	0	3.9	0	0	0	0	3.9	3.2



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Nw 87 Avenue

File Name : NW 87 Avenue at NW 41 Street
Site Code : 08700001
Start Date : 11/17/2020
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 87 Avenue Southbound						NW 36 Street Westbound						NW 87 Avenue Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	
08:00 AM	32	165	33	3	0	233	30	205	104	1	0	340	59	148	48	0	0	255	77	312	73	2	0	464	1292
08:15 AM	50	156	30	0	1	237	26	203	107	0	0	336	89	166	55	0	0	310	82	312	81	0	0	475	1358
08:30 AM	53	174	54	0	0	281	26	200	104	0	0	330	65	162	49	0	0	276	80	329	82	0	0	491	1378
08:45 AM	52	175	37	1	1	266	34	205	120	0	0	359	71	153	52	0	0	276	74	301	72	0	0	447	1348
Total	187	670	154	4	2	1017	116	813	435	1	0	1365	284	629	204	0	0	1117	313	1254	308	2	0	1877	5376
09:00 AM	31	150	33	0	0	214	27	199	93	2	0	321	77	154	52	2	0	285	68	267	65	3	0	403	1223
09:15 AM	36	125	38	0	0	199	23	189	80	0	0	292	70	120	42	2	0	234	55	263	45	0	0	363	1088
09:30 AM	29	108	29	0	0	166	23	195	85	0	0	303	47	140	39	0	0	226	58	262	49	0	0	369	1064
09:45 AM	26	141	38	0	0	205	32	183	103	0	0	318	62	112	37	0	0	211	57	247	60	1	0	365	1099
Total	122	524	138	0	0	784	105	766	361	2	0	1234	256	526	170	4	0	956	238	1039	219	4	0	1500	4474
*** BREAK ***																									
12:00 PM	46	138	49	1	0	234	38	217	90	0	0	345	98	131	53	0	0	282	41	233	52	0	0	326	1187
12:15 PM	51	181	48	0	0	280	39	225	104	0	0	368	85	176	84	0	0	345	59	239	61	0	0	359	1352
12:30 PM	33	158	39	1	0	231	48	242	97	1	0	388	83	161	62	0	0	306	67	252	62	0	0	381	1306
12:45 PM	32	141	45	0	0	218	44	242	93	0	0	379	79	152	72	1	0	304	53	237	50	0	0	340	1241
Total	162	618	181	2	0	963	169	926	384	1	0	1480	345	620	271	1	0	1237	220	961	225	0	0	1406	5086
01:00 PM	33	172	52	0	0	257	47	246	107	0	0	400	85	158	64	1	0	308	53	220	50	0	0	323	1288
01:15 PM	50	150	53	0	0	253	48	232	104	1	0	385	77	181	43	2	0	303	47	224	62	0	0	333	1274
01:30 PM	52	126	40	0	0	218	50	222	104	3	0	379	93	140	63	2	0	298	49	227	58	0	0	334	1229
01:45 PM	37	117	48	0	0	202	45	209	101	0	0	355	74	119	47	0	0	240	46	234	55	0	0	335	1132
Total	172	565	193	0	0	930	190	909	416	4	0	1519	329	598	217	5	0	1149	195	905	225	0	0	1325	4923
*** BREAK ***																									
04:00 PM	70	215	47	0	0	332	53	273	109	0	0	435	91	197	75	0	0	363	57	233	60	0	0	350	1480
04:15 PM	53	163	35	0	0	251	37	282	103	0	0	422	88	157	76	2	0	323	59	231	55	0	1	346	1342
04:30 PM	70	225	26	2	0	323	50	306	104	0	0	460	101	179	76	0	0	356	56	242	45	2	0	345	1484
04:45 PM	53	225	34	0	0	312	37	292	106	0	0	435	71	180	96	1	0	348	54	241	54	0	0	349	1444
Total	246	828	142	2	0	1218	177	1153	422	0	0	1752	351	713	323	3	0	1390	226	947	214	2	1	1390	5750
05:00 PM	51	219	39	0	0	309	40	295	103	0	0	438	93	205	91	1	1	391	59	281	69	1	0	410	1548
05:15 PM	52	193	57	1	0	303	33	292	99	0	0	424	91	198	82	0	1	372	52	268	58	0	0	378	1477
05:30 PM	53	226	33	0	0	312	32	286	99	0	0	417	91	190	82	0	0	363	71	212	55	1	0	339	1431
05:45 PM	37	227	35	4	0	303	39	274	100	0	0	413	75	155	82	0	0	312	59	198	78	1	0	336	1364
Total	193	865	164	5	0	1227	144	1147	401	0	0	1692	350	748	337	1	2	1438	241	959	260	3	0	1463	5820
Grand Total	1082	4070	972	13	2	6139	901	5714	2419	8	0	9042	1915	3834	1522	14	2	7287	1433	6065	1451	11	1	8961	31429
Apprch %	17.6	66.3	15.8	0.2	0		10	63.2	26.8	0.1	0		26.3	52.6	20.9	0.2	0		16	67.7	16.2	0.1	0		
Total %	3.4	12.9	3.1	0	0	19.5	2.9	18.2	7.7	0	0	28.8	6.1	12.2	4.8	0	0	23.2	4.6	19.3	4.6	0	0	28.5	
Passenger Cars	943	3721	916	11	2	5593	844	5467	2320	8	0	8639	1796	3504	1493	14	2	6809	1374	5788	1345	11	1	8519	29560
% Passenger Cars	87.2	91.4	94.2	84.6	100	91.1	93.7	95.7	95.9	100	0	95.5	93.8	91.4	98.1	100	100	93.4	95.9	95.4	92.7	100	100	95.1	94.1
Heavy Vehicles	139	349	56	2	0	546	57	247	99	0	0	403	119	330	29	0	0	478	59	277	106	0	0	442	1869
% Heavy Vehicles	12.8	8.6	5.8	15.4	0	8.9	6.3	4.3	4.1	0	0	4.5	6.2	8.6	1.9	0	0	6.6	4.1	4.6	7.3	0	0	4.9	5.9

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Nw 87 Avenue

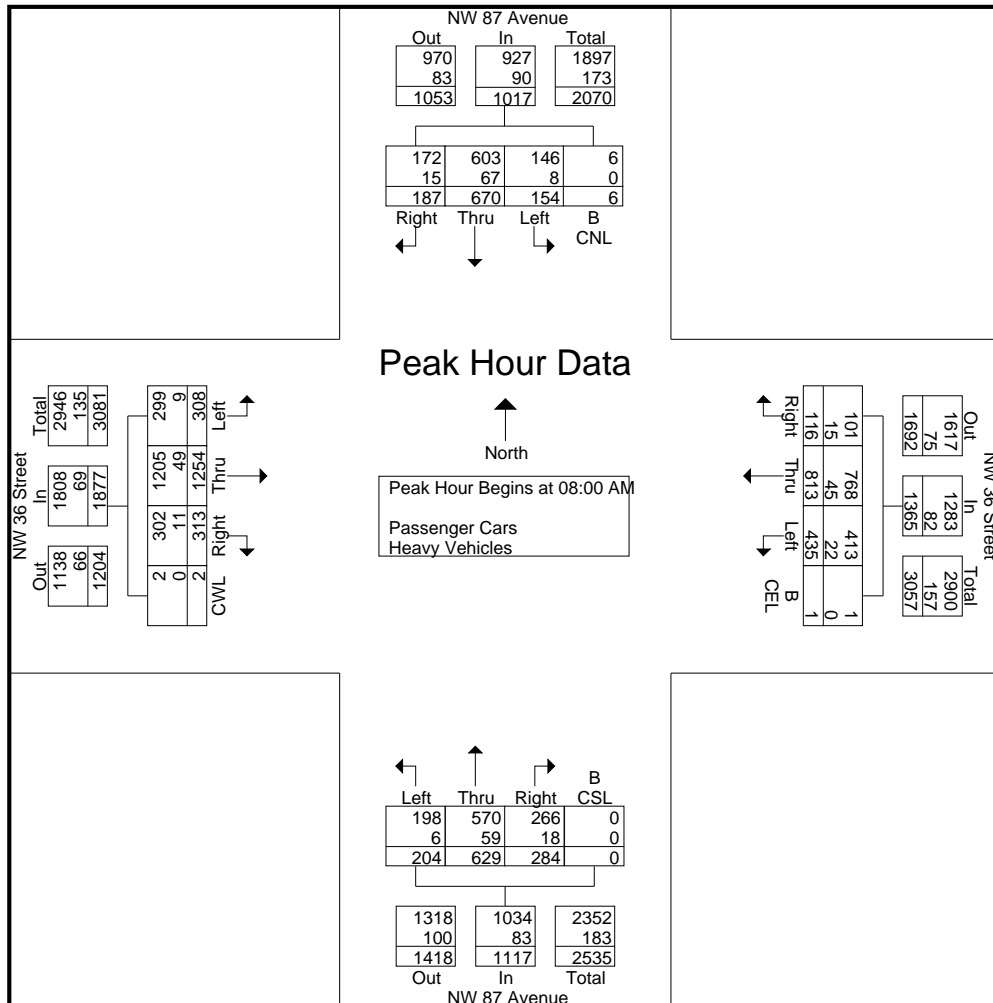
File Name : NW 87 Avenue at NW 41 Street

Site Code : 08700001

Start Date : 11/17/2020

Page No : 3

Start Time	NW 87 Avenue Southbound						NW 36 Street Westbound						NW 87 Avenue Northbound						NW 36 Street Eastbound							
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total	
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	32	165	33	3	0	233	30	205	104	1	0	340	59	148	48	0	0	255	77	312	73	2	0	464	1292	
08:15 AM	50	156	30	0	1	237	26	203	107	0	0	336	89	166	55	0	0	310	82	312	81	0	0	475	1358	
08:30 AM	53	174	54	0	0	281	26	200	104	0	0	330	65	162	49	0	0	276	80	329	82	0	0	491	1378	
08:45 AM	52	175	37	1	1	266	34	205	120	0	0	359	71	153	52	0	0	276	74	301	72	0	0	447	1348	
Total Volume	187	670	154	4	2	1017	116	813	435	1	0	1365	284	629	204	0	0	1117	313	1254	308	2	0	1877	5376	
% App. Total	18.4	65.9	15.1	0.4	0.2		8.5	59.6	31.9	0.1	0		25.4	56.3	18.3	0	0		16.7	66.8	16.4	0.1	0			
PHF	.882	.957	.713	.333	.500	.905	.853	.991	.906	.250	.000	.951	.798	.947	.927	.000	.000	.901	.954	.953	.939	.250	.000	.956	.975	
Passenger Cars	172	603	146	4	2	927	101	768	413	1	0	1283	266	570	198	0	0	1034	302	1205	299	2	0	1808	5052	
% Passenger Cars	92.0	90.0	94.8	100	100	91.2	87.1	94.5	94.9	100	0	94.0	93.7	90.6	97.1	0	0	92.6	96.5	96.1	97.1	100	0	96.3	94.0	
Heavy Vehicles	15	67	8	0	0	90	15	45	22	0	0	82	18	59	6	0	0	83	11	49	9	0	0	69	324	
% Heavy Vehicles	8.0	10.0	5.2	0	0	8.8	12.9	5.5	5.1	0	0	6.0	6.3	9.4	2.9	0	0	7.4	3.5	3.9	2.9	0	0	3.7	6.0	



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Nw 87 Avenue

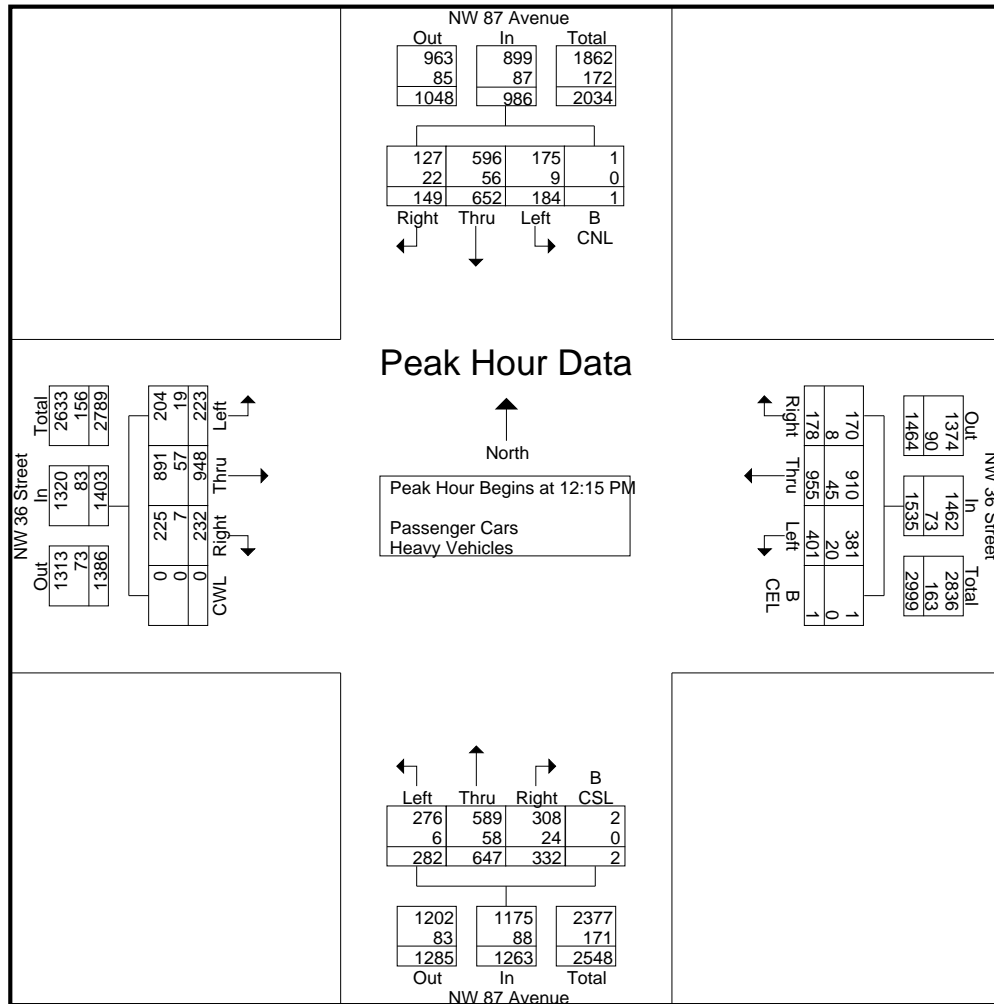
File Name : NW 87 Avenue at NW 41 Street

Site Code : 08700001

Start Date : 11/17/2020

Page No : 5

Start Time	NW 87 Avenue Southbound						NW 36 Street Westbound						NW 87 Avenue Northbound						NW 36 Street Eastbound							
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	B CWL	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 12:15 PM																										
12:15 PM	51	181	48	0	0	280	39	225	104	0	0	368	85	176	84	0	0	345	59	239	61	0	0	359	1352	
12:30 PM	33	158	39	1	0	231	48	242	97	1	0	388	83	161	62	0	0	306	67	252	62	0	0	381	1306	
12:45 PM	32	141	45	0	0	218	44	242	93	0	0	379	79	152	72	1	0	304	53	237	50	0	0	340	1241	
01:00 PM	33	172	52	0	0	257	47	246	107	0	0	400	85	158	64	1	0	308	53	220	50	0	0	323	1288	
Total Volume	149	652	184	1	0	986	178	955	401	1	0	1535	332	647	282	2	0	1263	232	948	223	0	0	1403	5187	
% App. Total	15.1	66.1	18.7	0.1	0		11.6	62.2	26.1	0.1	0		26.3	51.2	22.3	0.2	0		16.5	67.6	15.9	0	0			
PHF	.730	.901	.885	.250	.000	.880	.927	.971	.937	.250	.000	.959	.976	.919	.839	.500	.000	.915	.866	.940	.899	.000	.000	.921	.959	
Passenger Cars	127	596	175	1	0	899	170	910	381	1	0	1462	308	589	276	2	0	1175	225	891	204	0	0	1320	4856	
% Passenger Cars	85.2	91.4	95.1	100	0	91.2	95.5	95.3	95.0	100	0	95.2	92.8	91.0	97.9	100	0	93.0	97.0	94.0	91.5	0	0	94.1	93.6	
Heavy Vehicles	22	56	9	0	0	87	8	45	20	0	0	73	24	58	6	0	0	88	7	57	19	0	0	83	331	
% Heavy Vehicles	14.8	8.6	4.9	0	0	8.8	4.5	4.7	5.0	0	0	4.8	7.2	9.0	2.1	0	0	7.0	3.0	6.0	8.5	0	0	5.9	6.4	



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9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Nw 87 Avenue

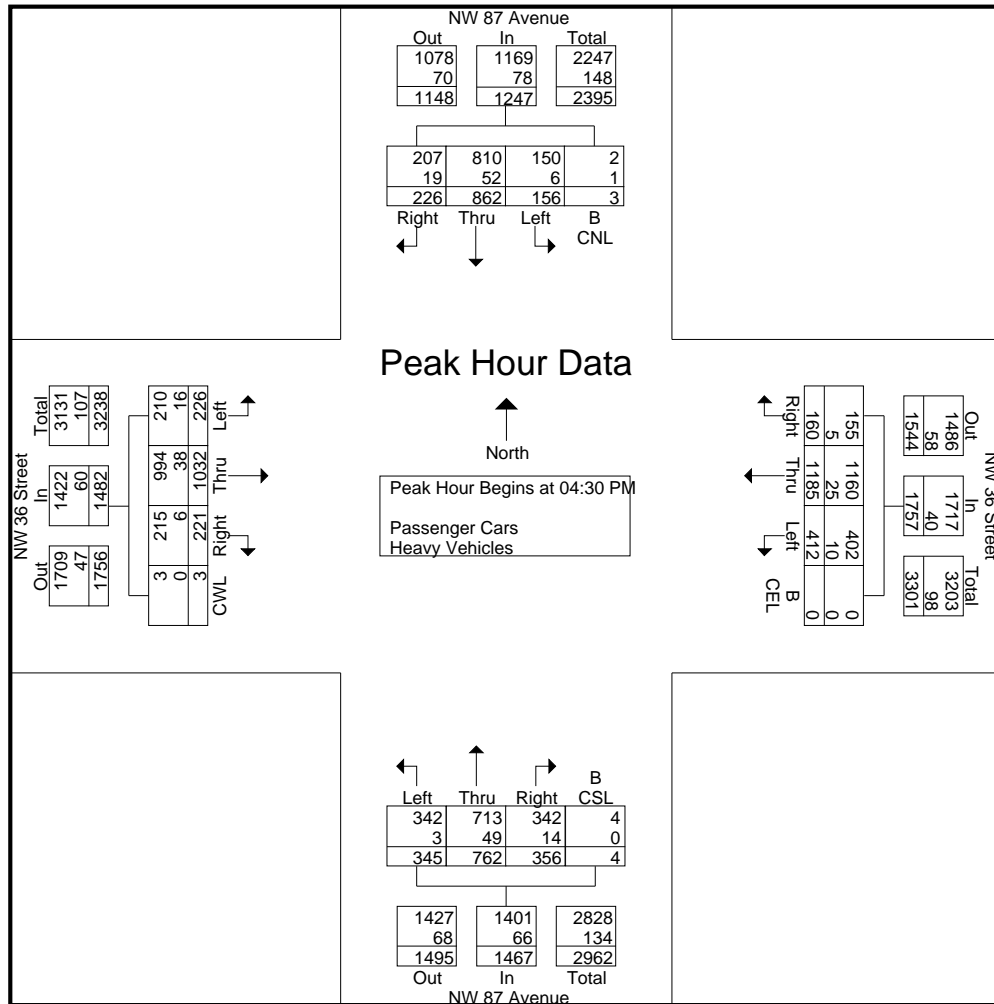
File Name : NW 87 Avenue at NW 41 Street

Site Code : 08700001

Start Date : 11/17/2020

Page No : 7

Start Time	NW 87 Avenue Southbound						NW 36 Street Westbound						NW 87 Avenue Northbound						NW 36 Street Eastbound						
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left	P.CWL	CWL	App. Total	Int. 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	70	225	26	2	0	323	50	306	104	0	0	460	101	179	76	0	0	356	56	242	45	2	0	345	1484
04:45 PM	53	225	34	0	0	312	37	292	106	0	0	435	71	180	96	1	0	348	54	241	54	0	0	349	1444
05:00 PM	51	219	39	0	0	309	40	295	103	0	0	438	93	205	91	1	1	391	59	281	69	1	0	410	1548
05:15 PM	52	193	57	1	0	303	33	292	99	0	0	424	91	198	82	0	1	372	52	268	58	0	0	378	1477
Total Volume	226	862	156	3	0	1247	160	1185	412	0	0	1757	356	762	345	2	2	1467	221	1032	226	3	0	1482	5953
% App. Total	18.1	69.1	12.5	0.2	0		9.1	67.4	23.4	0	0		24.3	51.9	23.5	0.1	0.1		14.9	69.6	15.2	0.2	0		
PHF	.807	.958	.684	.375	.000	.965	.800	.968	.972	.000	.000	.955	.881	.929	.898	.500	.500	.938	.936	.918	.819	.375	.000	.904	.961
Passenger Cars	207	810	150	2	0	1169	155	1160	402	0	0	1717	342	713	342	2	2	1401	215	994	210	3	0	1422	5709
% Passenger Cars	91.6	94.0	96.2	66.7	0	93.7	96.9	97.9	97.6	0	0	97.7	96.1	93.6	99.1	100	100	95.5	97.3	96.3	92.9	100	0	96.0	95.9
Heavy Vehicles	19	52	6	1	0	78	5	25	10	0	0	40	14	49	3	0	0	66	6	38	16	0	0	60	244
% Heavy Vehicles	8.4	6.0	3.8	33.3	0	6.3	3.1	2.1	2.4	0	0	2.3	3.9	6.4	0.9	0	0	4.5	2.7	3.7	7.1	0	0	4.0	4.1



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at 480" E of NW 87 Avenue
(MO 14)

File Name : MO 14
Site Code : 00140001
Start Date : 11/17/2020
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	480" E of NW 87 Avenue (MO 14) Southbound						NW 36 Street Westbound						480" E of NW 87 Avenue (MO 14) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App. Total
08:00 AM	0	0	0	0	0	0	0	336	0	0	0	0	336	0	0	0	0	0	0	0	404	0	0	0	0	404	740
08:15 AM	0	0	0	0	0	0	0	327	0	0	0	0	327	0	0	0	0	0	0	0	430	0	0	0	0	430	757
08:30 AM	0	0	0	0	0	0	0	334	0	0	0	0	334	0	0	0	0	0	0	0	447	0	0	0	0	447	781
08:45 AM	0	0	0	0	0	0	0	362	1	0	0	0	363	0	0	0	0	0	0	0	409	1	0	0	0	410	773
Total	0	0	0	0	0	0	0	1359	1	0	0	0	1360	0	0	0	0	0	0	0	1690	1	0	0	0	1691	3051
09:00 AM	0	0	0	0	0	0	0	319	1	1	0	0	321	1	0	0	1	0	2	0	377	0	0	0	0	377	700
09:15 AM	0	0	0	0	0	0	0	282	0	0	0	0	282	0	0	0	1	0	1	0	371	0	0	0	0	371	654
09:30 AM	0	0	0	0	0	0	0	308	1	0	0	0	309	0	0	0	0	1	1	0	337	0	0	0	0	337	647
09:45 AM	0	0	0	0	0	0	0	307	0	0	0	0	307	0	0	0	2	0	2	0	345	0	0	0	0	345	654
Total	0	0	0	0	0	0	0	1216	2	1	0	0	1219	1	0	0	4	1	6	0	1430	0	0	0	0	1430	2655
*** BREAK ***																											
12:00 PM	0	0	0	0	0	0	0	336	0	0	0	0	336	0	0	0	0	0	0	0	379	0	0	0	0	379	715
12:15 PM	0	0	0	0	0	0	0	362	0	0	0	0	362	0	0	0	0	0	0	0	372	0	0	0	0	372	734
12:30 PM	0	0	0	0	0	0	0	375	2	0	0	0	377	0	0	0	0	0	0	0	375	0	0	0	0	375	752
12:45 PM	0	0	0	0	0	0	0	365	3	0	0	0	368	0	0	0	0	0	0	0	359	0	0	0	0	359	727
Total	0	0	0	0	0	0	0	1438	5	0	0	0	1443	0	0	0	0	0	0	0	1485	0	0	0	0	1485	2928
01:00 PM	0	0	0	0	0	0	0	408	1	0	0	0	409	0	0	0	0	0	0	0	356	0	0	0	0	356	765
01:15 PM	0	0	0	0	0	0	0	388	1	0	0	0	389	0	0	0	3	0	3	0	354	0	0	0	0	354	746
01:30 PM	0	0	0	0	0	0	0	369	0	0	0	0	369	0	0	0	0	0	0	1	359	0	0	0	0	360	729
01:45 PM	0	0	0	0	0	0	0	346	3	0	0	0	349	0	0	0	5	0	5	0	355	0	0	0	0	355	709
Total	0	0	0	0	0	0	0	1511	5	0	0	0	1516	0	0	0	8	0	8	1	1424	0	0	0	0	1425	2949
02:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																											
Total	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																											
04:00 PM	0	0	0	0	0	0	0	440	0	0	0	0	440	0	0	0	1	1	2	0	370	0	0	0	0	370	812
04:15 PM	0	0	0	0	0	0	0	407	0	0	0	0	407	0	0	0	0	0	0	0	354	0	0	0	0	354	761
04:30 PM	0	0	0	0	0	0	0	451	1	0	0	0	452	0	0	0	1	0	1	0	369	0	0	0	0	369	822
04:45 PM	0	0	0	0	0	0	0	431	2	0	0	0	433	0	0	0	4	0	4	0	346	0	0	0	0	346	783
Total	0	0	0	0	0	0	0	1729	3	0	0	0	1732	0	0	0	6	1	7	0	1439	0	0	0	0	1439	3178
05:00 PM	0	0	0	0	0	0	0	443	1	0	0	0	444	0	0	0	0	0	0	0	413	0	0	0	0	413	857
05:15 PM	0	0	0	0	0	0	0	416	3	0	0	0	419	0	0	0	3	0	3	0	416	0	0	0	0	416	838
05:30 PM	0	0	0	0	0	0	0	408	3	0	0	0	411	0	0	0	0	0	0	0	337	0	0	0	0	337	748
05:45 PM	0	0	0	0	0	0	0	412	1	0	0	0	413	0	0	0	0	1	1	0	307	0	0	0	0	307	721
Total	0	0	0	0	0	0	0	1679	8	0	0	0	1687	0	0	0	3	1	4	0	1473	0	0	0	0	1473	3164
Grand Total	0	0	0	0	0	0	0	8935	24	1	0	0	8960	1	0	0	21	3	25	1	8941	1	0	0	0	8943	17928
Apprch %	0	0	0	0	0	0	0	99.7	0.3	0	0	0	99.7	4	0	0	84	12	0	100	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	49.8	0.1	0	0	0	50	0	0	0	0.1	0	0.1	0	49.9	0	0	0	0	49.9	
Passenger Cars	0	0	0	0	0	0	0	8579	24	0	0	0	8603	1	0	0	21	3	25	0	8499	1	0	0	0	8500	17128
% Passenger Cars	0	0	0	0	0	0	0	96	100	0	0	0	96	100	0	0	100	100	100	0	95.1	100	0	0	0	95	95.5
Heavy Vehicles	0	0	0	0	0	0	0	356	0	1	0	0	357	0	0	0	0	0	0	1	442	0	0	0	0	443	800
% Heavy Vehicles	0	0	0	0	0	0	0	4	0	100	0	0	4	0	0	0	0	0	0	100	4.9	0	0	0	0	5	4.5

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 480" E of NW 87 Avenue
 (MO 14)

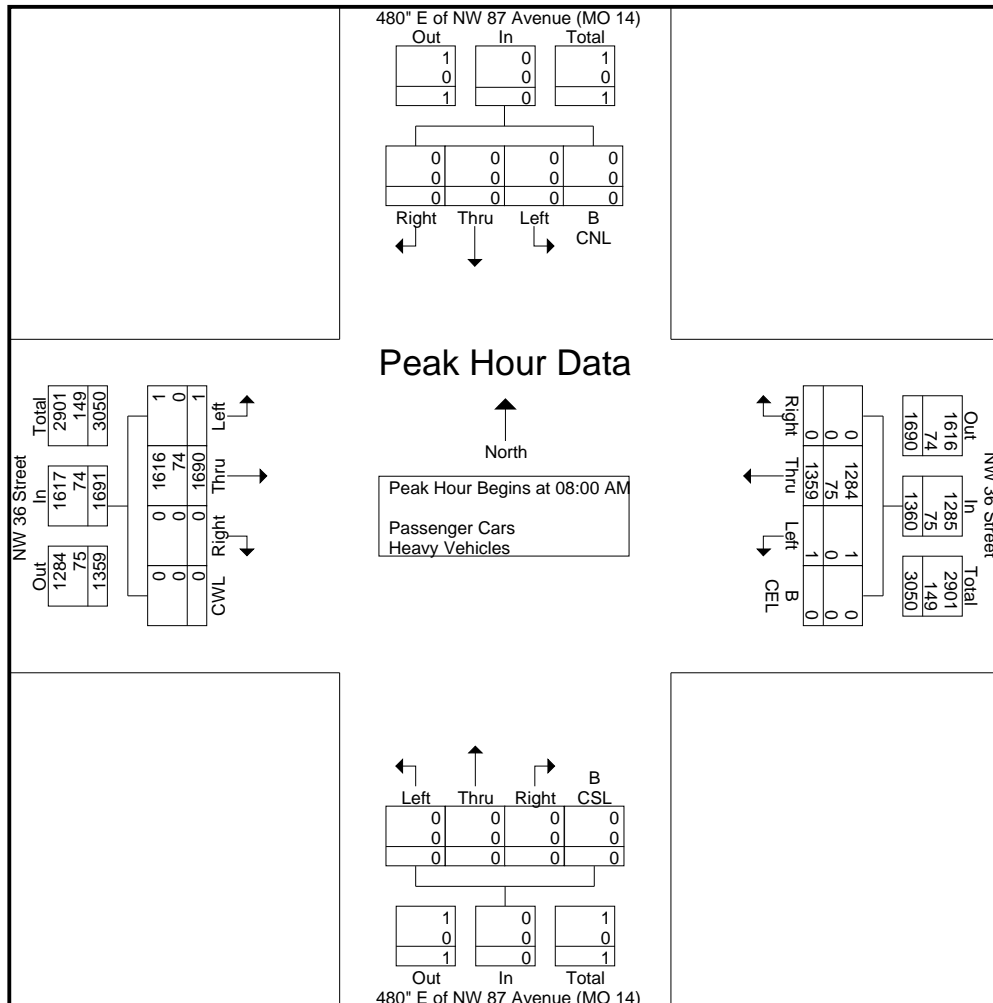
File Name : MO 14
 Site Code : 00140001
 Start Date : 11/17/2020
 Page No : 3

Start Time	480" E of NW 87 Avenue (MO 14) Southbound						NW 36 Street Westbound						480" E of NW 87 Avenue (MO 14) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App.Total

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	0	0	0	0	0	0	336	0	0	0	0	336	0	0	0	0	0	0	0	0	404	0	0	0	0	404	740
08:15 AM	0	0	0	0	0	0	0	327	0	0	0	0	327	0	0	0	0	0	0	0	0	430	0	0	0	0	430	757
08:30 AM	0	0	0	0	0	0	0	334	0	0	0	0	334	0	0	0	0	0	0	0	0	447	0	0	0	0	447	781
08:45 AM	0	0	0	0	0	0	0	362	1	0	0	0	363	0	0	0	0	0	0	0	0	409	1	0	0	0	410	773
Total Volume	0	0	0	0	0	0	0	1359	1	0	0	0	1360	0	0	0	0	0	0	0	0	1690	1	0	0	0	1691	3051
% App. Total	0	0	0	0	0	0	0	99.9	0.1	0	0	0	0	0	0	0	0	0	0	0	0	99.9	0.1	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.939	.250	.000	.000	.000	.937	.000	.000	.000	.000	.000	.000	.000	.000	.945	.250	.000	.000	.000	.946	.977
Passenger Cars	0	0	0	0	0	0	0	1284	1	0	0	0	1285	0	0	0	0	0	0	0	0	1616	1	0	0	0	1617	2902
% Passenger Cars	0	0	0	0	0	0	0	94.5	100	0	0	0	94.5	0	0	0	0	0	0	0	0	95.6	100	0	0	0	95.6	95.1
Heavy Vehicles	0	0	0	0	0	0	0	75	0	0	0	0	75	0	0	0	0	0	0	0	0	74	0	0	0	0	74	149
% Heavy Vehicles	0	0	0	0	0	0	0	5.5	0	0	0	0	5.5	0	0	0	0	0	0	0	0	4.4	0	0	0	0	4.4	4.9



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 480" E of NW 87 Avenue
 (MO 14)

File Name : MO 14
 Site Code : 00140001
 Start Date : 11/17/2020
 Page No : 5

Start Time	480" E of NW 87 Avenue (MO 14) Southbound						NW 36 Street Westbound						480" E of NW 87 Avenue (MO 14) Northbound						NW 36 Street Eastbound						Int. Total			
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total	
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 12:30 PM																												
12:30 PM	0	0	0	0	0	0	0	375	2	0	0	0	377	0	0	0	0	0	0	0	0	375	0	0	0	0	375	752
12:45 PM	0	0	0	0	0	0	0	365	3	0	0	0	368	0	0	0	0	0	0	0	0	359	0	0	0	0	359	727
01:00 PM	0	0	0	0	0	0	0	408	1	0	0	0	409	0	0	0	0	0	0	0	0	356	0	0	0	0	356	765
01:15 PM	0	0	0	0	0	0	0	388	1	0	0	0	389	0	0	0	3	0	3	0	0	354	0	0	0	0	354	746
Total Volume	0	0	0	0	0	0	0	1536	7	0	0	0	1543	0	0	0	3	0	3	0	0	1444	0	0	0	0	1444	2990
% App. Total	0	0	0	0	0	0	0	99.5	0.5	0	0	0		0	0	0	100	0		0	100	0	0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.941	.583	.000	.000	.000	.943	.000	.000	.000	.250	.000	.250	.000	.963	.000	.000	.000	.000	.963	.977	
Passenger Cars	0	0	0	0	0	0	0	1469	7	0	0	0	1476	0	0	0	3	0	3	0	1356	0	0	0	0	1356	2835	
% Passenger Cars	0	0	0	0	0	0	0	95.6	100	0	0	0	95.7	0	0	0	100	0	100	0	93.9	0	0	0	0	93.9	94.8	
Heavy Vehicles	0	0	0	0	0	0	0	67	0	0	0	0	67	0	0	0	0	0	0	0	88	0	0	0	0	88	155	
% Heavy Vehicles	0	0	0	0	0	0	0	4.4	0	0	0	0	4.3	0	0	0	0	0	0	0	6.1	0	0	0	0	6.1	5.2	

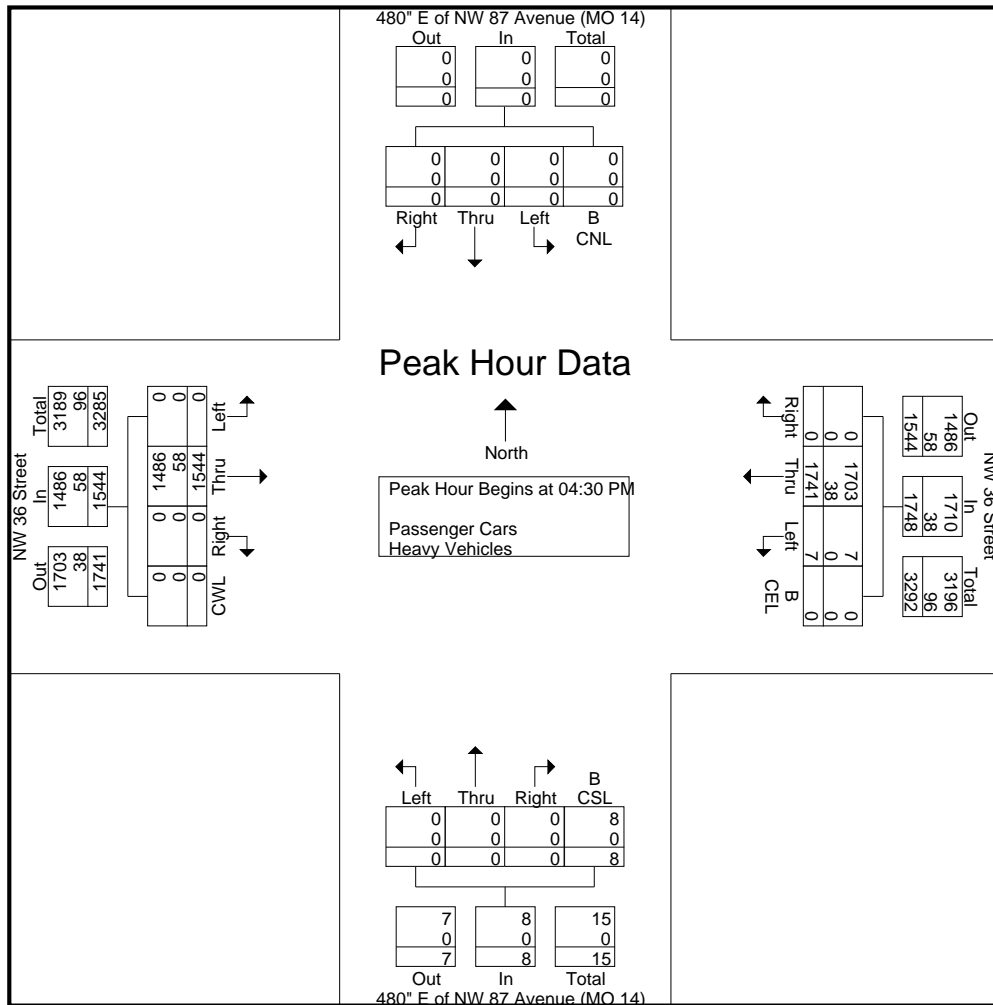
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 480" E of NW 87 Avenue
 (MO 14)

File Name : MO 14
 Site Code : 00140001
 Start Date : 11/17/2020
 Page No : 7

Start Time	480" E of NW 87 Avenue (MO 14) Southbound						NW 36 Street Westbound						480" E of NW 87 Avenue (MO 14) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		B CWL	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	451	1	0	0	0	452	0	0	0	1	0	1	0	369	0	0	0	0	369	822
04:45 PM	0	0	0	0	0	0	0	431	2	0	0	0	433	0	0	0	4	0	4	0	346	0	0	0	0	346	783
05:00 PM	0	0	0	0	0	0	0	443	1	0	0	0	444	0	0	0	0	0	0	0	413	0	0	0	0	413	857
05:15 PM	0	0	0	0	0	0	0	416	3	0	0	0	419	0	0	0	3	0	3	0	416	0	0	0	0	416	838
Total Volume	0	0	0	0	0	0	0	1741	7	0	0	0	1748	0	0	0	8	0	8	0	1544	0	0	0	0	1544	3300
% App. Total	0	0	0	0	0	0	0	99.6	0.4	0	0	0	99.6	0	0	0	100	0	100	0	100	0	0	0	0	100	963
PHF	.000	.000	.000	.000	.000	.000	.000	.965	.583	.000	.000	.000	.967	.000	.000	.000	.500	.000	.500	.000	.928	.000	.000	.000	.000	.928	.963
Passenger Cars	0	0	0	0	0	0	0	1703	7	0	0	0	1710	0	0	0	8	0	8	0	1486	0	0	0	0	1486	3204
% Passenger Cars	0	0	0	0	0	0	0	97.8	100	0	0	0	97.8	0	0	0	100	0	100	0	96.2	0	0	0	0	96.2	97.1
Heavy Vehicles	0	0	0	0	0	0	0	38	0	0	0	0	38	0	0	0	0	0	0	0	58	0	0	0	0	58	96
% Heavy Vehicles	0	0	0	0	0	0	0	2.2	0	0	0	0	2.2	0	0	0	0	0	0	0	3.8	0	0	0	0	3.8	2.9



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 700" E of NW 87 Avenue
 (MO 15)

File Name : MO 15
 Site Code : 01500001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 36 Street Westbound							700" E of NW 87 Avenue (MO 15) Northbound							NW 36 Street Eastbound							Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Doral Square Plaza	Thru	Left	P CSL	B CSL	App. Total	Right Doral Square Plaza	Thru	Left U-Turns	Left	P CWL	CWL	App. Total		
08:00 AM	0	334	2	3	0	0	339	4	0	1	0	0	5	1	402	1	0	0	0	404	748	
08:15 AM	0	325	0	7	0	0	332	2	0	2	0	0	4	0	430	0	0	0	0	430	766	
08:30 AM	0	332	3	2	0	0	337	2	0	1	0	0	3	4	442	1	0	0	0	447	787	
08:45 AM	0	363	2	4	0	0	369	6	0	0	0	0	6	0	410	0	0	0	0	410	785	
Total	0	1354	7	16	0	0	1377	14	0	4	0	0	18	5	1684	2	0	0	0	1691	3086	
09:00 AM	0	319	1	6	0	0	326	2	0	1	0	0	3	2	377	0	0	0	0	379	708	
09:15 AM	0	281	1	2	0	0	284	6	0	1	0	0	7	3	368	0	0	0	0	371	662	
09:30 AM	0	307	0	6	0	0	313	4	0	2	0	0	6	2	336	0	0	0	0	338	657	
09:45 AM	0	306	5	5	0	0	316	5	0	1	0	0	6	2	343	0	0	0	0	345	667	
Total	0	1213	7	19	0	0	1239	17	0	5	0	0	22	9	1424	0	0	0	0	1433	2694	
*** BREAK ***																						
12:00 PM	0	332	3	6	0	0	341	5	0	4	0	0	9	10	369	0	0	0	0	379	729	
12:15 PM	0	357	4	7	0	0	368	14	0	5	0	0	19	10	362	0	0	0	0	372	759	
12:30 PM	0	374	0	6	0	0	380	8	0	3	0	0	11	5	372	0	0	0	0	377	768	
12:45 PM	0	362	4	8	0	0	374	8	0	6	0	0	14	14	347	0	0	0	0	361	749	
Total	0	1425	11	27	0	0	1463	35	0	18	0	0	53	39	1450	0	0	0	0	1489	3005	
01:00 PM	0	402	2	3	0	0	407	6	0	7	0	0	13	12	345	0	0	0	0	357	777	
01:15 PM	0	384	1	6	0	0	391	6	0	5	0	0	11	3	351	0	0	0	0	354	756	
01:30 PM	0	364	3	8	0	0	375	7	0	5	0	0	12	4	355	0	0	0	0	359	746	
01:45 PM	0	343	1	8	0	0	352	8	0	6	0	0	14	6	352	0	0	0	0	358	724	
Total	0	1493	7	25	0	0	1525	27	0	23	0	0	50	25	1403	0	0	0	0	1428	3003	
02:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	
*** BREAK ***																						
04:00 PM	0	437	19	2	0	0	458	13	0	3	0	0	16	1	369	0	0	0	0	370	844	
04:15 PM	0	404	7	2	0	0	413	14	0	3	0	0	17	1	353	0	0	0	0	354	784	
04:30 PM	0	449	15	1	0	0	465	7	0	3	0	0	10	3	367	0	0	0	0	370	845	
04:45 PM	0	431	17	2	0	0	450	3	0	1	0	0	4	1	346	1	0	0	0	348	802	
Total	0	1721	58	7	0	0	1786	37	0	10	0	0	47	6	1435	1	0	0	0	1442	3275	
05:00 PM	0	440	24	6	0	0	470	8	0	3	0	0	11	7	406	1	0	0	0	414	895	
05:15 PM	0	419	18	2	0	0	439	5	0	0	0	0	5	5	414	0	0	0	0	419	863	
05:30 PM	0	407	13	3	0	0	423	3	0	3	0	0	6	4	335	1	0	0	0	340	769	
05:45 PM	0	409	7	1	0	0	417	6	0	3	0	0	9	2	305	1	0	0	0	308	734	
Total	0	1675	62	12	0	0	1749	22	0	9	0	0	31	18	1460	3	0	0	0	1481	3261	
Grand Total	0	8881	152	106	0	0	9139	152	0	72	0	0	224	102	8856	6	0	0	0	8964	18327	
Apprch %	0	97.2	1.7	1.2	0	0		67.9	0	32.1	0	0		1.1	98.8	0.1	0	0	0			
Total %	0	48.5	0.8	0.6	0	0	49.9	0.8	0	0.4	0	0	1.2	0.6	48.3	0	0	0	0	48.9		
Passenger Cars	0	8525	150	105	0	0	8780	152	0	72	0	0	224	99	8419	6	0	0	0	8524	17528	
% Passenger Cars	0	96	98.7	99.1	0	0	96.1	100	0	100	0	0	100	97.1	95.1	100	0	0	0	95.1	95.6	
Heavy Vehicles	0	356	2	1	0	0	359	0	0	0	0	0	0	3	437	0	0	0	0	440	799	
% Heavy Vehicles	0	4	1.3	0.9	0	0	3.9	0	0	0	0	0	0	2.9	4.9	0	0	0	0	4.9	4.4	

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 700" E of NW 87 Avenue
 (MO 15)

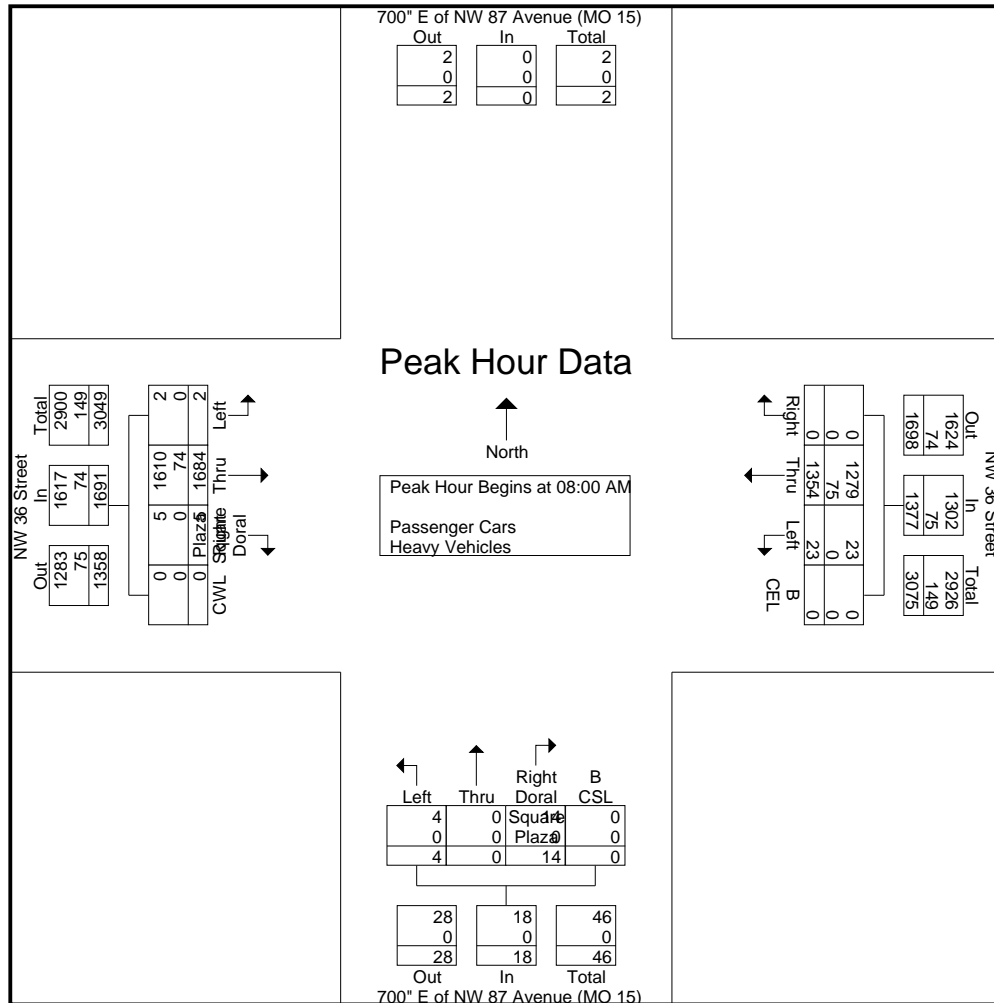
File Name : MO 15
 Site Code : 01500001
 Start Date : 11/17/2020
 Page No : 3

Start Time	NW 36 Street Westbound							700" E of NW 87 Avenue (MO 15) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Doral Square Plaza	Thru	Left	P CSL	B CSL	App. Total	Right Doral Square Plaza	Thru	Left U-Turns	Left	P CWL	CWL		App. Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	334	2	3	0	0	339	4	0	1	0	0	5	1	402	1	0	0	0	404	748
08:15 AM	0	325	0	7	0	0	332	2	0	2	0	0	4	0	430	0	0	0	0	430	766
08:30 AM	0	332	3	2	0	0	337	2	0	1	0	0	3	4	442	1	0	0	0	447	787
08:45 AM	0	363	2	4	0	0	369	6	0	0	0	0	6	0	410	0	0	0	0	410	785
Total Volume	0	1354	7	16	0	0	1377	14	0	4	0	0	18	5	1684	2	0	0	0	1691	3086
% App. Total	0	98.3	0.5	1.2	0	0	99.6	77.8	0	22.2	0	0	99.6	0.3	99.6	0.1	0	0	0	99.6	99.6
PHF	.000	.933	.583	.571	.000	.000	.933	.583	.000	.500	.000	.000	.750	.313	.952	.500	.000	.000	.000	.946	.980
Passenger Cars	0	1279	7	16	0	0	1302	14	0	4	0	0	18	5	1610	2	0	0	0	1617	2937
% Passenger Cars	0	94.5	100	100	0	0	94.6	100	0	100	0	0	100	100	95.6	100	0	0	0	95.6	95.2
Heavy Vehicles	0	75	0	0	0	0	75	0	0	0	0	0	0	0	74	0	0	0	0	74	149
% Heavy Vehicles	0	5.5	0	0	0	0	5.4	0	0	0	0	0	0	0	4.4	0	0	0	0	4.4	4.8



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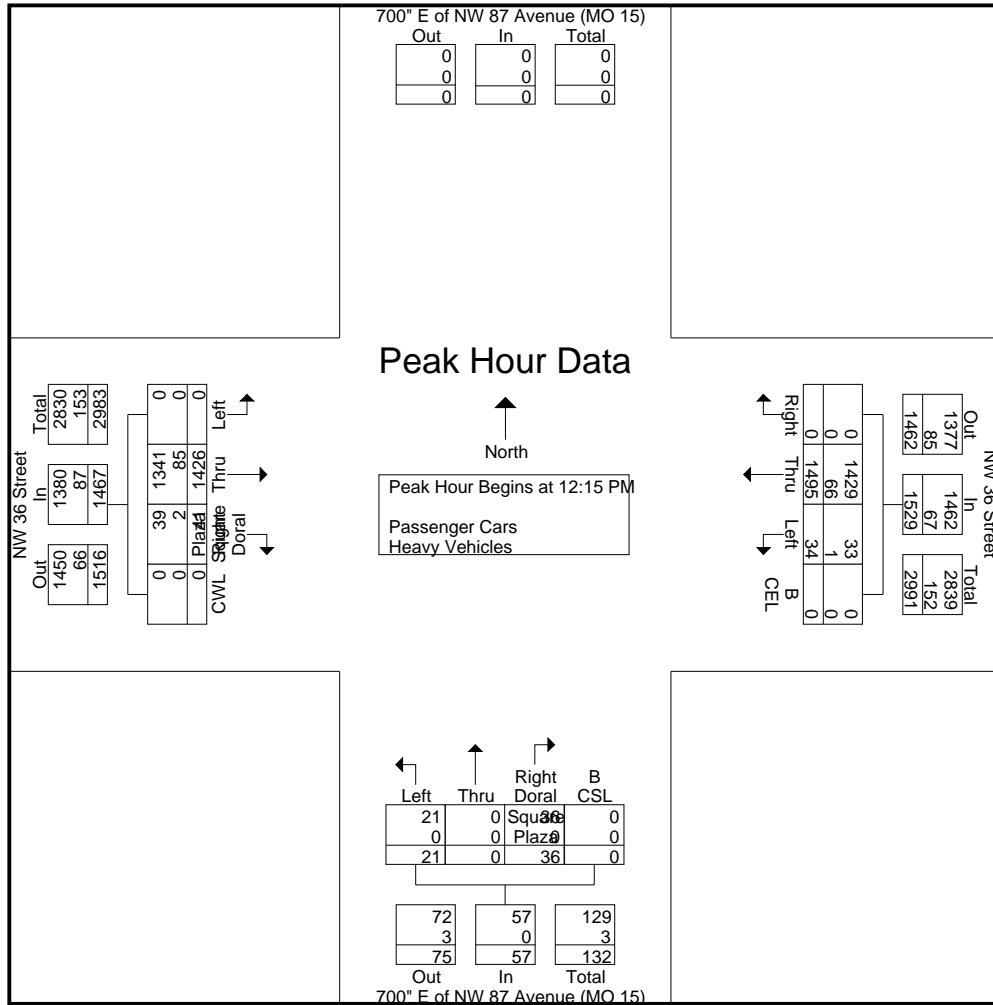
Turning Movement Counts
 NW 36 Street at 700" E of NW 87 Avenue
 (MO 15)

File Name : MO 15
 Site Code : 01500001
 Start Date : 11/17/2020
 Page No : 5

Start Time	NW 36 Street Westbound							700" E of NW 87 Avenue (MO 15) Northbound							NW 36 Street Eastbound						
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Doral Square Plaza	Thru	Left	P CSL	B CSL	App. Total	Right Doral Square Plaza	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	0	357	4	7	0	0	368	14	0	5	0	0	19	10	362	0	0	0	0	372	759
12:30 PM	0	374	0	6	0	0	380	8	0	3	0	0	11	5	372	0	0	0	0	377	768
12:45 PM	0	362	4	8	0	0	374	8	0	6	0	0	14	14	347	0	0	0	0	361	749
01:00 PM	0	402	2	3	0	0	407	6	0	7	0	0	13	12	345	0	0	0	0	357	777
Total Volume	0	1495	10	24	0	0	1529	36	0	21	0	0	57	41	1426	0	0	0	0	1467	3053
% App. Total	0	97.8	0.7	1.6	0	0	0	63.2	0	36.8	0	0	0	2.8	97.2	0	0	0	0	0	0
PHF	.000	.930	.625	.750	.000	.000	.939	.643	.000	.750	.000	.000	.750	.732	.958	.000	.000	.000	.000	.973	.982
Passenger Cars	0	1429	9	24	0	0	1462	36	0	21	0	0	57	39	1341	0	0	0	0	1380	2899
% Passenger Cars	0	95.6	90.0	100	0	0	95.6	100	0	100	0	0	100	95.1	94.0	0	0	0	0	94.1	95.0
Heavy Vehicles	0	66	1	0	0	0	67	0	0	0	0	0	0	2	85	0	0	0	0	87	154
% Heavy Vehicles	0	4.4	10.0	0	0	0	4.4	0	0	0	0	0	0	4.9	6.0	0	0	0	0	5.9	5.0



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Turning Movement Counts
 NW 36 Street at 700" E of NW 87 Avenue
 (MO 15)

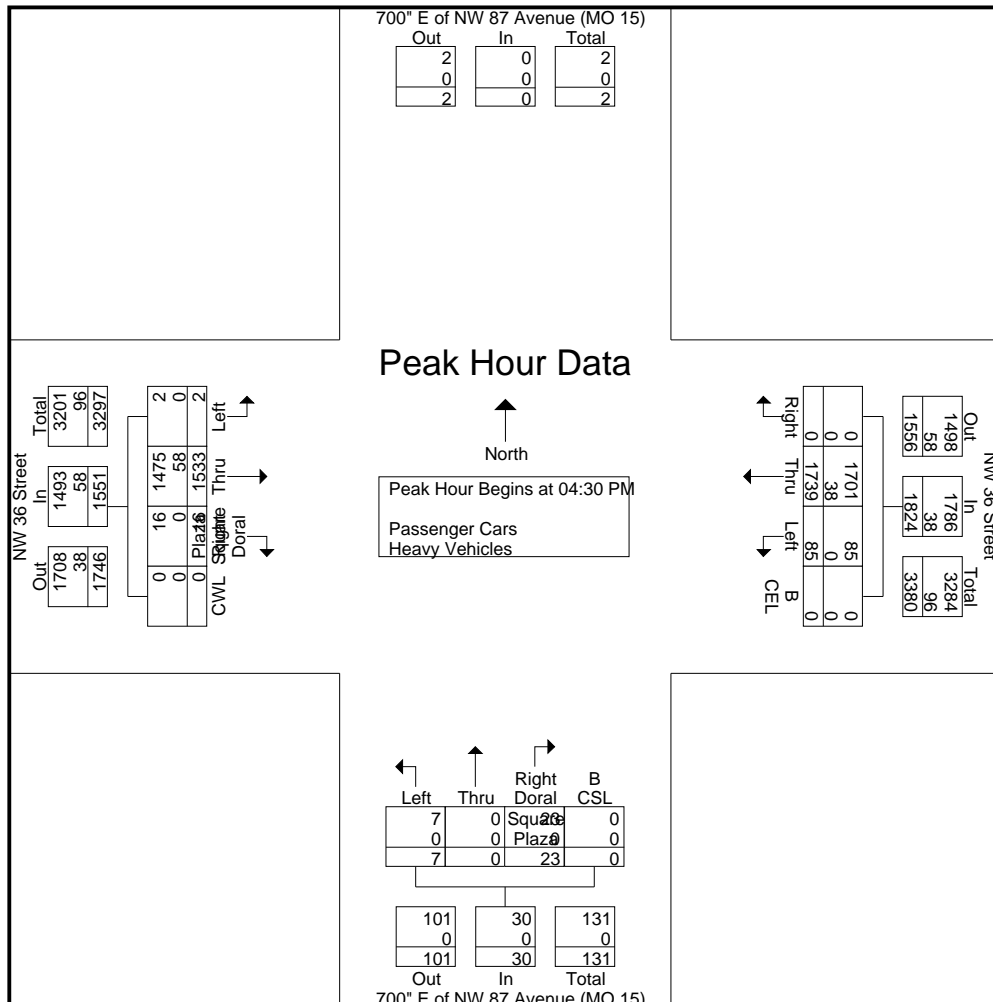
File Name : MO 15
 Site Code : 01500001
 Start Date : 11/17/2020
 Page No : 7

Start Time	NW 36 Street Westbound							700" E of NW 87 Avenue (MO 15) Northbound					NW 36 Street Eastbound					Int. Total	
	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right Doral Square Plaza	Thru	Left	P CSL	B CSL	App. Total	Right Doral Square Plaza	Thru	Left U-Turns	Left		P CWL	CWL	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	449	15	1	0	0	465	7	0	3	0	0	10	3	367	0	0	0	0	370	845
04:45 PM	0	431	17	2	0	0	450	3	0	1	0	0	4	1	346	1	0	0	0	348	802
05:00 PM	0	440	24	6	0	0	470	8	0	3	0	0	11	7	406	1	0	0	0	414	895
05:15 PM	0	419	18	2	0	0	439	5	0	0	0	0	5	5	414	0	0	0	0	419	863
Total Volume	0	1739	74	11	0	0	1824	23	0	7	0	0	30	16	1533	2	0	0	0	1551	3405
% App. Total	0	95.3	4.1	0.6	0	0		76.7	0	23.3	0	0		1	98.8	0.1	0	0	0		
PHF	.000	.968	.771	.458	.000	.000	.970	.719	.000	.583	.000	.000	.682	.571	.926	.500	.000	.000	.000	.925	.951
Passenger Cars	0	1701	74	11	0	0	1786	23	0	7	0	0	30	16	1475	2	0	0	0	1493	3309
% Passenger Cars	0	97.8	100	100	0	0	97.9	100	0	100	0	0	100	100	96.2	100	0	0	0	96.3	97.2
Heavy Vehicles	0	38	0	0	0	0	38	0	0	0	0	0	0	0	58	0	0	0	0	58	96
% Heavy Vehicles	0	2.2	0	0	0	0	2.1	0	0	0	0	0	0	0	3.8	0	0	0	0	3.7	2.8



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9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 8400 Block

File Name : NW 8400 Block (Leon M) at NW 41 Street

Site Code : 00840001

Start Date : 11/17/2020

Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 8400 Block(Leon Medical) Southbound						NW 41 Street Westbound						NW 8400 Block(Leon Medical) Northbound						NW 41 Street Eastbound						Int. Total	
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left	P.CWL	CWL	App. Total		
08:00 AM	2	0	6	0	0	8	26	333	7	0	0	366	0	0	4	0	0	4	5	373	25	1	0	404	782	
08:15 AM	2	0	4	2	0	8	37	327	4	1	0	369	0	0	3	1	0	4	4	401	18	0	0	423	804	
08:30 AM	2	0	2	0	0	4	28	332	2	0	0	362	2	0	3	0	0	5	2	422	15	0	0	439	810	
08:45 AM	1	0	1	0	0	2	26	367	5	0	0	398	0	0	1	2	0	3	5	400	15	1	0	421	824	
Total	7	0	13	2	0	22	117	1359	18	1	0	1495	2	0	11	3	0	16	16	1596	73	2	0	1687	3220	
09:00 AM	1	0	1	0	0	2	17	322	5	0	0	344	5	0	3	1	0	9	3	364	12	2	0	381	736	
09:15 AM	1	0	7	0	0	8	21	281	3	0	0	305	1	0	1	4	0	6	0	355	11	0	0	366	685	
09:30 AM	4	0	2	1	0	7	11	307	4	0	0	322	2	0	2	0	0	4	3	333	4	0	0	340	673	
09:45 AM	6	0	5	2	0	13	18	306	2	0	0	326	2	0	4	0	0	6	5	338	7	0	0	350	695	
Total	12	0	15	3	0	30	67	1216	14	0	0	1297	10	0	10	5	0	25	11	1390	34	2	0	1437	2789	
*** BREAK ***																										
12:00 PM	11	0	7	3	0	21	6	330	0	3	0	339	3	0	0	0	0	3	0	381	5	0	0	386	749	
12:15 PM	9	0	6	0	0	15	12	359	4	0	0	375	2	0	0	1	1	4	4	356	13	0	0	373	767	
12:30 PM	10	0	8	0	0	18	4	368	3	0	0	375	0	0	3	1	0	4	3	357	6	0	0	366	763	
12:45 PM	3	0	2	2	0	7	6	369	5	1	0	381	3	0	1	1	0	5	1	364	2	0	0	367	760	
Total	33	0	23	5	0	61	28	1426	12	4	0	1470	8	0	4	3	1	16	8	1458	26	0	0	1492	3039	
01:00 PM	4	0	7	0	0	11	5	399	3	0	0	407	4	0	3	1	0	8	2	357	2	0	0	361	787	
01:15 PM	5	0	6	0	0	11	8	385	3	0	0	396	2	0	1	2	0	5	2	331	2	0	0	335	747	
01:30 PM	0	0	6	0	0	6	2	372	5	0	0	379	5	0	3	1	0	9	3	355	5	0	0	363	757	
01:45 PM	6	0	1	0	0	7	4	343	6	0	0	353	0	0	3	0	0	3	2	360	5	0	0	367	730	
Total	15	0	20	0	0	35	19	1499	17	0	0	1535	11	0	10	4	0	25	9	1403	14	0	0	1426	3021	
*** BREAK ***																										
04:00 PM	57	1	9	0	0	67	2	400	6	0	0	408	5	0	1	0	0	6	0	406	1	0	0	407	888	
04:15 PM	20	0	2	0	0	22	1	387	3	0	0	391	1	0	8	1	1	11	2	372	0	0	0	374	798	
04:30 PM	59	0	9	0	0	68	3	399	3	0	0	405	2	0	7	0	0	9	2	393	0	0	0	395	877	
04:45 PM	27	0	1	0	0	28	2	422	1	1	0	426	6	0	1	1	0	8	2	358	4	0	0	364	826	
Total	163	1	21	0	0	185	8	1608	13	1	0	1630	14	0	17	2	1	34	6	1529	5	0	0	1540	3389	
05:00 PM	71	0	1	0	0	72	2	399	4	0	0	405	4	0	0	3	0	7	2	432	1	0	0	435	919	
05:15 PM	50	0	2	2	0	54	0	387	4	1	0	392	3	0	2	0	1	6	4	423	2	0	0	429	881	
05:30 PM	40	1	5	1	0	47	2	383	2	0	0	387	1	0	0	0	0	1	1	352	3	0	0	356	791	
05:45 PM	33	0	4	0	0	37	2	384	5	0	0	391	2	0	0	0	0	2	1	323	0	0	0	324	754	
Total	194	1	12	3	0	210	6	1553	15	1	0	1575	10	0	2	3	1	16	8	1530	6	0	0	1544	3345	
Grand Total	424	2	104	13	0	543	245	8661	89	7	0	9002	55	0	54	20	3	132	58	8906	158	4	0	9126	18803	
Apprch %	78.1	0.4	19.2	2.4	0		2.7	96.2	1	0.1	0		41.7	0	40.9	15.2	2.3		0.6	97.6	1.7	0	0			
Total %	2.3	0	0.6	0.1	0	2.9	1.3	46.1	0.5	0	0	47.9	0.3	0	0.3	0.1	0	0.7	0.3	47.4	0.8	0	0	48.5		
Passenger Cars	420	2	104	13	0	539	245	8309	89	7	0	8650	53	0	51	19	3	126	55	8483	156	4	0	8698	18013	
% Passenger Cars	99.1	100	100	100	0	99.3	100	95.9	100	100	0	96.1	96.4	0	94.4	95	100	95.5	94.8	95.3	98.7	100	0	95.3	95.8	
Heavy Vehicles	4	0	0	0	0	4	0	352	0	0	0	352	2	0	3	1	0	6	3	423	2	0	0	428	790	
% Heavy Vehicles	0.9	0	0	0	0	0.7	0	4.1	0	0	0	3.9	3.6	0	5.6	5	0	4.5	5.2	4.7	1.3	0	0	4.7	4.2	

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

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Turning Movement Counts
NW 36 Street at NW 8400 Block

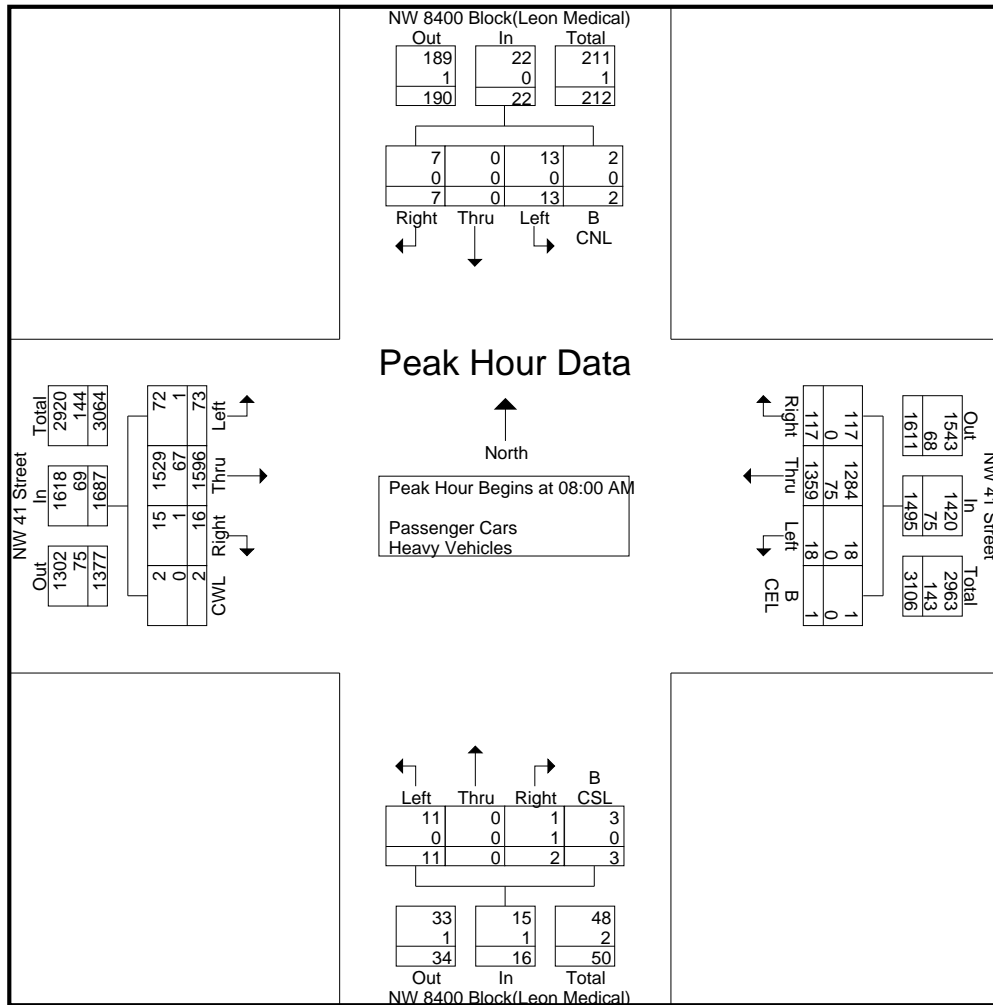
File Name : NW 8400 Block (Leon M) at NW 41 Street

Site Code : 00840001

Start Date : 11/17/2020

Page No : 3

Start Time	NW 8400 Block(Leon Medical) Southbound						NW 41 Street Westbound						NW 8400 Block(Leon Medical) Northbound						NW 41 Street Eastbound							
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total	
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	2	0	6	0	0	8	26	333	7	0	0	366	0	0	4	0	0	4	5	373	25	1	0	404	782	
08:15 AM	2	0	4	2	0	8	37	327	4	1	0	369	0	0	3	1	0	4	4	401	18	0	0	423	804	
08:30 AM	2	0	2	0	0	4	28	332	2	0	0	362	2	0	3	0	0	5	2	422	15	0	0	439	810	
08:45 AM	1	0	1	0	0	2	26	367	5	0	0	398	0	0	1	2	0	3	5	400	15	1	0	421	824	
Total Volume	7	0	13	2	0	22	117	1359	18	1	0	1495	2	0	11	3	0	16	16	1596	73	2	0	1687	3220	
% App. Total	31.8	0	59.1	9.1	0		7.8	90.9	1.2	0.1	0		12.5	0	68.8	18.8	0		0.9	94.6	4.3	0.1	0			
PHF	.875	.000	.542	.250	.000	.688	.791	.926	.643	.250	.000	.939	.250	.000	.688	.375	.000	.800	.800	.945	.730	.500	.000	.961	.977	
Passenger Cars	7	0	13	2	0	22	117	1284	18	1	0	1420	1	0	11	3	0	15	15	1529	72	2	0	1618	3075	
% Passenger Cars	100	0	100	100	0	100	100	94.5	100	100	0	95.0	50.0	0	100	100	0	93.8	93.8	95.8	98.6	100	0	95.9	95.5	
Heavy Vehicles	0	0	0	0	0	0	0	75	0	0	0	75	1	0	0	0	0	1	1	67	1	0	0	69	145	
% Heavy Vehicles	0	0	0	0	0	0	0	5.5	0	0	0	5.0	50.0	0	0	0	0	6.3	6.3	4.2	1.4	0	0	4.1	4.5	



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Turning Movement Counts
NW 36 Street at NW 8400 Block

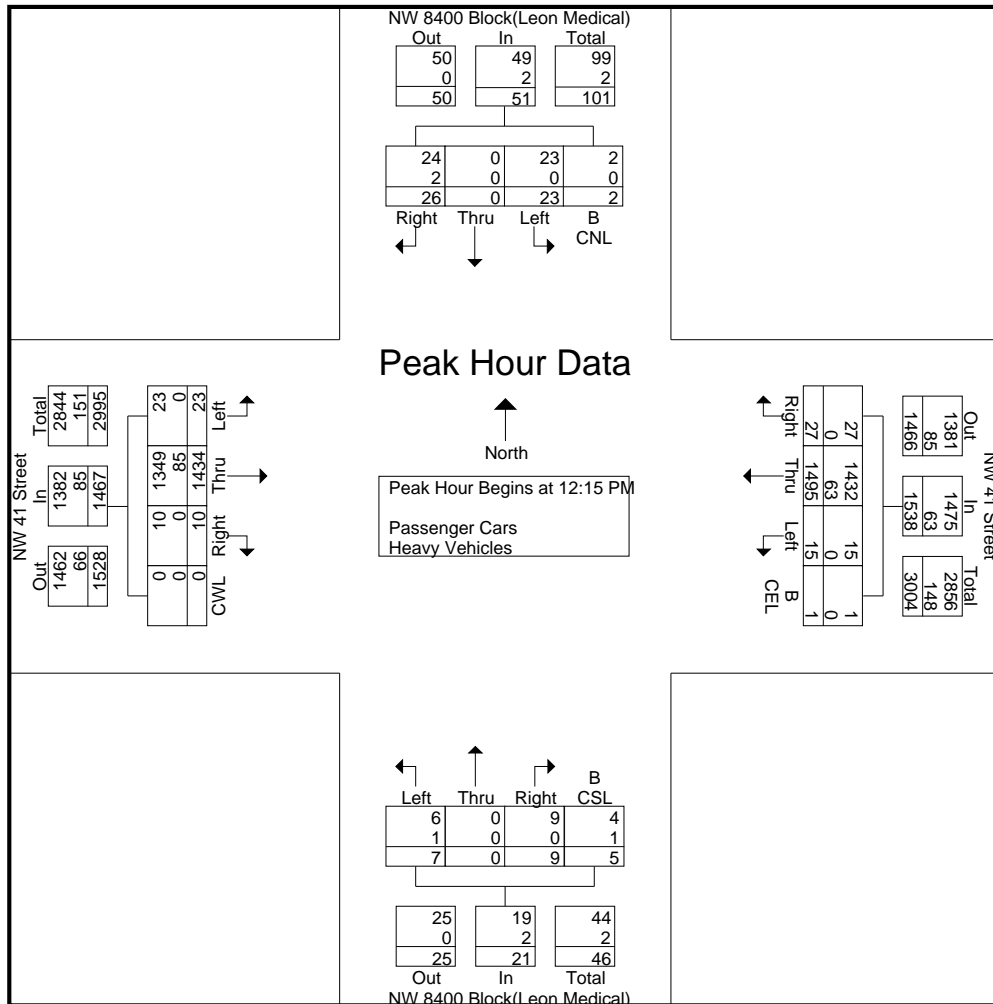
File Name : NW 8400 Block (Leon M) at NW 41 Street

Site Code : 00840001

Start Date : 11/17/2020

Page No : 5

Start Time	NW 8400 Block(Leon Medical) Southbound						NW 41 Street Westbound						NW 8400 Block(Leon Medical) Northbound						NW 41 Street Eastbound							
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 12:15 PM																										
12:15 PM	9	0	6	0	0	15	12	359	4	0	0	375	2	0	0	1	1	4	4	356	13	0	0	373	767	
12:30 PM	10	0	8	0	0	18	4	368	3	0	0	375	0	0	3	1	0	4	3	357	6	0	0	366	763	
12:45 PM	3	0	2	2	0	7	6	369	5	1	0	381	3	0	1	1	0	5	1	364	2	0	0	367	760	
01:00 PM	4	0	7	0	0	11	5	399	3	0	0	407	4	0	3	1	0	8	2	357	2	0	0	361	787	
Total Volume	26	0	23	2	0	51	27	1495	15	1	0	1538	9	0	7	4	1	21	10	1434	23	0	0	1467	3077	
% App. Total	51	0	45.1	3.9	0		1.8	97.2	1	0.1	0		42.9	0	33.3	19	4.8		0.7	97.8	1.6	0	0	0		
PHF	.650	.000	.719	.250	.000	.708	.563	.937	.750	.250	.000	.945	.563	.000	.583	1.00	.250	.656	.625	.985	.442	.000	.000	.983	.977	
Passenger Cars	24	0	23	2	0	49	27	1432	15	1	0	1475	9	0	6	3	1	19	10	1349	23	0	0	1382	2925	
% Passenger Cars	92.3	0	100	100	0	96.1	100	95.8	100	100	0	95.9	100	0	85.7	75.0	100	90.5	100	94.1	100	0	0	94.2	95.1	
Heavy Vehicles	2	0	0	0	0	2	0	63	0	0	0	63	0	0	1	1	0	2	0	85	0	0	0	85	152	
% Heavy Vehicles	7.7	0	0	0	0	3.9	0	4.2	0	0	0	4.1	0	0	14.3	25.0	0	9.5	0	5.9	0	0	0	5.8	4.9	



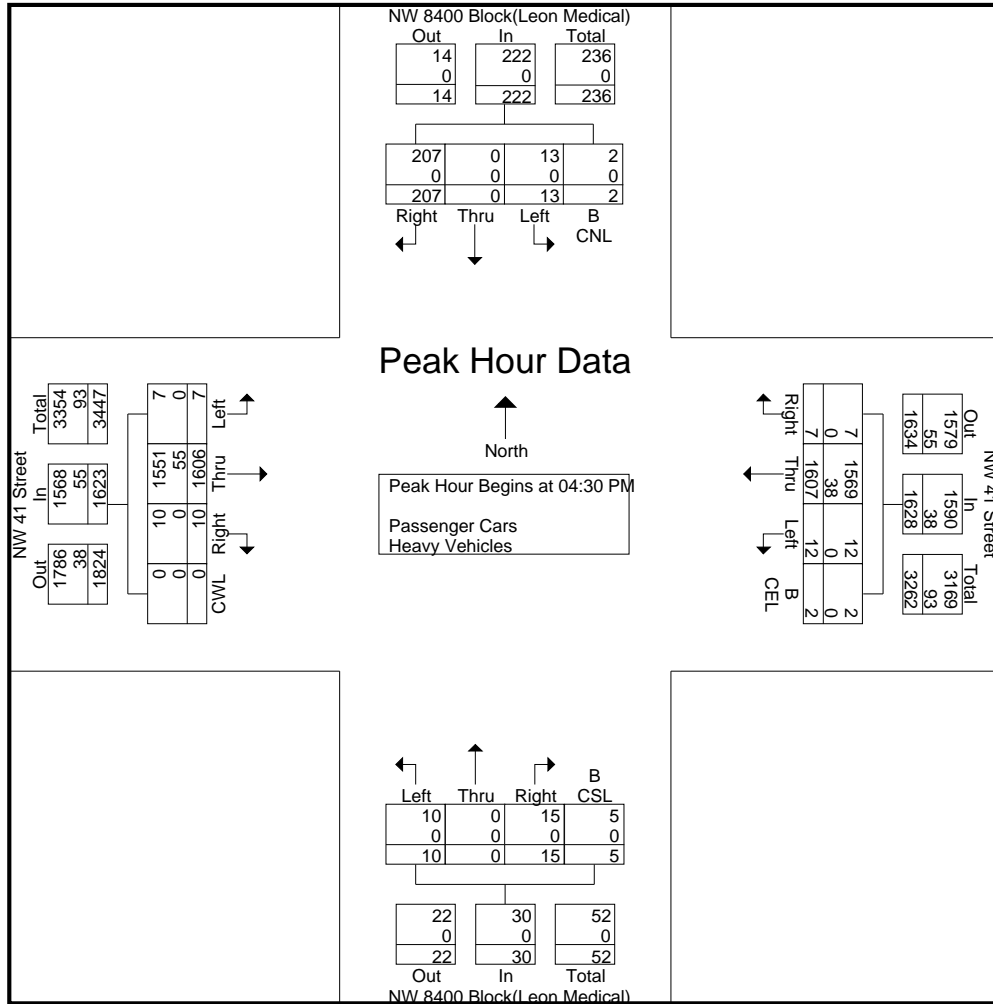
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9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 8400 Block

File Name : NW 8400 Block (Leon M) at NW 41 Street
Site Code : 00840001
Start Date : 11/17/2020
Page No : 7

Start Time	NW 8400 Block(Leon Medical) Southbound						NW 41 Street Westbound						NW 8400 Block(Leon Medical) Northbound						NW 41 Street Eastbound							
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. 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	59	0	9	0	0	68	3	399	3	0	0	405	2	0	7	0	0	9	2	393	0	0	0	395	877	
04:45 PM	27	0	1	0	0	28	2	422	1	1	0	426	6	0	1	1	0	8	2	358	4	0	0	364	826	
05:00 PM	71	0	1	0	0	72	2	399	4	0	0	405	4	0	0	3	0	7	2	432	1	0	0	435	919	
05:15 PM	50	0	2	2	0	54	0	387	4	1	0	392	3	0	2	0	1	6	4	423	2	0	0	429	881	
Total Volume	207	0	13	2	0	222	7	1607	12	2	0	1628	15	0	10	4	1	30	10	1606	7	0	0	1623	3503	
% App. Total	93.2	0	5.9	0.9	0		0.4	98.7	0.7	0.1	0		50	0	33.3	13.3	3.3		0.6	99	0.4	0	0			
PHF	.729	.000	.361	.250	.000	.771	.583	.952	.750	.500	.000	.955	.625	.000	.357	.333	.250	.833	.625	.929	.438	.000	.000	.933	.953	
Passenger Cars	207	0	13	2	0	222	7	1569	12	2	0	1590	15	0	10	4	1	30	10	1551	7	0	0	1568	3410	
% Passenger Cars	100	0	100	100	0	100	100	97.6	100	100	0	97.7	100	0	100	100	100	100	100	96.6	100	0	0	96.6	97.3	
Heavy Vehicles	0	0	0	0	0	0	0	38	0	0	0	38	0	0	0	0	0	0	0	55	0	0	0	55	93	
% Heavy Vehicles	0	0	0	0	0	0	0	2.4	0	0	0	2.3	0	0	0	0	0	0	0	3.4	0	0	0	3.4	2.7	



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Holiday Inn Express
(MO 16)

File Name : MO 16
Site Code : 00160001
Start Date : 11/17/2020
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Holiday Inn Express (MO 16) Southbound						NW 36 Street Westbound						Holiday Inn Express (MO 16) Northbound						NW 36 Street Eastbound						Int. Total			
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App. Total	
08:00 AM	1	0	4	0	0	5	0	372	0	0	0	0	372	3	0	0	0	0	3	0	376	0	3	0	0	0	379	759
08:15 AM	0	0	1	1	0	2	2	368	0	0	0	0	370	2	0	0	0	0	2	0	398	1	6	0	0	0	405	779
08:30 AM	0	0	1	0	0	1	0	357	0	0	0	0	357	2	0	0	0	0	2	0	419	1	5	0	0	0	425	785
08:45 AM	1	0	0	0	0	1	1	401	0	0	0	0	402	1	0	0	0	0	1	0	397	2	2	0	0	0	401	805
Total	2	0	6	1	0	9	3	1498	0	0	0	0	1501	8	0	0	0	0	8	0	1590	4	16	0	0	0	1610	3128
09:00 AM	2	0	1	0	0	3	1	339	0	0	0	0	340	3	0	0	0	0	3	0	369	0	1	0	0	0	370	716
09:15 AM	0	0	0	0	0	0	1	305	0	0	0	0	306	0	0	0	0	0	0	0	360	0	4	0	0	0	364	670
09:30 AM	1	0	0	0	0	1	0	314	0	0	0	0	314	1	1	1	0	0	2	1	335	1	0	0	0	0	337	654
09:45 AM	1	0	2	0	0	3	1	327	0	0	0	0	328	2	0	0	0	0	2	0	342	0	2	0	0	0	344	677
Total	4	0	3	0	0	7	3	1285	0	0	0	0	1288	6	1	0	0	0	7	1	1406	1	7	0	0	0	1415	2717
*** BREAK ***																												
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																												
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																												
12:00 PM	1	0	3	0	0	4	2	335	1	0	0	0	338	2	0	0	0	0	2	0	388	2	1	0	0	0	391	735
12:15 PM	1	0	0	0	0	1	5	372	0	0	0	0	377	1	2	0	1	0	4	0	364	0	0	0	0	0	364	746
12:30 PM	0	0	7	0	0	7	1	374	0	1	0	0	376	0	3	0	1	0	4	0	363	2	0	0	0	0	365	752
12:45 PM	1	0	1	0	0	2	1	374	1	0	0	0	376	1	2	0	0	0	3	0	368	1	0	0	0	0	369	750
Total	3	0	11	0	0	14	9	1455	2	1	0	0	1467	4	7	0	2	0	13	0	1483	5	1	0	0	0	1489	2983
01:00 PM	2	0	0	0	0	2	1	396	1	0	0	0	398	3	0	0	0	0	3	2	363	2	2	0	0	0	369	772
01:15 PM	3	0	0	0	0	3	0	397	1	0	0	0	398	1	0	0	0	0	1	0	339	0	0	0	0	0	339	741
01:30 PM	0	0	0	0	0	0	4	367	0	2	0	0	373	0	1	0	0	0	1	0	362	1	3	0	0	0	366	740
01:45 PM	3	0	0	0	0	3	2	341	0	0	0	0	343	1	1	0	0	0	2	0	358	1	1	0	0	0	360	708
Total	8	0	0	0	0	8	7	1501	2	2	0	0	1512	5	2	0	0	0	7	2	1422	4	6	0	0	0	1434	2961
*** BREAK ***																												
04:00 PM	0	0	1	0	0	1	1	402	0	0	0	0	403	0	0	0	0	0	0	0	416	1	2	0	0	0	419	823
04:15 PM	2	0	1	0	0	3	0	380	1	0	0	0	381	1	0	0	0	0	1	0	374	0	1	0	0	0	375	760
04:30 PM	5	0	0	0	0	5	1	398	0	0	0	0	399	0	0	0	0	0	0	0	403	1	0	0	0	0	404	808
04:45 PM	1	0	0	1	0	2	0	418	0	0	0	0	418	1	1	0	1	0	3	0	362	2	1	0	0	0	365	788
Total	8	0	2	1	0	11	2	1598	1	0	0	0	1601	2	1	0	1	0	4	0	1555	4	4	0	0	0	1563	3179
05:00 PM	6	0	2	0	0	8	1	394	0	1	0	0	396	2	0	0	0	0	2	0	435	0	2	0	0	0	437	843
05:15 PM	2	0	2	0	0	4	1	383	1	1	0	0	386	1	1	0	2	0	4	0	427	0	2	0	0	0	429	823
05:30 PM	2	0	2	1	0	5	0	377	1	0	0	0	378	1	0	0	0	0	1	0	355	1	2	0	0	0	358	742
05:45 PM	0	0	0	0	0	0	0	385	0	1	0	0	386	0	1	0	2	0	3	1	326	2	0	0	0	0	329	718
Total	10	0	6	1	0	17	2	1539	2	3	0	0	1546	4	2	0	4	0	10	1	1543	3	6	0	0	0	1553	3126
Grand Total	35	0	28	3	0	66	26	8876	7	6	0	0	8915	29	13	0	8	0	50	4	8999	21	40	0	0	0	9064	18095
Apprch %	53	0	42.4	4.5	0		0.3	99.6	0.1	0.1	0	0		58	26	0	16	0		0	99.3	0.2	0.4	0	0	0		
Total %	0.2	0	0.2	0	0	0.4	0.1	49.1	0	0	0	0	49.3	0.2	0.1	0	0	0	0.3	0	49.7	0.1	0.2	0	0	0	50.1	
Passenger Cars	35	0	28	3	0	66	26	8549	7	6	0	0	8588	29	5	0	8	0	42	4	8581	21	34	0	0	0	8640	17336
% Passenger Cars	100	0	100	100	0	100	100	96.3	100	100	0	0	96.3	100	38.5	0	100	0	84	100	95.4	100	85	0	0	0	95.3	95.8
Heavy Vehicles	0	0	0	0	0	0	0	327	0	0	0	0	327	0	8	0	0	0	8	0	418	0	6	0	0	0	424	759
% Heavy Vehicles	0	0	0	0	0	0	0	3.7	0	0	0	0	3.7	0	61.5	0	0	0	16	0	4.6	0	15	0	0	0	4.7	

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at Holiday Inn Express
 (MO 16)

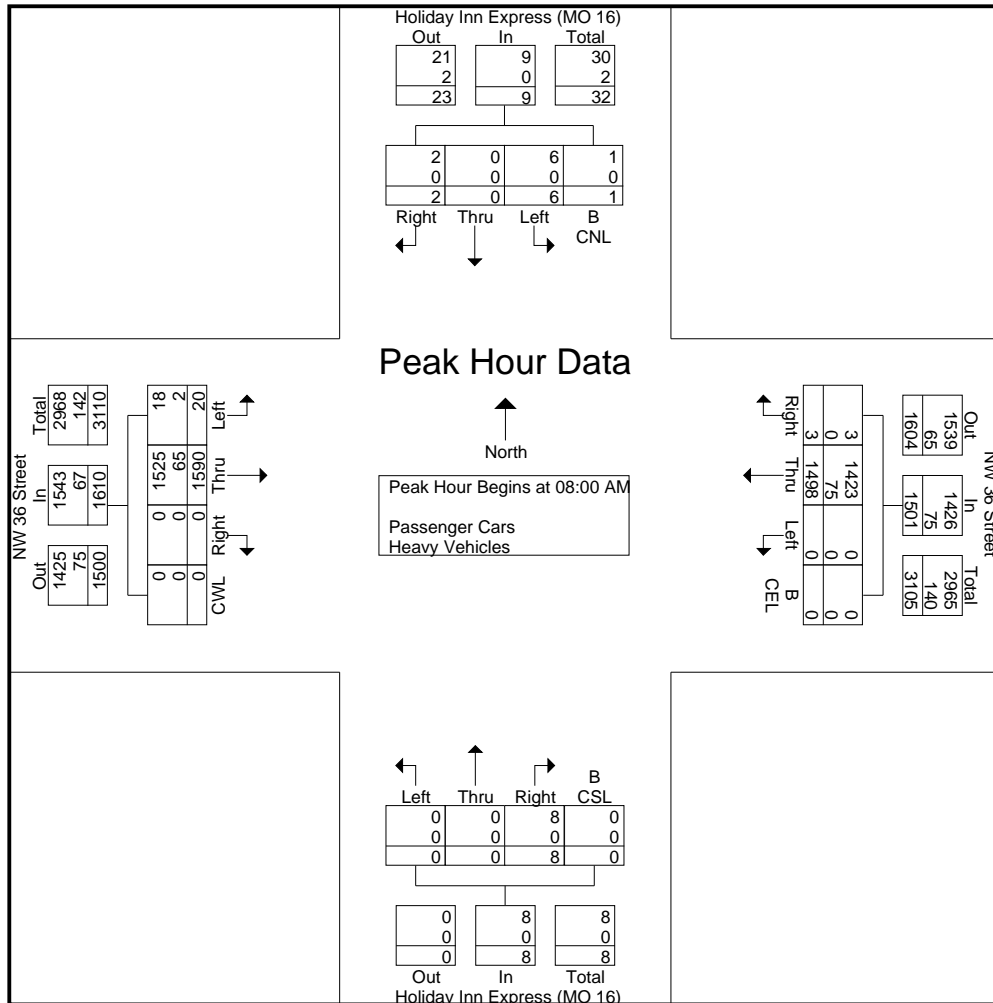
File Name : MO 16
 Site Code : 00160001
 Start Date : 11/17/2020
 Page No : 3

Start Time	Holiday Inn Express (MO 16) Southbound						NW 36 Street Westbound						Holiday Inn Express (MO 16) Northbound						NW 36 Street Eastbound							
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL	CWL	App.Total	Int.Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	1	0	4	0	0	5	0	372	0	0	0	0	372	3	0	0	0	0	3	0	376	0	3	0	0	379	759
08:15 AM	0	0	1	1	0	2	2	368	0	0	0	0	370	2	0	0	0	0	2	0	398	1	6	0	0	405	779
08:30 AM	0	0	1	0	0	1	0	357	0	0	0	0	357	2	0	0	0	0	2	0	419	1	5	0	0	425	785
08:45 AM	1	0	0	0	0	1	1	401	0	0	0	0	402	1	0	0	0	0	1	0	397	2	2	0	0	401	805
Total Volume	2	0	6	1	0	9	3	1498	0	0	0	0	1501	8	0	0	0	0	8	0	1590	4	16	0	0	1610	3128
% App. Total	22.2	0	66.7	11.1	0		0.2	99.8	0	0	0	0		100	0	0	0	0		0	98.8	0.2	1	0	0		
PHF	.500	.000	.375	.250	.000	.450	.375	.934	.000	.000	.000	.000	.933	.667	.000	.000	.000	.000	.667	.000	.949	.500	.667	.000	.000	.947	.971
Passenger Cars	2	0	6	1	0	9	3	1423	0	0	0	0	1426	8	0	0	0	0	8	0	1525	4	14	0	0	1543	2986
% Passenger Cars	100	0	100	100	0	100	100	95.0	0	0	0	0	95.0	100	0	0	0	0	100	0	95.9	100	87.5	0	0	95.8	95.5
Heavy Vehicles	0	0	0	0	0	0	0	75	0	0	0	0	75	0	0	0	0	0	0	0	65	0	2	0	0	67	142
% Heavy Vehicles	0	0	0	0	0	0	0	5.0	0	0	0	0	5.0	0	0	0	0	0	0	0	4.1	0	12.5	0	0	4.2	4.5



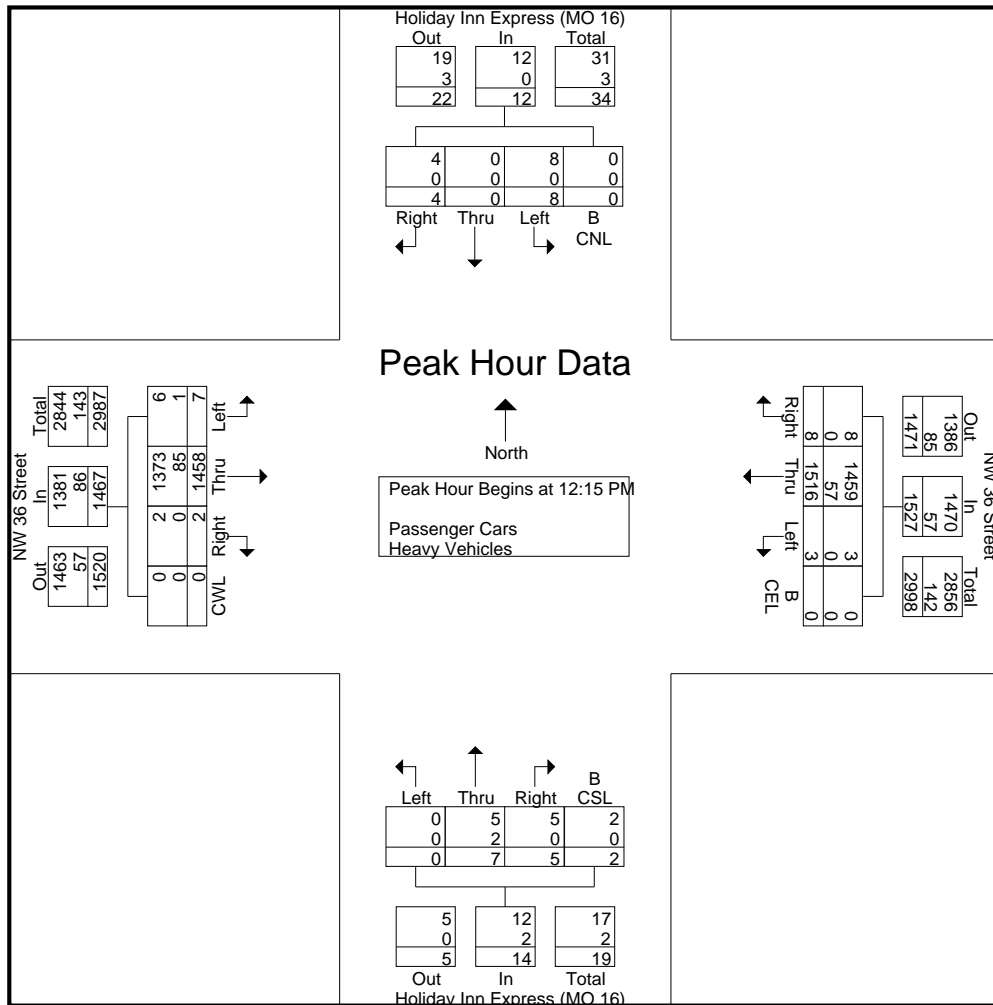
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at Holiday Inn Express
 (MO 16)

File Name : MO 16
 Site Code : 00160001
 Start Date : 11/17/2020
 Page No : 5

Start Time	Holiday Inn Express (MO 16) Southbound						NW 36 Street Westbound						Holiday Inn Express (MO 16) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 12:15 PM																											
12:15 PM	1	0	0	0	0	1	5	372	0	0	0	0	377	1	2	0	1	0	4	0	364	0	0	0	0	364	746
12:30 PM	0	0	7	0	0	7	1	374	0	1	0	0	376	0	3	0	1	0	4	0	363	2	0	0	0	365	752
12:45 PM	1	0	1	0	0	2	1	374	1	0	0	0	376	1	2	0	0	0	3	0	368	1	0	0	0	369	750
01:00 PM	2	0	0	0	0	2	1	396	1	0	0	0	398	3	0	0	0	0	3	2	363	2	0	0	0	369	772
Total Volume	4	0	8	0	0	12	8	1516	2	1	0	0	1527	5	7	0	2	0	14	2	1458	5	2	0	0	1467	3020
% App. Total	33.3	0	66.7	0	0	0	0.5	99.3	0.1	0.1	0	0	0	35.7	50	0	14.3	0	0	0.1	99.4	0.3	0.1	0	0	0	978
PHF	.500	.000	.286	.000	.000	.429	.400	.957	.500	.250	.000	.000	.959	.417	.583	.000	.500	.000	.875	.250	.990	.625	.250	.000	.000	.994	.978
Passenger Cars	4	0	8	0	0	12	8	1459	2	1	0	0	1470	5	5	0	2	0	12	2	1373	5	1	0	0	1381	2875
% Passenger Cars	100	0	100	0	0	100	100	96.2	100	100	0	0	96.3	100	71.4	0	100	0	85.7	100	94.2	100	50.0	0	0	94.1	95.2
Heavy Vehicles	0	0	0	0	0	0	0	57	0	0	0	0	57	0	2	0	0	0	2	0	85	0	1	0	0	86	145
% Heavy Vehicles	0	0	0	0	0	0	0	3.8	0	0	0	0	3.7	0	28.6	0	0	0	14.3	0	5.8	0	50.0	0	0	5.9	4.8



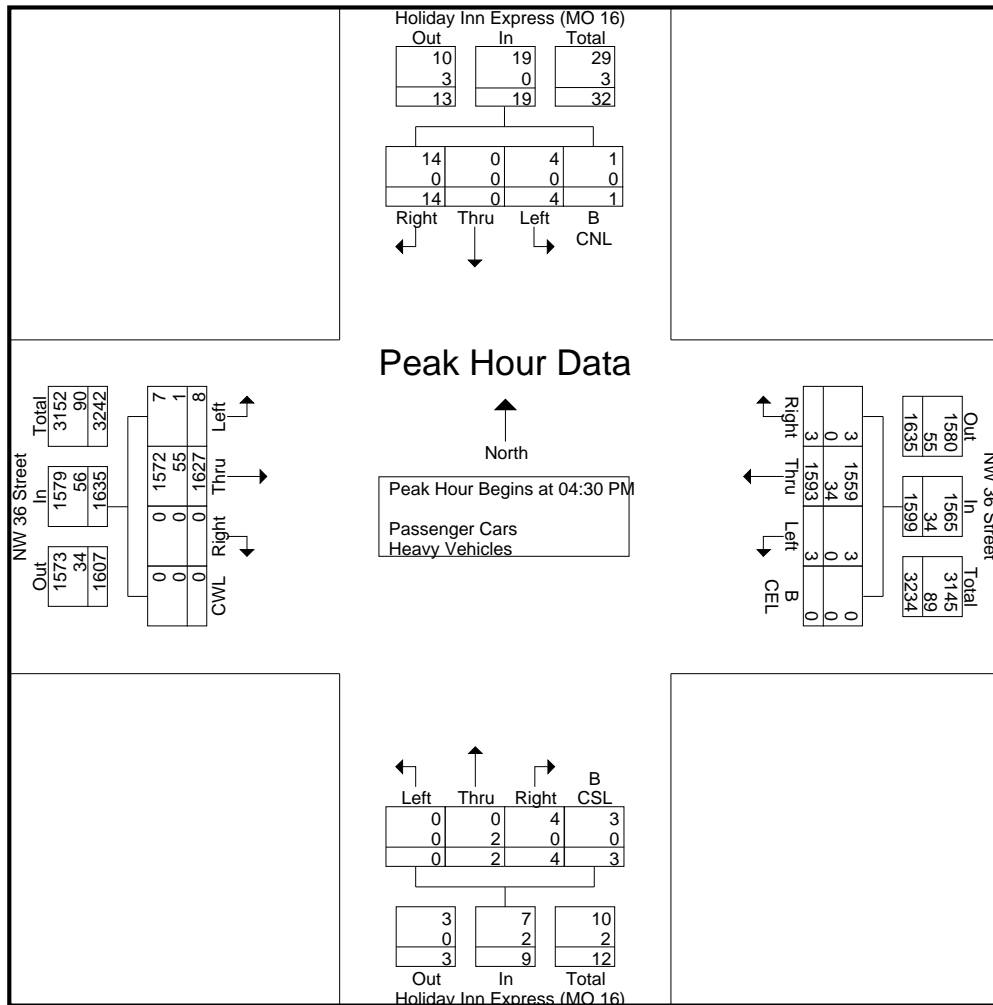
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at Holiday Inn Express
 (MO 16)

File Name : MO 16
 Site Code : 00160001
 Start Date : 11/17/2020
 Page No : 7

Start Time	Holiday Inn Express (MO 16) Southbound						NW 36 Street Westbound						Holiday Inn Express (MO 16) Northbound						NW 36 Street Eastbound													
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	B CWL	App. Total	Int. 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	5	0	0	0	0	5	1	398	0	0	0	0	399	0	0	0	0	0	0	0	0	0	0	0	0	403	1	0	0	0	404	808
04:45 PM	1	0	0	1	0	2	0	418	0	0	0	0	418	1	1	0	1	0	3	0	362	2	1	0	0	365	0	0	0	365	788	
05:00 PM	6	0	2	0	0	8	1	394	0	1	0	0	396	2	0	0	0	0	2	0	435	0	2	0	0	437	0	0	0	437	843	
05:15 PM	2	0	2	0	0	4	1	383	1	1	0	0	386	1	1	0	2	0	4	0	427	0	2	0	0	429	0	0	0	429	823	
Total Volume	14	0	4	1	0	19	3	1593	1	2	0	0	1599	4	2	0	3	0	9	0	1627	3	5	0	0	1635	0	0	0	1635	3262	
% App. Total	73.7	0	21.1	5.3	0		0.2	99.6	0.1	0.1	0	0		44.4	22.2	0	33.3	0		0	99.5	0.2	0.3	0		0	0	0	0			
PHF	.583	.000	.500	.250	.000	.594	.750	.953	.250	.500	.000	.000	.956	.500	.500	.000	.375	.000	.563	.000	.935	.375	.625	.000	.000	.935	.000	.000	.935	.967		
Passenger Cars	14	0	4	1	0	19	3	1559	1	2	0	0	1565	4	0	0	3	0	7	0	1572	3	4	0	0	1579	0	0	0	1579	3170	
% Passenger Cars	100	0	100	100	0	100	100	97.9	100	100	0	0	97.9	100	0	0	100	0	77.8	0	96.6	100	80.0	0	0	96.6	0	0	0	96.6	97.2	
Heavy Vehicles	0	0	0	0	0	0	0	34	0	0	0	0	34	0	2	0	0	0	2	0	55	0	1	0	0	56	0	0	0	56	92	
% Heavy Vehicles	0	0	0	0	0	0	0	2.1	0	0	0	0	2.1	0	100	0	0	0	22.2	0	3.4	0	20.0	0	0	3.4	0	0	0	3.4	2.8	



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at Doral Concourse
 (MO 17)

File Name : MO
 Site Code : 00170001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Doral Concourse (MO 17) Southbound						NW 36 Street Westbound						Doral Concourse (MO 17) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total
08:00 AM	0	0	0	1	0	1	1	366	1	3	0	0	371	3	0	6	0	0	9	3	380	0	0	0	0	383	764
08:15 AM	0	0	0	1	0	1	4	365	1	11	0	0	381	8	0	5	0	0	13	5	394	0	2	0	0	401	796
08:30 AM	1	0	1	0	0	2	3	353	0	7	0	0	363	8	0	4	1	0	13	7	413	0	2	0	0	422	800
08:45 AM	0	0	1	0	0	1	1	397	3	3	0	0	404	11	1	5	1	0	18	4	393	0	1	0	0	398	821
Total	1	0	2	2	0	5	9	1481	5	24	0	0	1519	30	1	20	2	0	53	19	1580	0	5	0	0	1604	3181
09:00 AM	1	0	1	0	0	2	4	336	1	3	0	0	344	5	0	2	0	0	7	6	366	1	0	0	0	373	726
09:15 AM	2	0	1	0	0	3	1	303	4	5	0	0	313	5	0	0	2	0	7	4	355	1	0	0	0	360	683
09:30 AM	1	0	0	0	0	1	3	307	3	9	0	0	322	7	0	6	2	0	15	6	330	0	0	0	0	336	674
09:45 AM	3	0	0	0	0	3	1	321	7	3	0	0	332	6	0	4	0	0	10	10	330	0	5	0	0	345	690
Total	7	0	2	0	0	9	9	1267	15	20	0	0	1311	23	0	12	4	0	39	26	1381	2	5	0	0	1414	2773
*** BREAK ***																											
12:00 PM	2	0	1	0	0	3	6	333	8	4	0	0	351	9	0	2	2	0	13	6	385	1	2	0	0	394	761
12:15 PM	3	0	3	0	0	6	3	367	10	3	0	0	383	10	0	7	0	0	17	4	360	0	1	0	0	365	771
12:30 PM	4	0	1	0	0	5	2	368	3	6	0	0	379	14	0	4	1	0	19	4	364	0	2	0	0	370	773
12:45 PM	6	0	0	0	0	6	8	362	11	6	0	0	387	11	0	8	1	0	20	3	367	0	1	0	0	371	784
Total	15	0	5	0	0	20	19	1430	32	19	0	0	1500	44	0	21	4	0	69	17	1476	1	6	0	0	1500	3089
01:00 PM	0	0	1	0	0	1	5	387	4	6	0	0	402	12	0	10	0	0	22	4	360	1	2	0	0	367	792
01:15 PM	5	0	3	0	0	8	0	381	2	5	0	0	388	16	0	12	0	0	28	3	333	0	5	0	0	341	765
01:30 PM	2	0	1	0	0	3	2	364	7	8	0	0	381	14	0	6	0	0	20	5	354	1	2	0	0	362	766
01:45 PM	2	0	0	0	0	2	1	335	8	3	0	0	347	10	0	6	2	0	18	8	349	0	2	0	0	359	726
Total	9	0	5	0	0	14	8	1467	21	22	0	0	1518	52	0	34	2	0	88	20	1396	2	11	0	0	1429	3049
*** BREAK ***																											
04:00 PM	1	0	0	0	0	1	1	392	3	3	0	0	399	9	0	10	0	0	19	6	407	0	4	0	0	417	836
04:15 PM	1	0	2	0	0	3	0	378	4	2	0	0	384	6	0	2	0	0	8	4	371	0	2	0	0	377	772
04:30 PM	1	0	1	0	0	2	0	390	4	2	0	0	396	9	0	8	1	0	18	8	394	0	1	0	0	403	819
04:45 PM	1	0	2	1	0	4	0	407	6	5	0	0	418	14	0	10	3	0	27	4	358	0	1	0	0	363	812
Total	4	0	5	1	0	10	1	1567	17	12	0	0	1597	38	0	30	4	0	72	22	1530	0	8	0	0	1560	3239
05:00 PM	2	0	4	1	0	7	5	389	4	4	0	0	402	14	0	5	4	0	23	6	432	0	1	0	0	439	871
05:15 PM	2	0	1	0	0	3	3	376	7	5	0	0	391	20	0	8	2	0	30	2	427	0	2	0	0	431	855
05:30 PM	3	0	4	0	0	7	0	371	3	4	0	0	378	14	0	4	3	0	21	2	356	0	1	0	0	359	765
05:45 PM	0	0	2	0	0	2	2	377	11	5	0	0	395	6	0	8	0	0	14	1	324	1	0	0	0	326	737
Total	7	0	11	1	0	19	10	1513	25	18	0	0	1566	54	0	25	9	0	88	11	1539	1	4	0	0	1555	3228
Grand Total	43	0	30	4	0	77	56	8725	115	115	0	0	9011	241	1	142	25	0	409	115	8902	6	39	0	0	9062	18559
Apprch %	55.8	0	39	5.2	0		0.6	96.8	1.3	1.3	0	0		58.9	0.2	34.7	6.1	0		1.3	98.2	0.1	0.4	0	0		
Total %	0.2	0	0.2	0	0	0.4	0.3	47	0.6	0.6	0	0	48.6	1.3	0	0.8	0.1	0	2.2	0.6	48	0	0.2	0	0	48.8	
Passenger Cars	42	0	30	4	0	76	56	8398	115	114	0	0	8683	241	1	142	25	0	409	113	8487	6	39	0	0	8645	17813
% Passenger Cars	97.7	0	100	100	0	98.7	100	96.3	100	99.1	0	0	96.4	100	100	100	100	0	100	98.3	95.3	100	100	0	0	95.4	96
Heavy Vehicles	1	0	0	0	0	1	0	327	0	1	0	0	328	0	0	0	0	0	0	2	415	0	0	0	0	417	746
% Heavy Vehicles	2.3	0	0	0	0	1.3	0	3.7	0	0.9	0	0	3.6	0	0	0	0	0	0	1.7	4.7	0	0	0	0	4.6	4

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at Doral Concourse
 (MO 17)

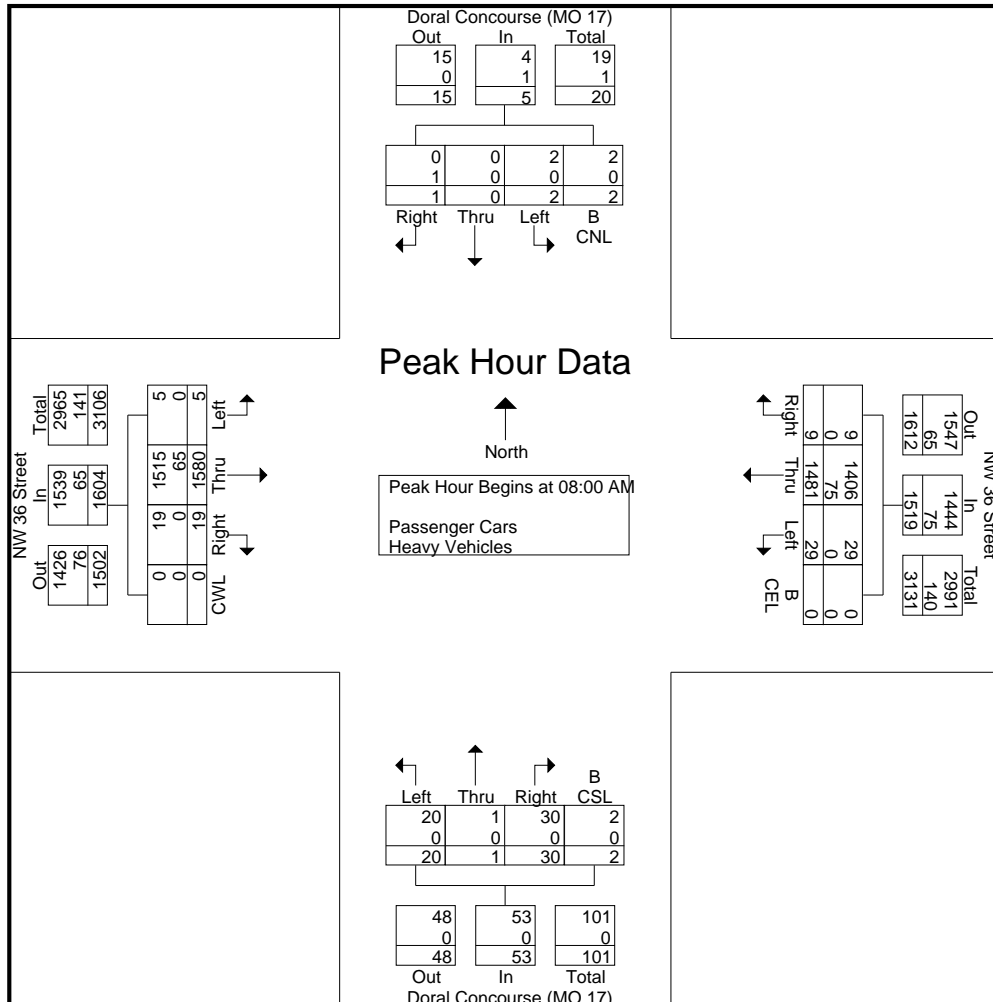
File Name : MO
 Site Code : 00170001
 Start Date : 11/17/2020
 Page No : 3

Start Time	Doral Concourse (MO 17) Southbound						NW 36 Street Westbound						Doral Concourse (MO 17) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		B CWL	App. Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	0	0	1	0	1	1	366	1	3	0	0	371	3	0	6	0	0	9	3	380	0	0	0	383	764
08:15 AM	0	0	0	1	0	1	4	365	1	11	0	0	381	8	0	5	0	0	13	5	394	0	2	0	401	796
08:30 AM	1	0	1	0	0	2	3	353	0	7	0	0	363	8	0	4	1	0	13	7	413	0	2	0	422	800
08:45 AM	0	0	1	0	0	1	1	397	3	3	0	0	404	11	1	5	1	0	18	4	393	0	1	0	398	821
Total Volume	1	0	2	2	0	5	9	1481	5	24	0	0	1519	30	1	20	2	0	53	19	1580	0	5	0	1604	3181
% App. Total	20	0	40	40	0		0.6	97.5	0.3	1.6	0	0		56.6	1.9	37.7	3.8	0		1.2	98.5	0	0.3	0		
PHF	.250	.000	.500	.500	.000	.625	.563	.933	.417	.545	.000	.000	.940	.682	.250	.833	.500	.000	.736	.679	.956	.000	.625	.000	.950	.969
Passenger Cars	0	0	2	2	0	4	9	1406	5	24	0	0	1444	30	1	20	2	0	53	19	1515	0	5	0	1539	3040
% Passenger Cars	0	0	100	100	0	80.0	100	94.9	100	100	0	0	95.1	100	100	100	100	0	100	100	95.9	0	100	0	95.9	95.6
Heavy Vehicles	1	0	0	0	0	1	0	75	0	0	0	0	75	0	0	0	0	0	0	0	65	0	0	0	65	141
% Heavy Vehicles	100	0	0	0	0	20.0	0	5.1	0	0	0	0	4.9	0	0	0	0	0	0	0	4.1	0	0	0	4.1	4.4



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9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at Doral Concourse
 (MO 17)

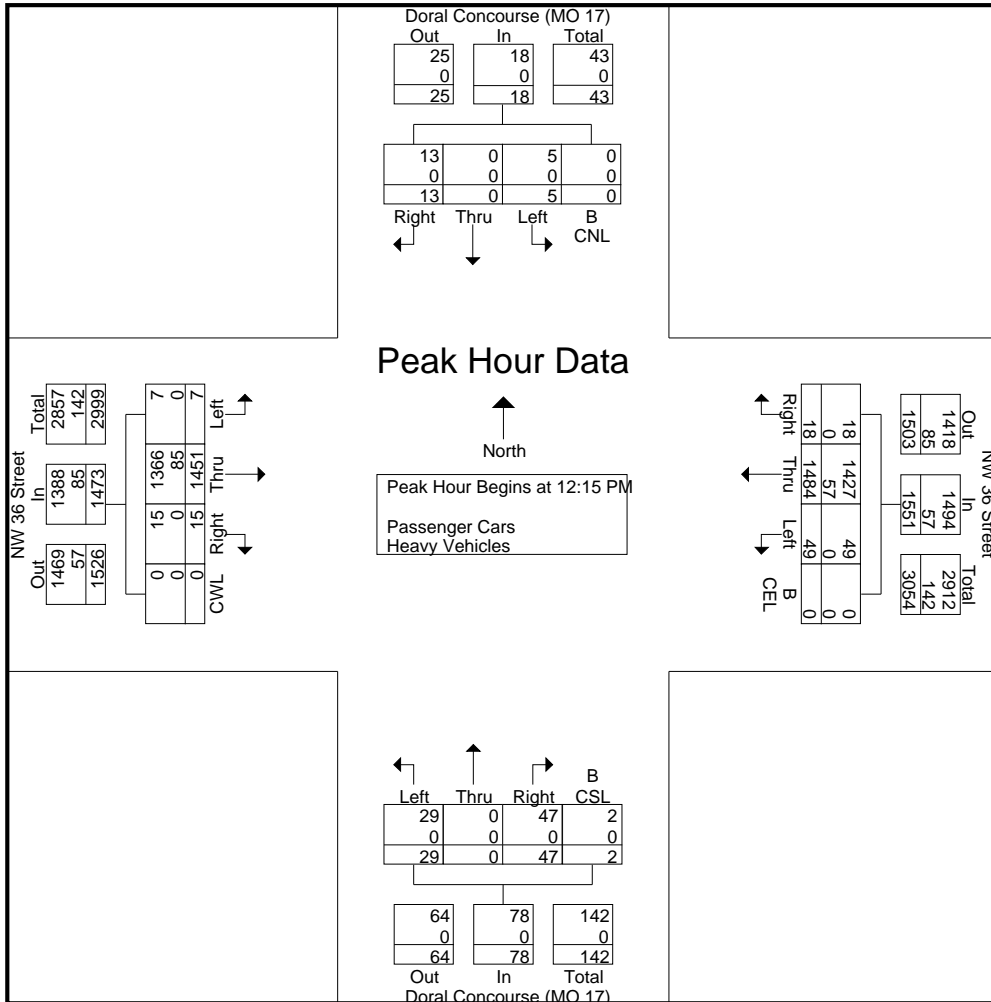
File Name : MO
 Site Code : 00170001
 Start Date : 11/17/2020
 Page No : 5

Start Time	Doral Concourse (MO 17) Southbound						NW 36 Street Westbound						Doral Concourse (MO 17) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total

Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	3	0	3	0	0	6	3	367	10	3	0	0	383	10	0	7	0	0	17	4	360	0	1	0	0	365	771
12:30 PM	4	0	1	0	0	5	2	368	3	6	0	0	379	14	0	4	1	0	19	4	364	0	2	0	0	370	773
12:45 PM	6	0	0	0	0	6	8	362	11	6	0	0	387	11	0	8	1	0	20	3	367	0	1	0	0	371	784
01:00 PM	0	0	1	0	0	1	5	387	4	6	0	0	402	12	0	10	0	0	22	4	360	1	2	0	0	367	792
Total Volume	13	0	5	0	0	18	18	1484	28	21	0	0	1551	47	0	29	2	0	78	15	1451	1	6	0	0	1473	3120
% App. Total	72.2	0	27.8	0	0		1.2	95.7	1.8	1.4	0	0		60.3	0	37.2	2.6	0		1	98.5	0.1	0.4	0	0		
PHF	.542	.000	.417	.000	.000	.750	.563	.959	.636	.875	.000	.000	.965	.839	.000	.725	.500	.000	.886	.938	.988	.250	.750	.000	.000	.993	.985
Passenger Cars	13	0	5	0	0	18	18	1427	28	21	0	0	1494	47	0	29	2	0	78	15	1366	1	6	0	0	1388	2978
% Passenger Cars	100	0	100	0	0	100	100	96.2	100	100	0	0	96.3	100	0	100	100	0	100	100	94.1	100	100	0	0	94.2	95.4
Heavy Vehicles	0	0	0	0	0	0	0	57	0	0	0	0	57	0	0	0	0	0	0	0	85	0	0	0	0	85	142
% Heavy Vehicles	0	0	0	0	0	0	0	3.8	0	0	0	0	3.7	0	0	0	0	0	0	0	5.9	0	0	0	0	5.8	4.6



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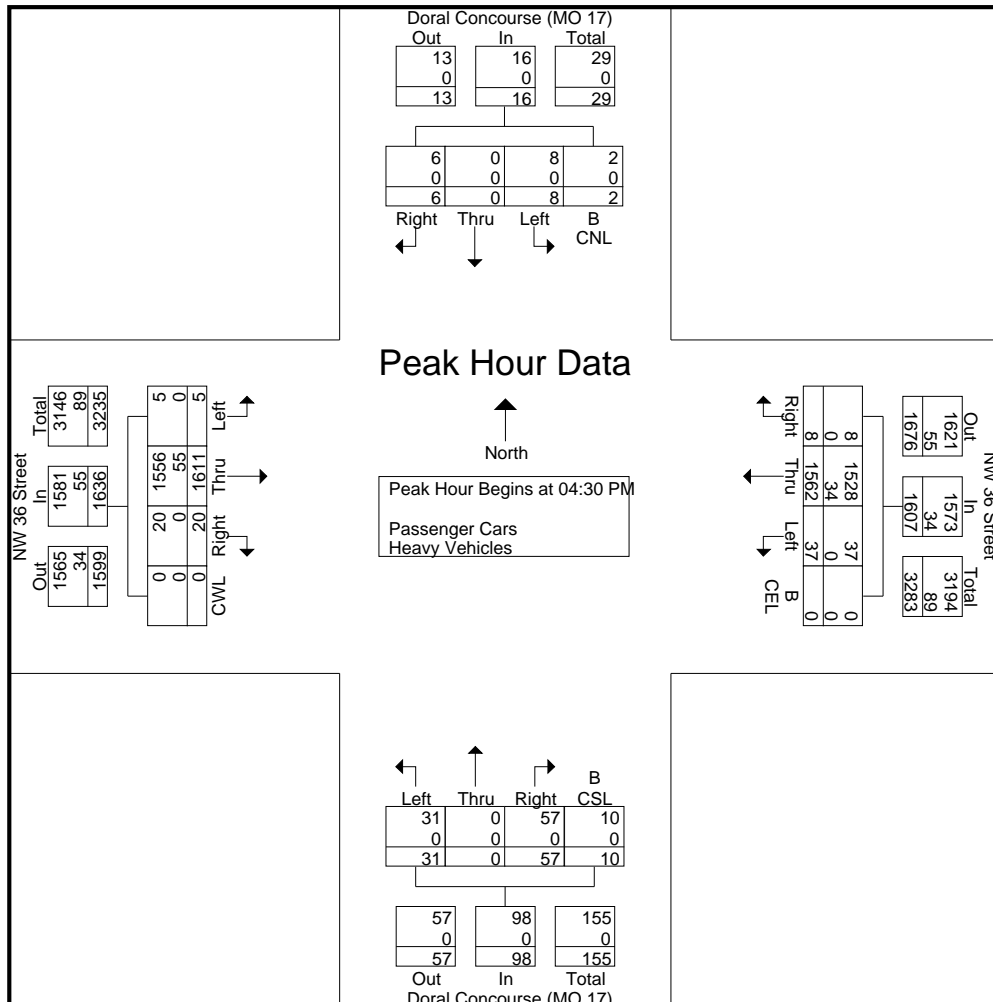
Turning Movement Counts
 NW 36 Street at Doral Concourse
 (MO 17)

File Name : MO
 Site Code : 00170001
 Start Date : 11/17/2020
 Page No : 7

Start Time	Doral Concourse (MO 17) Southbound						NW 36 Street Westbound						Doral Concourse (MO 17) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	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	1	0	1	0	0	2	0	390	4	2	0	0	396	9	0	8	1	0	18	8	394	0	1	0	0	403	819
04:45 PM	1	0	2	1	0	4	0	407	6	5	0	0	418	14	0	10	3	0	27	4	358	0	1	0	0	363	812
05:00 PM	2	0	4	1	0	7	5	389	4	4	0	0	402	14	0	5	4	0	23	6	432	0	1	0	0	439	871
05:15 PM	2	0	1	0	0	3	3	376	7	5	0	0	391	20	0	8	2	0	30	2	427	0	2	0	0	431	855
Total Volume	6	0	8	2	0	16	8	1562	21	16	0	0	1607	57	0	31	10	0	98	20	1611	0	5	0	0	1636	3357
% App. Total	37.5	0	50	12.5	0		0.5	97.2	1.3	1	0	0		58.2	0	31.6	10.2	0		1.2	98.5	0	0.3	0	0		
PHF	.750	.000	.500	.000	.000	.571	.400	.959	.750	.800	.000	.000	.961	.713	.000	.775	.625	.000	.817	.625	.932	.000	.625	.000	.000	.932	.964
Passenger Cars	6	0	8	2	0	16	8	1528	21	16	0	0	1573	57	0	31	10	0	98	20	1556	0	5	0	0	1581	3268
% Passenger Cars	100	0	100	100	0	100	100	97.8	100	100	0	0	97.9	100	0	100	100	0	100	100	96.6	0	100	0	0	96.6	97.3
Heavy Vehicles	0	0	0	0	0	0	0	34	0	0	0	0	34	0	0	0	0	0	0	0	55	0	0	0	0	55	89
% Heavy Vehicles	0	0	0	0	0	0	0	2.2	0	0	0	0	2.1	0	0	0	0	0	0	0	3.4	0	0	0	0	3.4	2.7



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 8300 Block (City Place)

File Name : NW 8300 Block at NW 41 Street

Site Code : 08300001

Start Date : 11/17/2020

Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 8300 Block(City Place) Southbound						NW 41 Street Westbound						NW 8300 Block(City Place) Northbound						NW 41 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	
08:00 AM	0	0	0	1	0	1	2	367	27	1	0	397	2	0	4	1	0	7	6	375	0	0	0	381	786
08:15 AM	2	0	0	2	0	4	4	372	23	0	0	399	20	2	7	0	0	29	14	401	0	1	0	416	848
08:30 AM	0	0	0	1	0	1	3	357	30	1	0	391	19	0	7	1	0	27	11	412	0	0	0	423	842
08:45 AM	1	0	0	0	0	1	6	397	33	1	0	437	8	0	6	1	0	15	12	377	0	0	0	389	842
Total	3	0	0	4	0	7	15	1493	113	3	0	1624	49	2	24	3	0	78	43	1565	0	1	0	1609	3318
09:00 AM	2	0	0	0	0	2	5	340	26	1	0	372	7	0	2	2	0	11	13	366	0	0	0	379	764
09:15 AM	3	0	0	0	0	3	6	305	23	0	0	334	11	0	4	2	0	17	11	357	0	0	0	368	722
09:30 AM	4	0	0	1	0	5	6	309	22	0	0	337	10	0	9	0	0	19	9	337	0	0	0	346	707
09:45 AM	6	0	0	3	0	9	6	314	25	0	0	345	8	0	12	2	0	22	9	341	0	0	0	350	726
Total	15	0	0	4	0	19	23	1268	96	1	0	1388	36	0	27	6	0	69	42	1401	0	0	0	1443	2919
*** BREAK ***																									
12:00 PM	7	0	0	0	0	7	8	328	29	0	0	365	17	2	16	0	0	35	33	371	0	0	0	404	811
12:15 PM	16	0	0	1	0	17	11	353	33	0	0	397	19	0	15	2	0	36	26	361	2	0	0	389	839
12:30 PM	7	0	2	0	0	9	12	353	36	0	0	401	25	0	19	0	0	44	16	369	0	0	0	385	839
12:45 PM	14	0	0	1	0	15	6	354	45	0	0	405	24	2	19	1	0	46	15	376	0	0	0	391	857
Total	44	0	2	2	0	48	37	1388	143	0	0	1568	85	4	69	3	0	161	90	1477	2	0	0	1569	3346
01:00 PM	16	0	0	4	0	20	10	363	30	0	0	403	30	0	23	1	0	54	16	367	0	0	0	383	860
01:15 PM	12	0	0	2	0	14	10	357	35	2	0	404	13	0	19	2	0	34	15	350	0	0	0	365	817
01:30 PM	12	0	1	2	0	15	8	343	33	2	0	386	24	0	26	1	0	51	26	347	0	0	0	373	825
01:45 PM	10	0	0	0	0	10	7	318	37	0	0	362	26	0	19	1	0	46	19	350	0	1	0	370	788
Total	50	0	1	8	0	59	35	1381	135	4	0	1555	93	0	87	5	0	185	76	1414	0	1	0	1491	3290
*** BREAK ***																									
04:00 PM	13	0	0	0	0	13	6	373	25	0	0	404	28	1	13	2	0	44	16	408	0	0	0	424	885
04:15 PM	9	0	0	0	0	9	6	361	26	0	0	393	26	0	14	4	0	44	19	371	0	0	0	390	836
04:30 PM	6	0	0	0	0	6	10	374	37	0	0	421	19	0	16	5	0	40	15	389	0	0	0	404	871
04:45 PM	11	0	0	2	0	13	4	392	25	1	0	422	17	0	15	2	0	34	21	349	0	0	0	370	839
Total	39	0	0	2	0	41	26	1500	113	1	0	1640	90	1	58	13	0	162	71	1517	0	0	0	1588	3431
05:00 PM	5	0	0	1	0	6	5	387	26	1	0	419	21	0	10	0	0	31	16	445	0	0	0	461	917
05:15 PM	9	0	0	2	0	11	5	366	44	0	0	415	18	0	16	0	0	34	16	444	1	0	0	461	921
05:30 PM	3	0	0	0	0	3	6	360	37	1	0	404	20	3	15	3	0	41	20	354	0	0	0	374	822
05:45 PM	16	0	0	0	0	16	6	357	23	0	0	386	18	0	22	1	0	41	18	327	0	0	0	345	788
Total	33	0	0	3	0	36	22	1470	130	2	0	1624	77	3	63	4	0	147	70	1570	1	0	0	1641	3448
Grand Total	184	0	3	23	0	210	158	8500	730	11	0	9399	430	10	328	34	0	802	392	8944	3	2	0	9341	19752
Apprch %	87.6	0	1.4	11	0		1.7	90.4	7.8	0.1	0		53.6	1.2	40.9	4.2	0		4.2	95.7	0	0	0		
Total %	0.9	0	0	0.1	0	1.1	0.8	43	3.7	0.1	0	47.6	2.2	0.1	1.7	0.2	0	4.1	2	45.3	0	0	0	47.3	
Passenger Cars	184	0	3	23	0	210	158	8173	730	11	0	9072	429	10	326	34	0	799	390	8543	2	2	0	8937	19018
% Passenger Cars	100	0	100	100	0	100	100	96.2	100	100	0	96.5	99.8	100	99.4	100	0	99.6	99.5	95.5	66.7	100	0	95.7	96.3
Heavy Vehicles	0	0	0	0	0	0	0	327	0	0	0	327	1	0	2	0	0	3	2	401	1	0	0	404	734
% Heavy Vehicles	0	0	0	0	0	0	0	3.8	0	0	0	3.5	0.2	0	0.6	0	0	0.4	0.5	4.5	33.3	0	0	4.3	3.7

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 8300 Block (City Place)

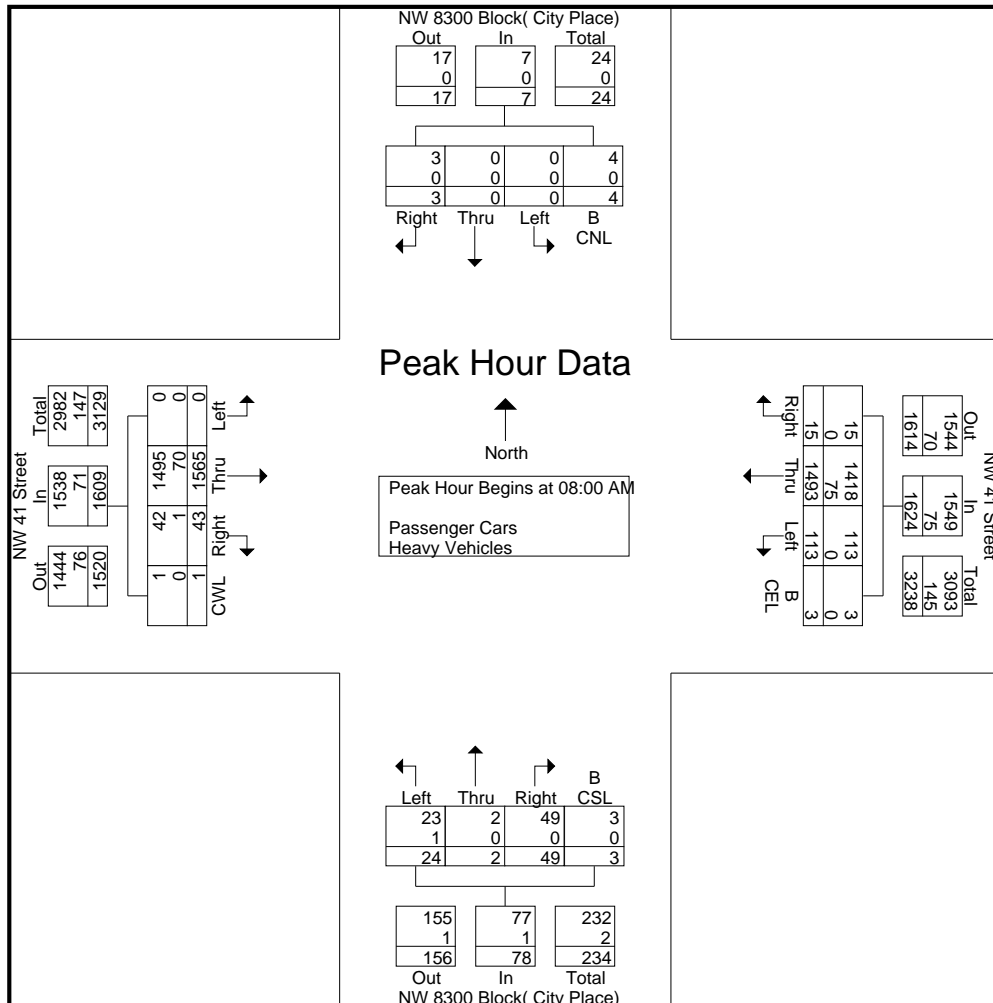
File Name : NW 8300 Block at NW 41 Street

Site Code : 08300001

Start Date : 11/17/2020

Page No : 3

Start Time	NW 8300 Block(City Place) Southbound						NW 41 Street Westbound						NW 8300 Block(City Place) Northbound						NW 41 Street Eastbound						
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	0	0	0	1	0	1	2	367	27	1	0	397	2	0	4	1	0	7	6	375	0	0	0	381	786
08:15 AM	2	0	0	2	0	4	4	372	23	0	0	399	20	2	7	0	0	29	14	401	0	1	0	416	848
08:30 AM	0	0	0	1	0	1	3	357	30	1	0	391	19	0	7	1	0	27	11	412	0	0	0	423	842
08:45 AM	1	0	0	0	0	1	6	397	33	1	0	437	8	0	6	1	0	15	12	377	0	0	0	389	842
Total Volume	3	0	0	4	0	7	15	1493	113	3	0	1624	49	2	24	3	0	78	43	1565	0	1	0	1609	3318
% App. Total	42.9	0	0	57.1	0		0.9	91.9	7	0.2	0		62.8	2.6	30.8	3.8	0		2.7	97.3	0	0.1	0		
PHF	.375	.000	.000	.500	.000	.438	.625	.940	.856	.750	.000	.929	.613	.250	.857	.750	.000	.672	.768	.950	.000	.250	.000	.951	.978
Passenger Cars	3	0	0	4	0	7	15	1418	113	3	0	1549	49	2	23	3	0	77	42	1495	0	1	0	1538	3171
% Passenger Cars	100	0	0	100	0	100	100	95.0	100	100	0	95.4	100	100	95.8	100	0	98.7	97.7	95.5	0	100	0	95.6	95.6
Heavy Vehicles	0	0	0	0	0	0	0	75	0	0	0	75	0	0	1	0	0	1	1	70	0	0	0	71	147
% Heavy Vehicles	0	0	0	0	0	0	0	5.0	0	0	0	4.6	0	0	4.2	0	0	1.3	2.3	4.5	0	0	0	4.4	4.4



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9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 8300 Block (City Place)

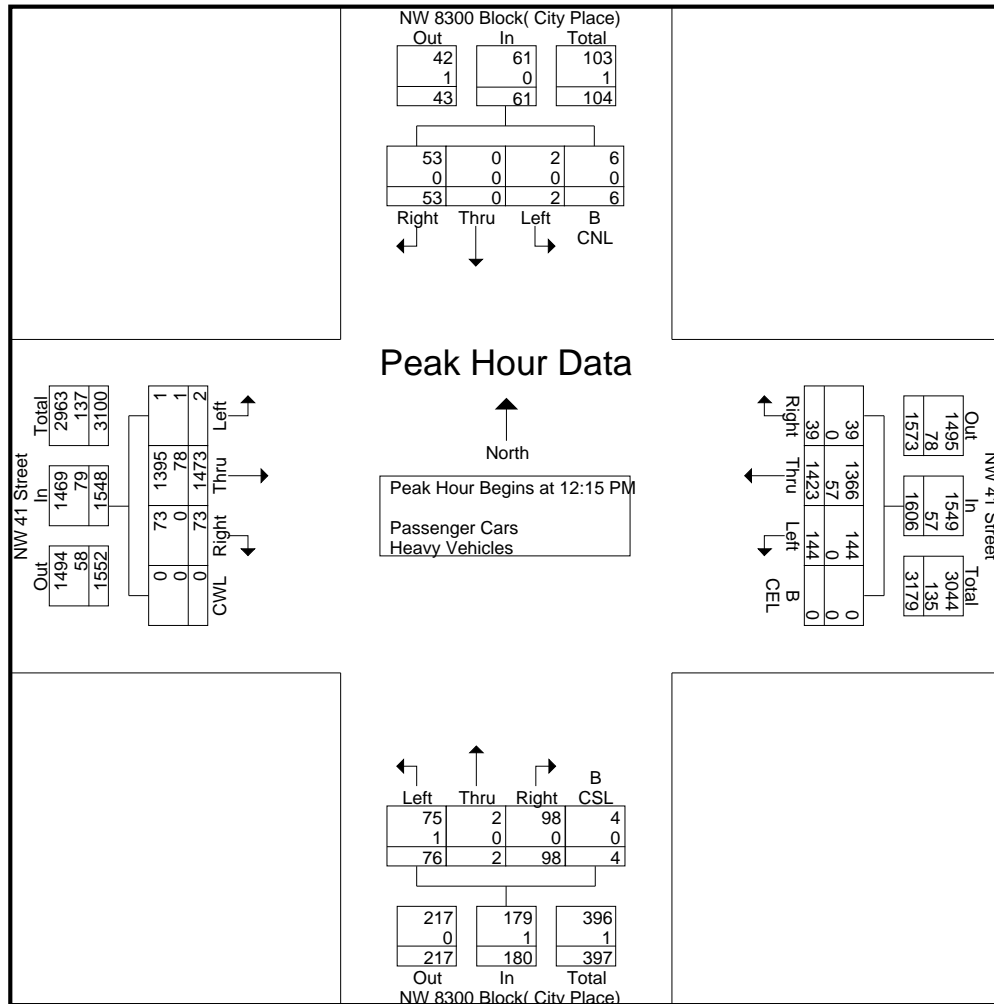
File Name : NW 8300 Block at NW 41 Street

Site Code : 08300001

Start Date : 11/17/2020

Page No : 5

Start Time	NW 8300 Block(City Place) Southbound						NW 41 Street Westbound						NW 8300 Block(City Place) Northbound						NW 41 Street Eastbound						
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:15 PM																									
12:15 PM	16	0	0	1	0	17	11	353	33	0	0	397	19	0	15	2	0	36	26	361	2	0	0	389	839
12:30 PM	7	0	2	0	0	9	12	353	36	0	0	401	25	0	19	0	0	44	16	369	0	0	0	385	839
12:45 PM	14	0	0	1	0	15	6	354	45	0	0	405	24	2	19	1	0	46	15	376	0	0	0	391	857
01:00 PM	16	0	0	4	0	20	10	363	30	0	0	403	30	0	23	1	0	54	16	367	0	0	0	383	860
Total Volume	53	0	2	6	0	61	39	1423	144	0	0	1606	98	2	76	4	0	180	73	1473	2	0	0	1548	3395
% App. Total	86.9	0	3.3	9.8	0		2.4	88.6	9	0	0		54.4	1.1	42.2	2.2	0		4.7	95.2	0.1	0	0		
PHF	.828	.000	.250	.375	.000	.763	.813	.980	.800	.000	.000	.991	.817	.250	.826	.500	.000	.833	.702	.979	.250	.000	.000	.990	.987
Passenger Cars	53	0	2	6	0	61	39	1366	144	0	0	1549	98	2	75	4	0	179	73	1395	1	0	0	1469	3258
% Passenger Cars	100	0	100	100	0	100	100	96.0	100	0	0	96.5	100	100	98.7	100	0	99.4	100	94.7	50.0	0	0	94.9	96.0
Heavy Vehicles	0	0	0	0	0	0	0	57	0	0	0	57	0	0	1	0	0	1	0	78	1	0	0	79	137
% Heavy Vehicles	0	0	0	0	0	0	0	4.0	0	0	0	3.5	0	0	1.3	0	0	0.6	0	5.3	50.0	0	0	5.1	4.0



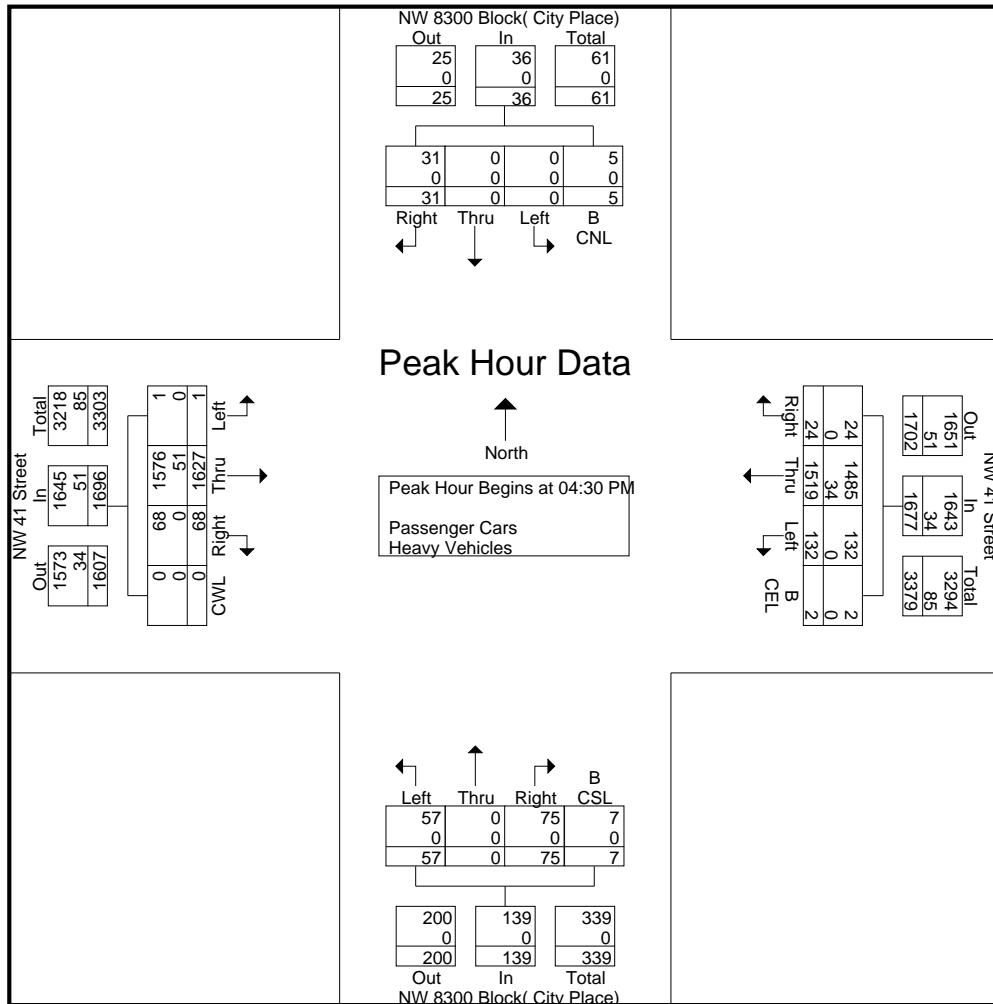
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 8300 Block (City Place)

File Name : NW 8300 Block at NW 41 Street
Site Code : 08300001
Start Date : 11/17/2020
Page No : 7

Start Time	NW 8300 Block(City Place) Southbound						NW 41 Street Westbound						NW 8300 Block(City Place) Northbound						NW 41 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	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	6	0	0	0	0	6	10	374	37	0	0	421	19	0	16	5	0	40	15	389	0	0	0	404	871
04:45 PM	11	0	0	2	0	13	4	392	25	1	0	422	17	0	15	2	0	34	21	349	0	0	0	370	839
05:00 PM	5	0	0	1	0	6	5	387	26	1	0	419	21	0	10	0	0	31	16	445	0	0	0	461	917
05:15 PM	9	0	0	2	0	11	5	366	44	0	0	415	18	0	16	0	0	34	16	444	1	0	0	461	921
Total Volume	31	0	0	5	0	36	24	1519	132	2	0	1677	75	0	57	7	0	139	68	1627	1	0	0	1696	3548
% App. Total	86.1	0	0	13.9	0		1.4	90.6	7.9	0.1	0		54	0	41	5	0		4	95.9	0.1	0	0		
PHF	.705	.000	.000	.625	.000	.692	.600	.969	.750	.500	.000	.993	.893	.000	.891	.350	.000	.869	.810	.914	.250	.000	.000	.920	.963
Passenger Cars	31	0	0	5	0	36	24	1485	132	2	0	1643	75	0	57	7	0	139	68	1576	1	0	0	1645	3463
% Passenger Cars	100	0	0	100	0	100	100	97.8	100	100	0	98.0	100	0	100	100	0	100	100	96.9	100	0	0	97.0	97.6
Heavy Vehicles	0	0	0	0	0	0	0	34	0	0	0	34	0	0	0	0	0	0	0	51	0	0	0	51	85
% Heavy Vehicles	0	0	0	0	0	0	0	2.2	0	0	0	2.0	0	0	0	0	0	0	0	3.1	0	0	0	3.0	2.4



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at NW 82 Avenue

File Name : NW 82 Avenue at NW 41 Street
 Site Code : 08200001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 82 Avenue Southbound						NW 36 Street Westbound						NW 82 Avenue Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	
08:00 AM	10	31	13	0	0	54	29	369	60	0	0	458	28	21	15	0	0	64	28	321	21	1	0	371	947
08:15 AM	19	24	27	0	0	70	34	363	58	0	0	455	28	24	11	0	0	63	30	385	17	0	0	432	1020
08:30 AM	18	34	30	0	0	82	22	365	70	0	0	457	43	16	12	0	0	71	38	369	16	2	0	425	1035
08:45 AM	18	41	22	0	0	81	25	393	71	0	0	489	47	27	20	1	0	95	43	321	26	0	0	390	1055
Total	65	130	92	0	0	287	110	1490	259	0	0	1859	146	88	58	1	0	293	139	1396	80	3	0	1618	4057
09:00 AM	20	29	24	0	0	73	19	334	69	0	0	422	35	17	9	0	0	61	36	323	20	0	0	379	935
09:15 AM	11	16	22	0	0	49	23	311	60	0	0	394	39	17	9	0	0	65	33	327	13	0	0	373	881
09:30 AM	17	14	23	0	0	54	28	305	67	0	0	400	36	21	12	0	0	69	32	315	6	0	0	353	876
09:45 AM	12	13	25	0	0	50	35	312	56	0	0	403	42	17	18	0	0	77	33	308	14	0	0	355	885
Total	60	72	94	0	0	226	105	1262	252	0	0	1619	152	72	48	0	0	272	134	1273	53	0	0	1460	3577
*** BREAK ***																									
12:00 PM	14	15	24	1	0	54	22	320	34	0	0	376	71	18	24	0	0	113	32	335	17	1	0	385	928
12:15 PM	20	13	23	0	0	56	23	341	40	0	0	404	67	22	29	1	0	119	26	344	16	0	0	386	965
12:30 PM	18	26	34	1	0	79	21	354	44	0	0	419	65	19	32	0	0	116	24	346	24	0	0	394	1008
12:45 PM	16	18	20	0	0	54	27	369	58	0	0	454	73	25	17	0	0	115	28	344	18	0	0	390	1013
Total	68	72	101	2	0	243	93	1384	176	0	0	1653	276	84	102	1	0	463	110	1369	75	1	0	1555	3914
01:00 PM	9	14	28	0	0	51	33	362	59	0	0	454	45	21	23	0	0	89	16	353	20	0	0	389	983
01:15 PM	21	21	27	0	0	69	23	361	61	0	0	445	70	36	26	0	0	132	18	338	18	0	0	374	1020
01:30 PM	15	20	20	1	0	56	23	353	57	0	0	433	74	18	10	0	0	102	23	334	19	0	0	376	967
01:45 PM	15	20	32	0	0	67	20	337	64	0	0	421	50	13	17	0	0	80	21	341	15	1	0	378	946
Total	60	75	107	1	0	243	99	1413	241	0	0	1753	239	88	76	0	0	403	78	1366	72	1	0	1517	3916
*** BREAK ***																									
04:00 PM	17	24	20	0	0	61	18	359	33	0	0	410	82	36	23	0	0	141	17	412	9	1	0	439	1051
04:15 PM	18	33	32	0	0	83	21	368	55	0	0	444	71	33	17	0	0	121	21	370	12	2	0	405	1053
04:30 PM	16	37	21	2	0	76	14	379	56	0	0	449	89	31	29	0	0	149	27	373	15	2	0	417	1091
04:45 PM	29	38	31	0	0	98	18	369	62	0	0	449	84	30	31	0	0	145	20	342	9	0	0	371	1063
Total	80	132	104	2	0	318	71	1475	206	0	0	1752	326	130	100	0	0	556	85	1497	45	5	0	1632	4258
05:00 PM	21	31	18	1	0	71	18	376	38	0	0	432	126	41	24	0	0	191	14	436	17	0	0	467	1161
05:15 PM	25	36	22	1	0	84	18	355	49	0	0	422	116	45	32	0	0	193	16	436	19	0	0	471	1170
05:30 PM	21	48	35	0	0	104	17	343	48	0	0	408	95	36	30	0	0	161	11	348	20	0	0	379	1052
05:45 PM	19	31	22	0	0	72	19	335	50	0	0	404	58	35	25	0	0	118	19	314	18	2	0	353	947
Total	86	146	97	2	0	331	72	1409	185	0	0	1666	395	157	111	0	0	663	60	1534	74	2	0	1670	4330
Grand Total	419	627	595	7	0	1648	550	8433	1319	0	0	10302	1534	619	495	2	0	2650	606	8435	399	12	0	9452	24052
Apprch %	25.4	38	36.1	0.4	0		5.3	81.9	12.8	0	0		57.9	23.4	18.7	0.1	0		6.4	89.2	4.2	0.1	0		
Total %	1.7	2.6	2.5	0	0	6.9	2.3	35.1	5.5	0	0	42.8	6.4	2.6	2.1	0	0	11	2.5	35.1	1.7	0	0	39.3	
Passenger Cars	404	620	575	7	0	1606	530	8138	1233	0	0	9901	1445	610	477	2	0	2534	588	8066	386	12	0	9052	23093
% Passenger Cars	96.4	98.9	96.6	100	0	97.5	96.4	96.5	93.5	0	0	96.1	94.2	98.5	96.4	100	0	95.6	97	95.6	96.7	100	0	95.8	96
Heavy Vehicles	15	7	20	0	0	42	20	295	86	0	0	401	89	9	18	0	0	116	18	369	13	0	0	400	959
% Heavy Vehicles	3.6	1.1	3.4	0	0	2.5	3.6	3.5	6.5	0	0	3.9	5.8	1.5	3.6	0	0	4.4	3	4.4	3.3	0	0	4.2	4

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 82 Avenue

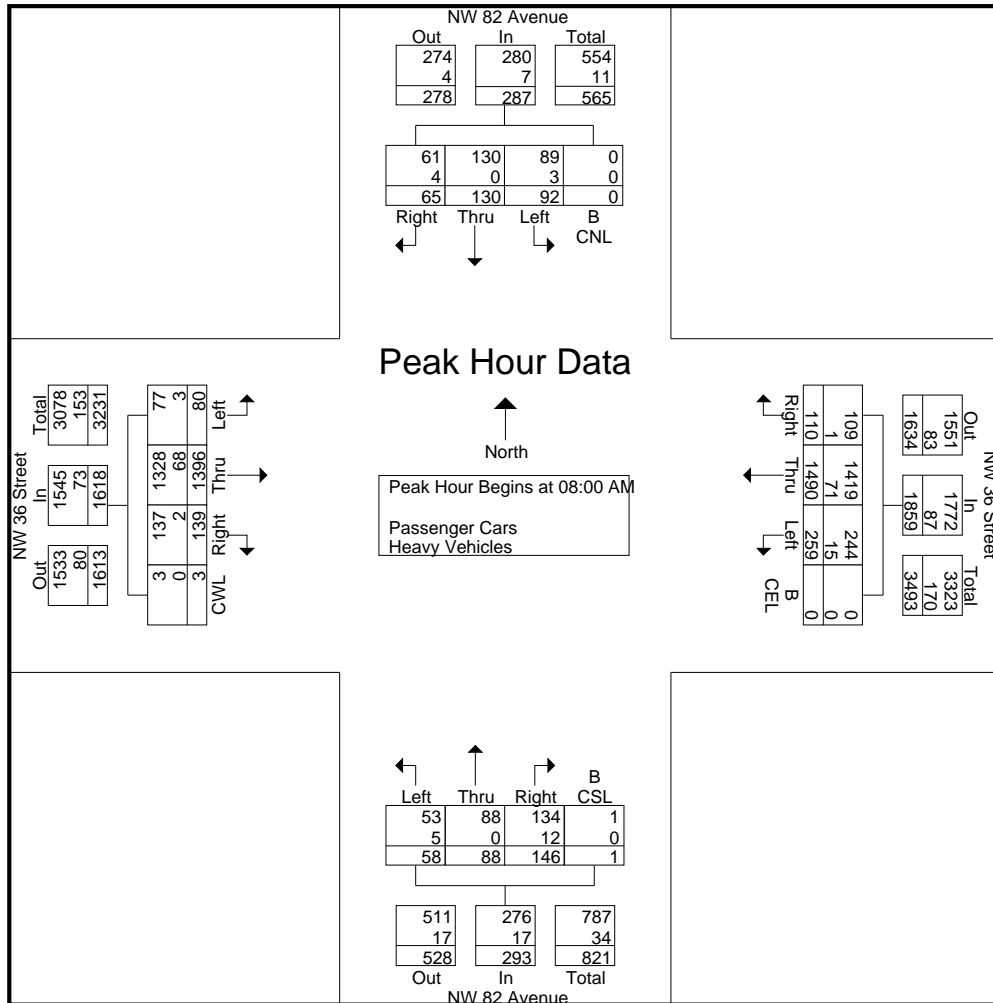
File Name : NW 82 Avenue at NW 41 Street

Site Code : 08200001

Start Date : 11/17/2020

Page No : 3

Start Time	NW 82 Avenue Southbound						NW 36 Street Westbound						NW 82 Avenue Northbound						NW 36 Street Eastbound							
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total	
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:00 AM																										
08:00 AM	10	31	13	0	0	54	29	369	60	0	0	458	28	21	15	0	0	64	28	321	21	1	0	0	371	947
08:15 AM	19	24	27	0	0	70	34	363	58	0	0	455	28	24	11	0	0	63	30	385	17	0	0	0	432	1020
08:30 AM	18	34	30	0	0	82	22	365	70	0	0	457	43	16	12	0	0	71	38	369	16	2	0	0	425	1035
08:45 AM	18	41	22	0	0	81	25	393	71	0	0	489	47	27	20	1	0	95	43	321	26	0	0	0	390	1055
Total Volume	65	130	92	0	0	287	110	1490	259	0	0	1859	146	88	58	1	0	293	139	1396	80	3	0	0	1618	4057
% App. Total	22.6	45.3	32.1	0	0		5.9	80.2	13.9	0	0		49.8	30	19.8	0.3	0		8.6	86.3	4.9	0.2	0	0		
PHF	.855	.793	.767	.000	.000	.875	.809	.948	.912	.000	.000	.950	.777	.815	.725	.250	.000	.771	.808	.906	.769	.375	.000	.936	.961	
Passenger Cars	61	130	89	0	0	280	109	1419	244	0	0	1772	134	88	53	1	0	276	137	1328	77	3	0	0	1545	3873
% Passenger Cars	93.8	100	96.7	0	0	97.6	99.1	95.2	94.2	0	0	95.3	91.8	100	91.4	100	0	94.2	98.6	95.1	96.3	100	0	0	95.5	95.5
Heavy Vehicles	4	0	3	0	0	7	1	71	15	0	0	87	12	0	5	0	0	17	2	68	3	0	0	0	73	184
% Heavy Vehicles	6.2	0	3.3	0	0	2.4	0.9	4.8	5.8	0	0	4.7	8.2	0	8.6	0	0	5.8	1.4	4.9	3.8	0	0	0	4.5	4.5



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 82 Avenue

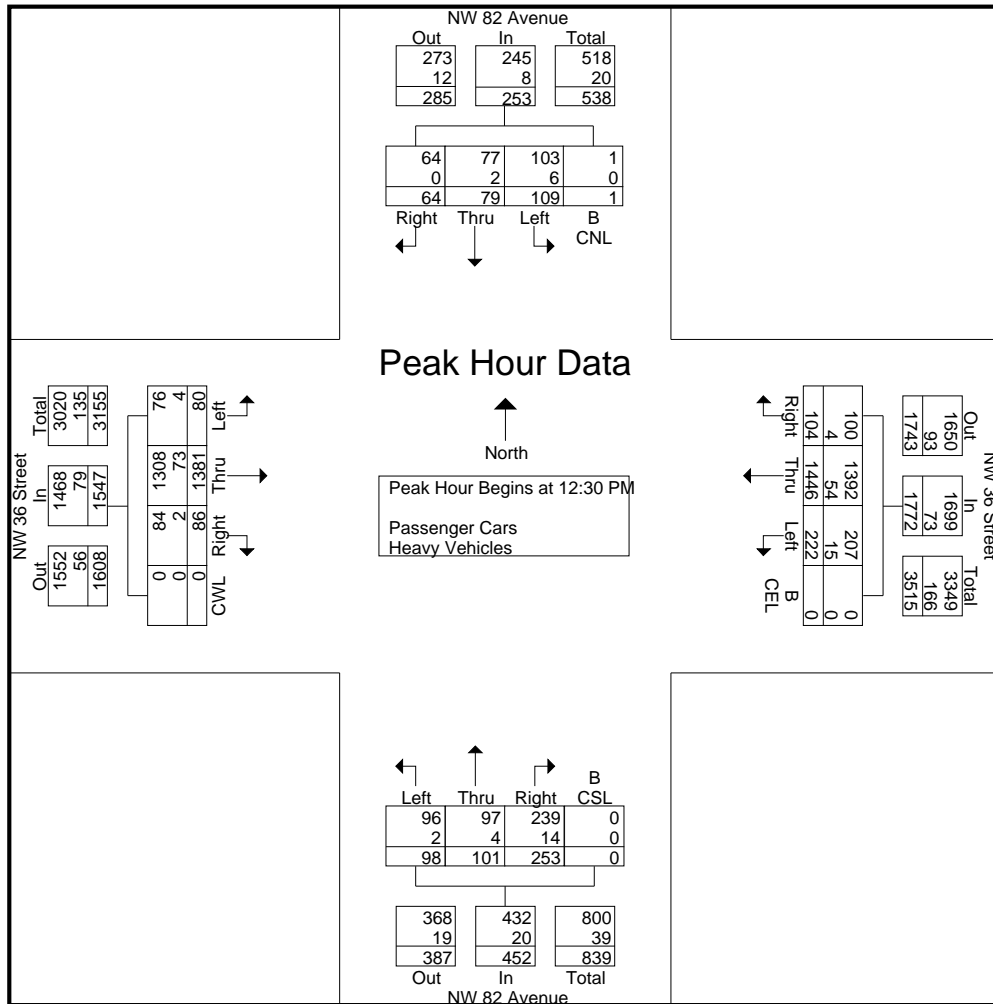
File Name : NW 82 Avenue at NW 41 Street

Site Code : 08200001

Start Date : 11/17/2020

Page No : 5

Start Time	NW 82 Avenue Southbound						NW 36 Street Westbound						NW 82 Avenue Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left	P.CWL	CWL	App. Total	
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	18	26	34	1	0	79	21	354	44	0	0	419	65	19	32	0	0	116	24	346	24	0	0	394	1008
12:45 PM	16	18	20	0	0	54	27	369	58	0	0	454	73	25	17	0	0	115	28	344	18	0	0	390	1013
01:00 PM	9	14	28	0	0	51	33	362	59	0	0	454	45	21	23	0	0	89	16	353	20	0	0	389	983
01:15 PM	21	21	27	0	0	69	23	361	61	0	0	445	70	36	26	0	0	132	18	338	18	0	0	374	1020
Total Volume	64	79	109	1	0	253	104	1446	222	0	0	1772	253	101	98	0	0	452	86	1381	80	0	0	1547	4024
% App. Total	25.3	31.2	43.1	0.4	0		5.9	81.6	12.5	0	0		56	22.3	21.7	0	0		5.6	89.3	5.2	0	0		
PHF	.762	.760	.801	.250	.000	.801	.788	.980	.910	.000	.000	.976	.866	.701	.766	.000	.000	.856	.768	.978	.833	.000	.000	.982	.986
Passenger Cars	64	77	103	1	0	245	100	1392	207	0	0	1699	239	97	96	0	0	432	84	1308	76	0	0	1468	3844
% Passenger Cars	100	97.5	94.5	100	0	96.8	96.2	96.3	93.2	0	0	95.9	94.5	96.0	98.0	0	0	95.6	97.7	94.7	95.0	0	0	94.9	95.5
Heavy Vehicles	0	2	6	0	0	8	4	54	15	0	0	73	14	4	2	0	0	20	2	73	4	0	0	79	180
% Heavy Vehicles	0	2.5	5.5	0	0	3.2	3.8	3.7	6.8	0	0	4.1	5.5	4.0	2.0	0	0	4.4	2.3	5.3	5.0	0	0	5.1	4.5



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at NW 82 Avenue

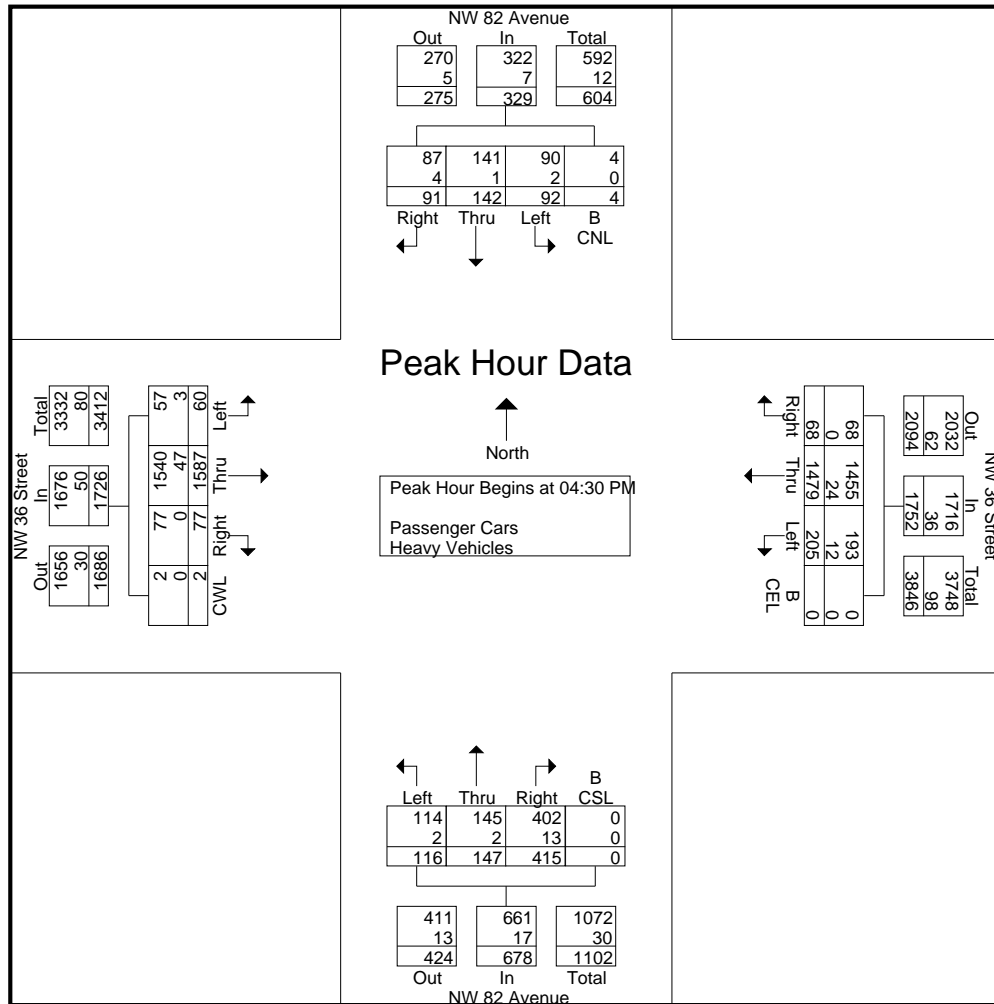
File Name : NW 82 Avenue at NW 41 Street

Site Code : 08200001

Start Date : 11/17/2020

Page No : 7

Start Time	NW 82 Avenue Southbound						NW 36 Street Westbound						NW 82 Avenue Northbound						NW 36 Street Eastbound						Int. Total	
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left	P.CWL	CWL	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	16	37	21	2	0	76	14	379	56	0	0	449	89	31	29	0	0	149	27	373	15	2	0	0	417	1091
04:45 PM	29	38	31	0	0	98	18	369	62	0	0	449	84	30	31	0	0	145	20	342	9	0	0	0	371	1063
05:00 PM	21	31	18	1	0	71	18	376	38	0	0	432	126	41	24	0	0	191	14	436	17	0	0	0	467	1161
05:15 PM	25	36	22	1	0	84	18	355	49	0	0	422	116	45	32	0	0	193	16	436	19	0	0	0	471	1170
Total Volume	91	142	92	4	0	329	68	1479	205	0	0	1752	415	147	116	0	0	678	77	1587	60	2	0	0	1726	4485
% App. Total	27.7	43.2	28	1.2	0		3.9	84.4	11.7	0	0		61.2	21.7	17.1	0	0		4.5	91.9	3.5	0.1	0			
PHF	.784	.934	.742	.500	.000	.839	.944	.976	.827	.000	.000	.976	.823	.817	.906	.000	.000	.878	.713	.910	.789	.250	.000	.916	.958	
Passenger Cars	87	141	90	4	0	322	68	1455	193	0	0	1716	402	145	114	0	0	661	77	1540	57	2	0	0	1676	4375
% Passenger Cars	95.6	99.3	97.8	100	0	97.9	100	98.4	94.1	0	0	97.9	96.9	98.6	98.3	0	0	97.5	100	97.0	95.0	100	0	0	97.1	97.5
Heavy Vehicles	4	1	2	0	0	7	0	24	12	0	0	36	13	2	2	0	0	17	0	47	3	0	0	0	50	110
% Heavy Vehicles	4.4	0.7	2.2	0	0	2.1	0	1.6	5.9	0	0	2.1	3.1	1.4	1.7	0	0	2.5	0	3.0	5.0	0	0	0	2.9	2.5



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 330" E of NW 82 Avenue
 Banco Popular/Boston Market
 (MO 18)

File Name : MO 18
 Site Code : 00180001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	330" E of NW 82 Avenue (MO 18) Southbound						NW 36 Street Westbound						330" E of NW 82 Avenue (MO 18) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total
08:00 AM	1	0	0	2	0	3	7	445	1	4	0	0	457	1	0	0	0	0	1	0	362	0	0	0	0	362	823
08:15 AM	0	0	2	0	0	2	3	461	0	2	1	0	467	1	0	0	0	0	1	1	436	1	2	0	0	440	910
08:30 AM	0	0	0	1	0	1	3	448	0	9	1	0	461	0	0	0	0	0	0	0	440	0	2	0	0	442	904
08:45 AM	1	0	1	0	0	2	7	492	1	5	1	0	506	0	0	0	1	0	1	0	391	0	0	0	0	391	900
Total	2	0	3	3	0	8	20	1846	2	20	3	0	1891	2	0	0	1	0	3	1	1629	1	4	0	0	1635	3537
09:00 AM	1	0	2	0	0	3	8	415	2	5	0	0	430	1	0	0	0	0	1	1	380	0	1	0	0	382	816
09:15 AM	2	0	2	0	0	4	9	389	3	6	0	0	407	0	0	0	1	0	1	1	383	0	2	0	0	386	798
09:30 AM	2	0	1	0	0	3	4	384	0	8	0	0	396	0	0	0	0	0	0	0	373	0	1	0	0	374	773
09:45 AM	3	0	1	1	0	5	2	390	3	4	0	0	399	7	0	1	1	0	9	0	372	0	1	0	0	373	786
Total	8	0	6	1	0	15	23	1578	8	23	0	0	1632	8	0	1	2	0	11	2	1508	0	5	0	0	1515	3173
*** BREAK ***																											
12:00 PM	2	1	2	2	0	7	3	363	2	7	0	0	375	4	0	0	1	0	5	0	428	1	1	0	0	430	817
12:15 PM	5	0	3	0	0	8	6	403	1	5	0	0	415	3	0	1	5	0	9	0	432	0	2	0	0	434	866
12:30 PM	2	0	2	1	0	5	1	406	0	5	0	0	412	3	0	0	2	0	5	0	439	2	2	0	0	443	865
12:45 PM	2	0	1	5	0	8	3	459	2	4	0	0	468	3	0	0	1	0	4	0	437	0	0	0	0	437	917
Total	11	1	8	8	0	28	13	1631	5	21	0	0	1670	13	0	1	9	0	23	0	1736	3	5	0	0	1744	3465
01:00 PM	6	0	2	0	0	8	8	454	1	5	0	0	468	3	0	0	0	0	3	0	424	1	1	0	0	426	905
01:15 PM	2	0	0	1	0	3	6	446	0	6	0	0	458	1	0	0	2	0	3	0	433	0	1	0	0	434	898
01:30 PM	3	0	3	0	0	6	5	418	2	6	0	0	431	6	0	0	0	0	6	0	426	0	1	0	0	427	870
01:45 PM	2	0	2	0	0	4	1	417	3	3	0	0	424	1	0	1	1	0	3	0	418	0	1	0	0	419	850
Total	13	0	7	1	0	21	20	1735	6	20	0	0	1781	11	0	1	3	0	15	0	1701	1	4	0	0	1706	3523
*** BREAK ***																											
04:00 PM	1	0	0	0	1	2	0	408	1	1	0	0	410	3	0	1	4	0	8	1	509	3	0	0	0	513	933
04:15 PM	1	0	1	0	0	2	2	447	1	1	1	0	452	3	0	0	1	0	4	1	471	0	1	0	0	473	931
04:30 PM	0	0	1	0	0	1	3	463	0	3	1	0	470	4	0	0	2	0	6	0	482	1	1	0	0	484	961
04:45 PM	1	0	1	0	1	3	3	447	1	3	0	0	454	6	0	1	3	2	12	1	455	0	1	0	0	457	926
Total	3	0	3	0	2	8	8	1765	3	8	2	0	1786	16	0	2	10	2	30	3	1917	4	3	0	0	1927	3751
05:00 PM	5	0	10	0	0	15	2	426	2	5	1	0	436	6	0	1	3	0	10	0	580	0	0	0	0	580	1041
05:15 PM	8	0	5	0	0	13	4	423	3	3	0	0	433	9	0	1	4	0	14	1	569	1	1	0	0	572	1032
05:30 PM	4	0	0	1	0	5	4	414	0	5	0	0	423	11	0	1	0	0	12	0	477	0	1	0	0	478	918
05:45 PM	4	0	2	5	0	11	1	429	0	4	0	0	434	6	0	0	0	1	7	0	394	0	0	0	0	394	846
Total	21	0	17	6	0	44	11	1692	5	17	1	0	1726	32	0	3	7	1	43	1	2020	1	2	0	0	2024	3837
Grand Total	58	1	44	19	2	124	95	10247	29	109	6	0	10486	82	0	8	32	3	125	7	10511	10	23	0	0	10551	21286
Apprch %	46.8	0.8	35.5	15.3	1.6		0.9	97.7	0.3	1	0.1	0		65.6	0	6.4	25.6	2.4		0.1	99.6	0.1	0.2	0	0		
Total %	0.3	0	0.2	0.1	0	0.6	0.4	48.1	0.1	0.5	0	0	49.3	0.4	0	0	0.2	0	0.6	0	49.4	0	0.1	0	0	49.6	
Passenger Cars	58	1	43	19	2	123	94	9836	29	109	6	0	10074	82	0	8	32	3	125	7	10046	10	23	0	0	10086	20408
% Passenger Cars	100	100	97.7	100	100	99.2	98.9	96	100	100	100	0	96.1	100	0	100	100	100	100	100	95.6	100	100	0	0	95.6	95.9
Heavy Vehicles	0	0	1	0	0	1	1	411	0	0	0	0	412	0	0	0	0	0	0	0	465	0	0	0	0	465	878
% Heavy Vehicles	0	0	2.3	0	0	0.8	1.1	4	0	0	0	0	3.9	0	0	0	0	0	0	0	4.4	0	0	0	0	4.4	4.1

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 330" E of NW 82 Avenue
 Banco Popular/Boston Market
 (MO 18)

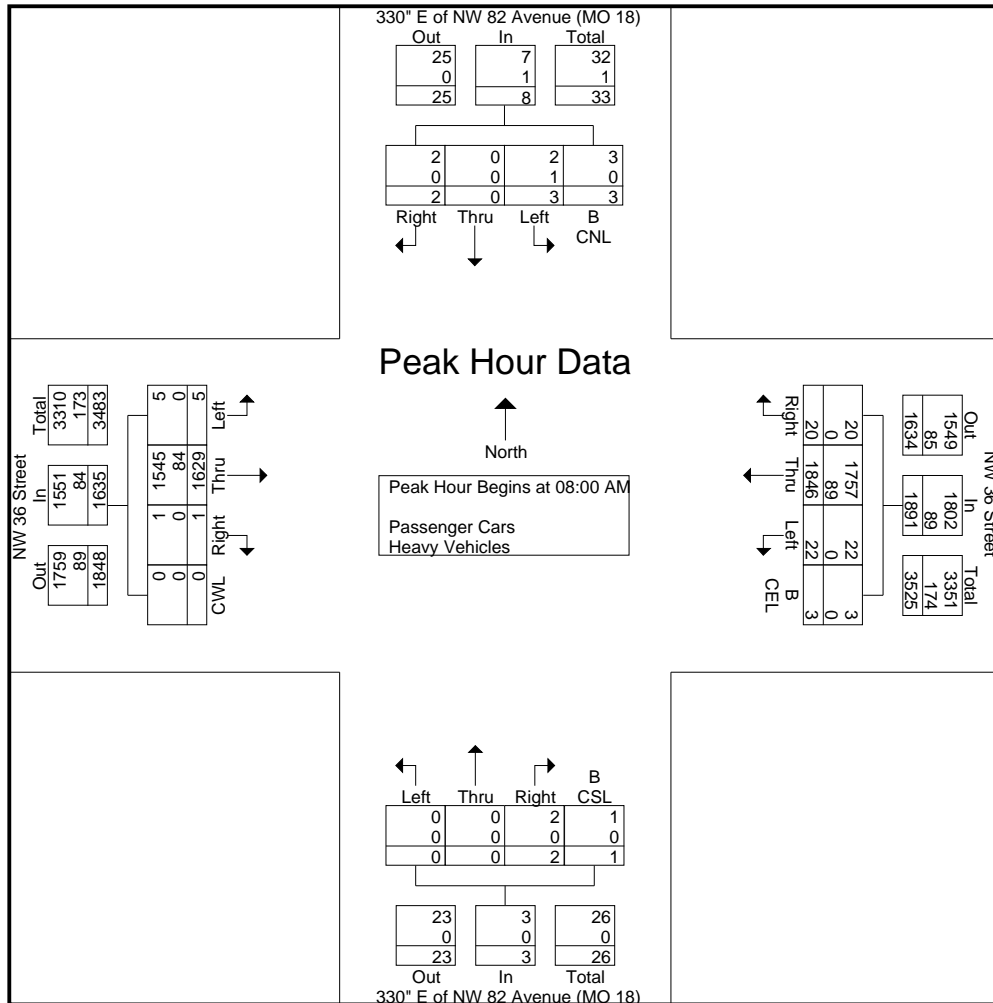
File Name : MO 18
 Site Code : 00180001
 Start Date : 11/17/2020
 Page No : 3

Start Time	330" E of NW 82 Avenue (MO 18) Southbound						NW 36 Street Westbound						330" E of NW 82 Avenue (MO 18) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App.Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	1	0	0	2	0	3	7	445	1	4	0	0	457	1	0	0	0	0	1	0	362	0	0	0	0	362	823
08:15 AM	0	0	2	0	0	2	3	461	0	2	1	0	467	1	0	0	0	0	1	1	436	1	2	0	0	440	910
08:30 AM	0	0	0	1	0	1	3	448	0	9	1	0	461	0	0	0	0	0	0	0	440	0	2	0	0	442	904
08:45 AM	1	0	1	0	0	2	7	492	1	5	1	0	506	0	0	0	1	0	1	0	391	0	0	0	0	391	900
Total Volume	2	0	3	3	0	8	20	1846	2	20	3	0	1891	2	0	0	1	0	3	1	1629	1	4	0	0	1635	3537
% App. Total	25	0	37.5	37.5	0		1.1	97.6	0.1	1.1	0.2	0		66.7	0	0	33.3	0		0.1	99.6	0.1	0.2	0			
PHF	.500	.000	.375	.375	.000	.667	.714	.938	.500	.556	.750	.000	.934	.500	.000	.000	.250	.000	.750	.250	.926	.250	.500	.000	.000	.925	.972
Passenger Cars	2	0	2	3	0	7	20	1757	2	20	3	0	1802	2	0	0	1	0	3	1	1545	1	4	0	0	1551	3363
% Passenger Cars	100	0	66.7	100	0	87.5	100	95.2	100	100	100	0	95.3	100	0	0	100	0	100	100	94.8	100	100	0	0	94.9	95.1
Heavy Vehicles	0	0	1	0	0	1	0	89	0	0	0	0	89	0	0	0	0	0	0	0	84	0	0	0	0	84	174
% Heavy Vehicles	0	0	33.3	0	0	12.5	0	4.8	0	0	0	0	4.7	0	0	0	0	0	0	0	5.2	0	0	0	0	5.1	4.9



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 330" E of NW 82 Avenue
 Banco Popular/Boston Market
 (MO 18)

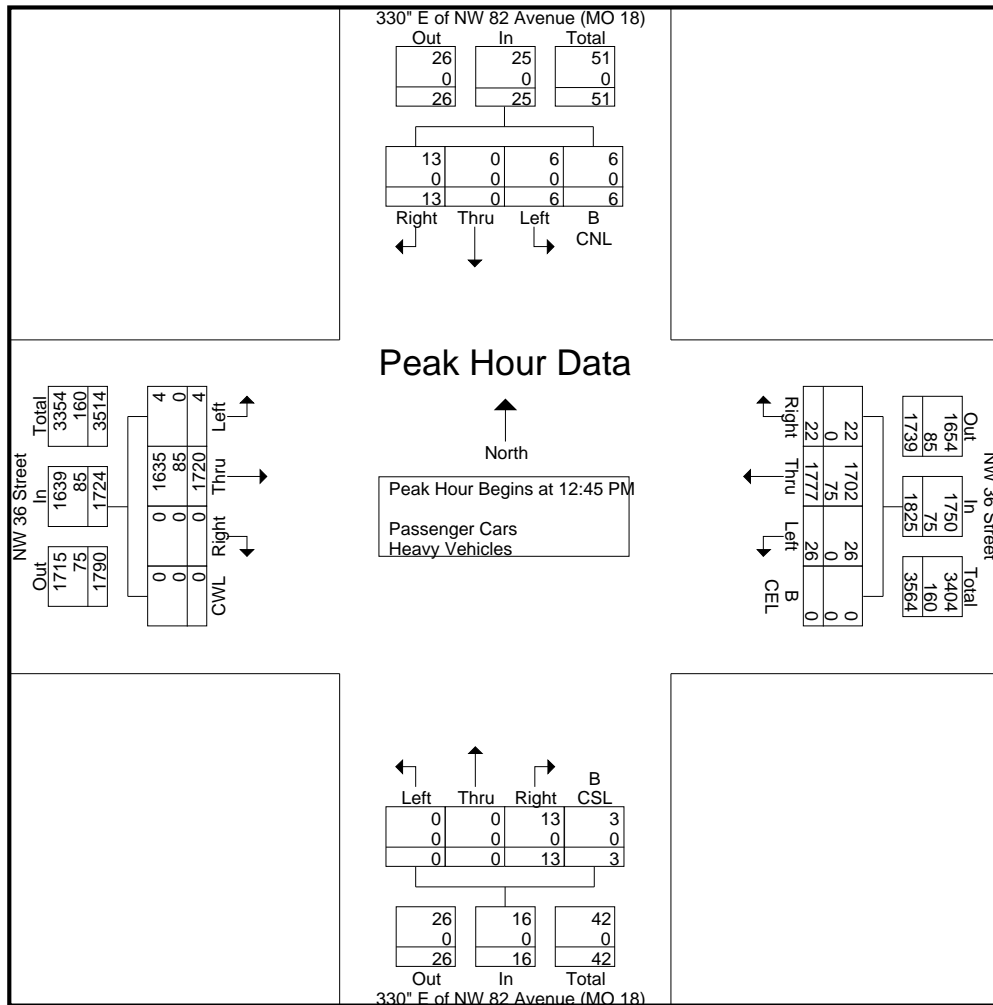
File Name : MO 18
 Site Code : 00180001
 Start Date : 11/17/2020
 Page No : 5

Start Time	330" E of NW 82 Avenue (MO 18) Southbound						NW 36 Street Westbound						330" E of NW 82 Avenue (MO 18) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		B CWL	App. Total

Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:45 PM

12:45 PM	2	0	1	5	0	8	3	459	2	4	0	0	468	3	0	0	1	0	4	0	437	0	0	0	0	437	917
01:00 PM	6	0	2	0	0	8	8	454	1	5	0	0	468	3	0	0	0	0	3	0	424	1	1	0	0	426	905
01:15 PM	2	0	0	1	0	3	6	446	0	6	0	0	458	1	0	0	2	0	3	0	433	0	1	0	0	434	898
01:30 PM	3	0	3	0	0	6	5	418	2	6	0	0	431	6	0	0	0	0	6	0	426	0	1	0	0	427	870
Total Volume	13	0	6	6	0	25	22	1777	5	21	0	0	1825	13	0	0	3	0	16	0	1720	1	3	0	0	1724	3590
% App. Total	52	0	24	24	0		1.2	97.4	0.3	1.2	0	0		81.2	0	0	18.8	0		0	99.8	0.1	0.2	0	0		
PHF	.542	.000	.500	.300	.000	.781	.688	.968	.625	.875	.000	.000	.975	.542	.000	.000	.375	.000	.667	.000	.984	.250	.750	.000	.000	.986	.979
Passenger Cars	13	0	6	6	0	25	22	1702	5	21	0	0	1750	13	0	0	3	0	16	0	1635	1	3	0	0	1639	3430
% Passenger Cars	100	0	100	100	0	100	100	95.8	100	100	0	0	95.9	100	0	0	100	0	100	0	95.1	100	100	0	0	95.1	95.5
Heavy Vehicles	0	0	0	0	0	0	0	75	0	0	0	0	75	0	0	0	0	0	0	0	85	0	0	0	0	85	160
% Heavy Vehicles	0	0	0	0	0	0	0	4.2	0	0	0	0	4.1	0	0	0	0	0	0	0	4.9	0	0	0	0	4.9	4.5



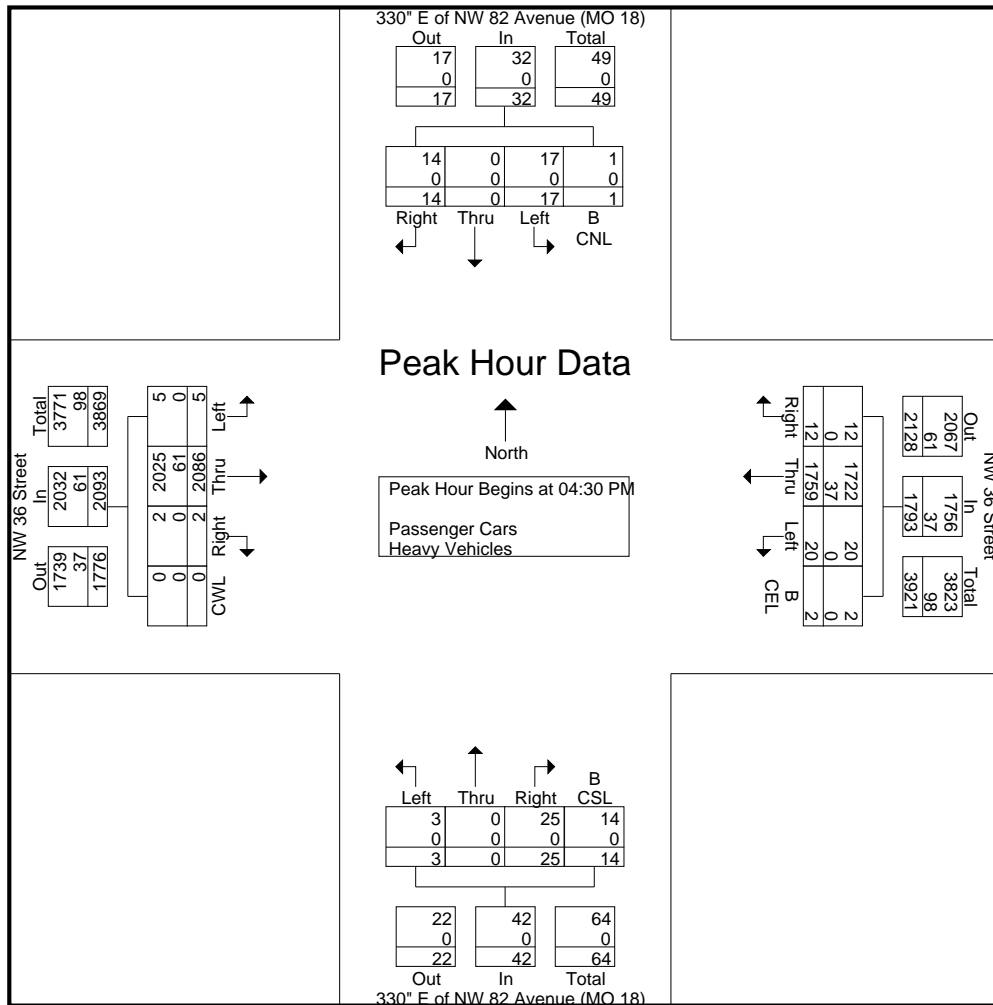
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 330" E of NW 82 Avenue
 Banco Popular/Boston Market
 (MO 18)

File Name : MO 18
 Site Code : 00180001
 Start Date : 11/17/2020
 Page No : 7

Start Time	330" E of NW 82 Avenue (MO 18) Southbound						NW 36 Street Westbound						330" E of NW 82 Avenue (MO 18) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		B CWL	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	1	0	0	1	3	463	0	3	1	0	470	4	0	0	2	0	6	0	482	1	1	0	0	484	961
04:45 PM	1	0	1	0	1	3	3	447	1	3	0	0	454	6	0	1	3	2	12	1	455	0	1	0	0	457	926
05:00 PM	5	0	10	0	0	15	2	426	2	5	1	0	436	6	0	1	3	0	10	0	580	0	0	0	0	580	1041
05:15 PM	8	0	5	0	0	13	4	423	3	3	0	0	433	9	0	1	4	0	14	1	569	1	1	0	0	572	1032
Total Volume	14	0	17	0	1	32	12	1759	6	14	2	0	1793	25	0	3	12	2	42	2	2086	2	3	0	0	2093	3960
% App. Total	43.8	0	53.1	0	3.1		0.7	98.1	0.3	0.8	0.1	0		59.5	0	7.1	28.6	4.8		0.1	99.7	0.1	0.1	0	0		
PHF	.438	.000	.425	.000	.250	.533	.750	.950	.500	.700	.500	.000	.954	.694	.000	.750	.750	.250	.750	.500	.899	.500	.750	.000	.000	.902	.951
Passenger Cars	14	0	17	0	1	32	12	1722	6	14	2	0	1756	25	0	3	12	2	42	2	2025	2	3	0	0	2032	3862
% Passenger Cars	100	0	100	0	100	100	100	97.9	100	100	100	0	97.9	100	0	100	100	100	100	100	97.1	100	100	0	0	97.1	97.5
Heavy Vehicles	0	0	0	0	0	0	0	37	0	0	0	0	37	0	0	0	0	0	0	0	61	0	0	0	0	61	98
% Heavy Vehicles	0	0	0	0	0	0	0	2.1	0	0	0	0	2.1	0	0	0	0	0	0	0	2.9	0	0	0	0	2.9	2.5



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 650" E of NW 82 Avenue
 Burger King
 (MO 19)

File Name : MO 19
 Site Code : 00190001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	650" E of NW 82 Avenue Burger King (MO 19) Southbound						NW 36 Street Westbound						650" E of NW 82 Avenue Burger King (MO 19) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total
08:00 AM	2	0	1	0	0	3	0	452	4	4	0	0	460	2	0	0	0	0	2	3	351	3	7	0	0	364	829
08:15 AM	1	0	0	3	1	5	2	464	1	3	0	0	470	2	0	1	0	0	3	4	429	0	5	0	0	438	916
08:30 AM	5	0	3	1	0	9	4	452	1	3	1	0	461	6	0	2	0	0	8	5	432	1	2	0	0	440	918
08:45 AM	3	0	7	0	0	10	3	500	5	3	0	0	511	6	0	0	0	0	6	7	379	2	5	0	0	393	920
Total	11	0	11	4	1	27	9	1868	11	13	1	0	1902	16	0	3	0	0	19	19	1591	6	19	0	0	1635	3583
09:00 AM	7	1	2	0	1	11	2	414	6	5	0	0	427	4	1	3	0	0	8	5	372	5	3	0	0	385	831
09:15 AM	3	0	3	0	0	6	1	401	3	2	1	0	408	2	0	1	0	0	3	7	378	2	1	0	0	388	805
09:30 AM	4	0	3	0	0	7	7	390	6	4	0	0	407	5	1	2	0	1	9	7	362	0	5	0	0	374	797
09:45 AM	2	0	3	0	0	5	4	394	7	2	0	0	407	6	1	3	0	0	10	9	370	0	5	0	0	384	806
Total	16	1	11	0	1	29	14	1599	22	13	1	0	1649	17	3	9	0	1	30	28	1482	7	14	0	0	1531	3239
*** BREAK ***																											
12:00 PM	8	1	5	1	0	15	8	365	4	2	0	0	379	5	0	2	0	0	7	8	416	0	12	0	0	436	837
12:15 PM	12	0	4	0	0	16	3	394	5	1	0	0	403	5	0	6	0	0	11	10	419	3	7	0	0	439	869
12:30 PM	13	0	9	0	0	22	14	395	7	4	0	0	420	8	0	1	0	0	9	9	427	3	6	0	0	445	896
12:45 PM	14	0	7	0	0	21	6	451	7	3	0	0	467	4	0	1	0	0	5	5	435	2	1	0	0	443	936
Total	47	1	25	1	0	74	31	1605	23	10	0	0	1669	22	0	10	0	0	32	32	1697	8	26	0	0	1763	3538
01:00 PM	16	1	5	0	0	22	10	449	3	3	3	0	468	3	0	3	0	0	6	0	427	0	3	0	0	430	926
01:15 PM	10	0	8	1	0	19	7	445	3	4	0	0	459	5	0	2	0	0	7	2	429	1	2	0	0	434	919
01:30 PM	7	0	5	0	0	12	8	422	3	4	0	0	437	1	0	0	0	0	1	7	416	2	12	0	0	437	887
01:45 PM	6	0	8	0	0	14	8	417	3	4	0	0	432	6	0	1	0	0	7	0	422	0	5	0	0	427	880
Total	39	1	26	1	0	67	33	1733	12	15	3	0	1796	15	0	6	0	0	21	9	1694	3	22	0	0	1728	3612
*** BREAK ***																											
04:00 PM	7	1	5	0	0	13	5	402	1	2	0	0	410	5	0	1	0	0	6	0	511	0	3	0	0	514	943
04:15 PM	9	0	4	0	0	13	8	440	4	7	0	0	459	2	0	2	4	0	8	0	473	0	3	0	0	476	956
04:30 PM	15	0	3	0	0	18	6	452	2	2	0	0	462	3	0	0	2	0	5	0	483	2	1	0	0	486	971
04:45 PM	5	0	4	1	0	10	2	449	3	1	0	0	455	3	0	0	0	0	3	3	456	0	4	0	0	463	931
Total	36	1	16	1	0	54	21	1743	10	12	0	0	1786	13	0	3	6	0	22	3	1923	2	11	0	0	1939	3801
05:00 PM	6	0	6	0	0	12	6	425	2	4	0	0	437	5	0	4	0	0	9	0	596	0	2	0	0	598	1056
05:15 PM	6	0	1	0	0	7	11	417	1	2	0	0	431	6	0	0	1	0	7	0	585	0	2	0	0	587	1032
05:30 PM	2	0	4	0	0	6	10	404	3	2	0	0	419	4	0	0	1	0	5	2	481	0	4	0	0	487	917
05:45 PM	4	0	2	0	0	6	8	399	2	1	0	0	410	1	0	1	2	0	4	0	402	0	0	0	0	402	822
Total	18	0	13	0	0	31	35	1645	8	9	0	0	1697	16	0	5	4	0	25	2	2064	0	8	0	0	2074	3827
Grand Total	167	4	102	7	2	282	143	10193	86	72	5	0	10499	99	3	36	10	1	149	93	10451	26	100	0	0	10670	21600
Apprch %	59.2	1.4	36.2	2.5	0.7		1.4	97.1	0.8	0.7	0	0		66.4	2	24.2	6.7	0.7		0.9	97.9	0.2	0.9	0	0		
Total %	0.8	0	0.5	0	0	1.3	0.7	47.2	0.4	0.3	0	0	48.6	0.5	0	0.2	0	0	0.7	0.4	48.4	0.1	0.5	0	0	49.4	
% Passenger Cars	167	4	101	6	2	280	142	9782	86	71	4	0	10085	99	3	36	10	1	149	93	9981	26	100	0	0	10200	20714
% Passenger Cars	100	100	99	85.7	100	99.3	99.3	96	100	98.6	80	0	96.1	100	100	100	100	100	100	100	95.5	100	100	0	0	95.6	95.9
Heavy Vehicles	0	0	1	1	0	2	1	411	0	1	1	0	414	0	0	0	0	0	0	0	470	0	0	0	0	470	886
% Heavy Vehicles	0	0	1	14.3	0	0.7	0.7	4	0	1.4	20	0	3.9	0	0	0	0	0	0	0	4.5	0	0	0	0	4.4	4.1

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 650" E of NW 82 Avenue
 Burger King
 (MO 19)

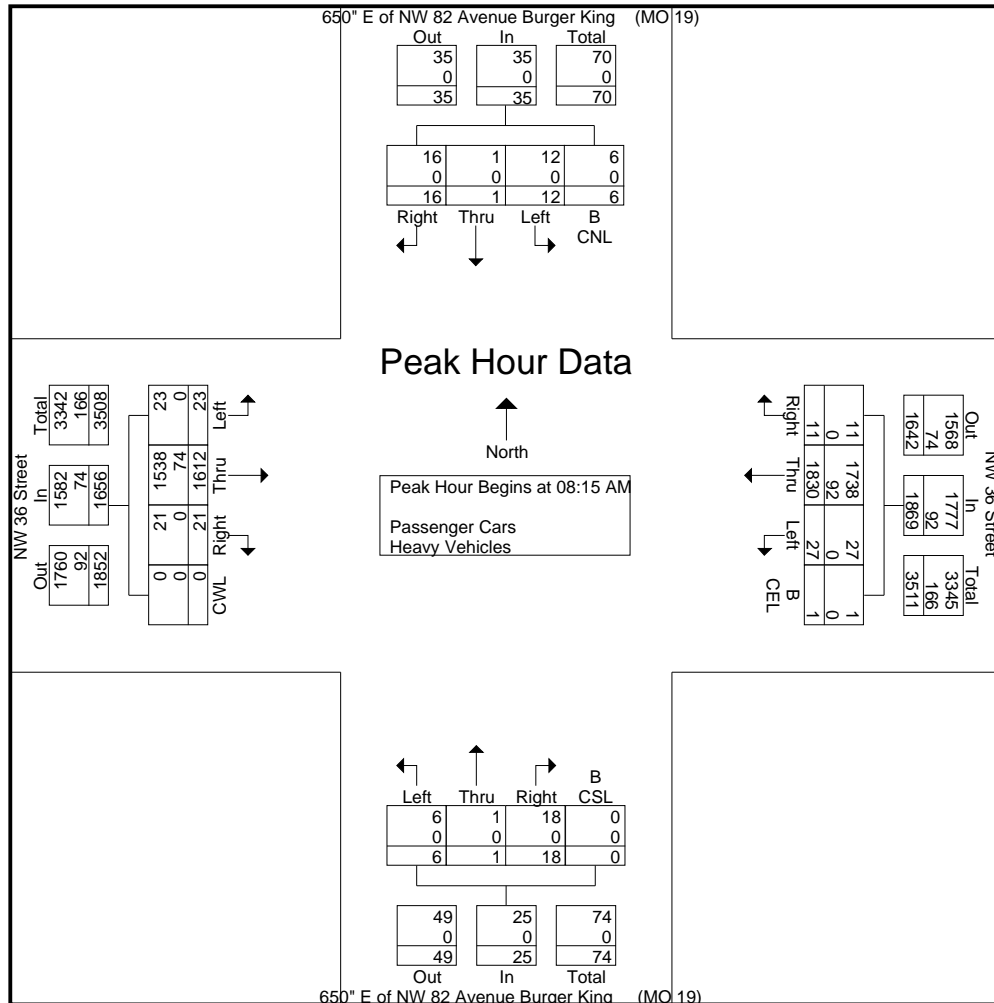
File Name : MO 19
 Site Code : 00190001
 Start Date : 11/17/2020
 Page No : 3

Start Time	650" E of NW 82 Avenue Burger King (MO 19) Southbound						NW 36 Street Westbound						650" E of NW 82 Avenue Burger King (MO 19) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App.Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM

08:15 AM	1	0	0	3	1	5	2	464	1	3	0	0	470	2	0	1	0	0	3	4	429	0	5	0	0	438	916
08:30 AM	5	0	3	1	0	9	4	452	1	3	1	0	461	6	0	2	0	0	8	5	432	1	2	0	0	440	918
08:45 AM	3	0	7	0	0	10	3	500	5	3	0	0	511	6	0	0	0	0	6	7	379	2	5	0	0	393	920
09:00 AM	7	1	2	0	1	11	2	414	6	5	0	0	427	4	1	3	0	0	8	5	372	5	3	0	0	385	831
Total Volume	16	1	12	4	2	35	11	1830	13	14	1	0	1869	18	1	6	0	0	25	21	1612	8	15	0	0	1656	3585
% App. Total	45.7	2.9	34.3	11.4	5.7		0.6	97.9	0.7	0.7	0.1	0		72	4	24	0	0		1.3	97.3	0.5	0.9	0	0		
PHF	.571	.250	.429	.333	.500	.795	.688	.915	.542	.700	.250	.000	.914	.750	.250	.500	.000	.000	.781	.750	.933	.400	.750	.000	.000	.941	.974
Passenger Cars	16	1	12	4	2	35	11	1738	13	14	1	0	1777	18	1	6	0	0	25	21	1538	8	15	0	0	1582	3419
% Passenger Cars	100	100	100	100	100	100	100	95.0	100	100	100	0	95.1	100	100	100	0	0	100	100	95.4	100	100	0	0	95.5	95.4
Heavy Vehicles	0	0	0	0	0	0	0	92	0	0	0	0	92	0	0	0	0	0	0	0	74	0	0	0	0	74	166
% Heavy Vehicles	0	0	0	0	0	0	0	5.0	0	0	0	0	4.9	0	0	0	0	0	0	0	4.6	0	0	0	0	4.5	4.6



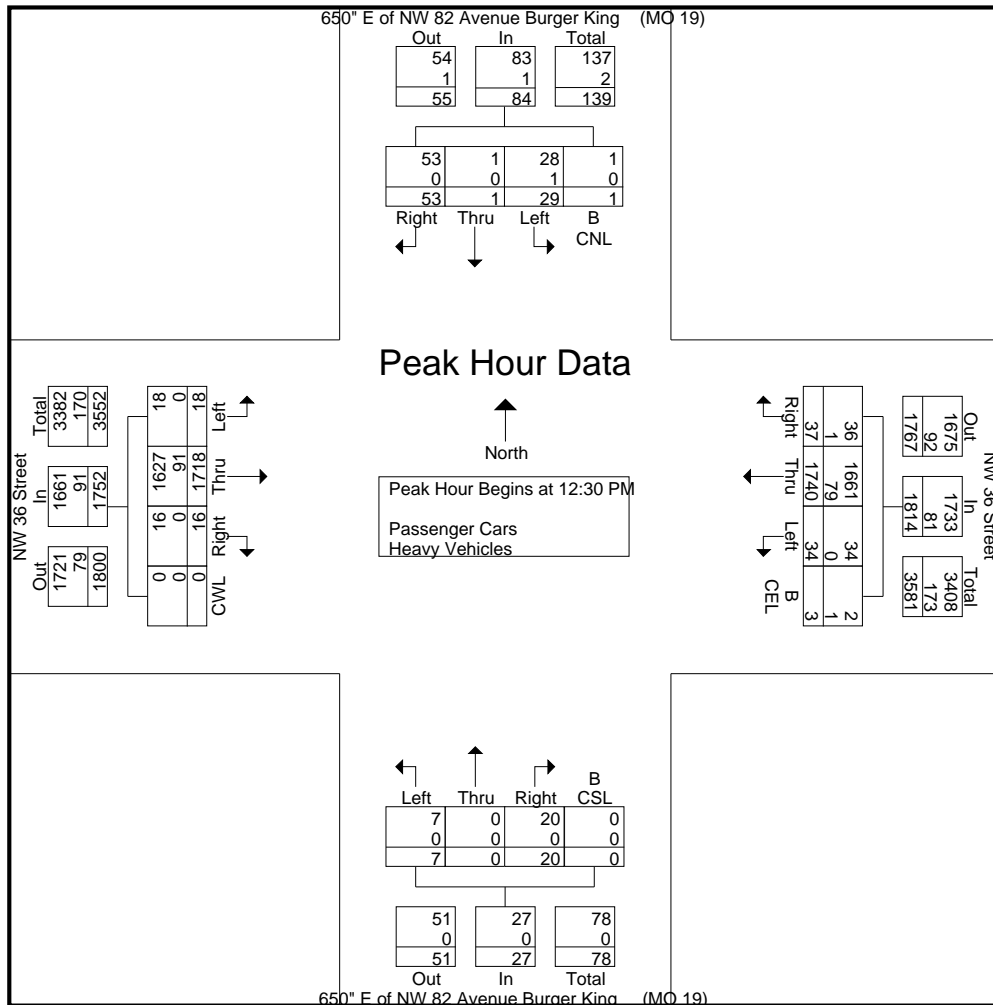
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 650" E of NW 82 Avenue
 Burger King
 (MO 19)

File Name : MO 19
 Site Code : 00190001
 Start Date : 11/17/2020
 Page No : 5

Start Time	650" E of NW 82 Avenue Burger King (MO 19) Southbound						NW 36 Street Westbound						650" E of NW 82 Avenue Burger King (MO 19) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		CWL	App. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 12:30 PM																											
12:30 PM	13	0	9	0	0	22	14	395	7	4	0	0	420	8	0	1	0	0	9	9	427	3	6	0	0	445	896
12:45 PM	14	0	7	0	0	21	6	451	7	3	0	0	467	4	0	1	0	0	5	5	435	2	1	0	0	443	936
01:00 PM	16	1	5	0	0	22	10	449	3	3	3	0	468	3	0	3	0	0	6	0	427	0	3	0	0	430	926
01:15 PM	10	0	8	1	0	19	7	445	3	4	0	0	459	5	0	2	0	0	7	2	429	1	2	0	0	434	919
Total Volume	53	1	29	1	0	84	37	1740	20	14	3	0	1814	20	0	7	0	0	27	16	1718	6	12	0	0	1752	3677
% App. Total	63.1	1.2	34.5	1.2	0		2	95.9	1.1	0.8	0.2	0		74.1	0	25.9	0	0		0.9	98.1	0.3	0.7	0	0		
PHF	.828	.250	.806	.250	.000	.955	.661	.965	.714	.875	.250	.000	.969	.625	.000	.583	.000	.000	.750	.444	.987	.500	.500	.000	.000	.984	.982
Passenger Cars	53	1	28	1	0	83	36	1661	20	14	2	0	1733	20	0	7	0	0	27	16	1627	6	12	0	0	1661	3504
% Passenger Cars	100	100	96.6	100	0	98.8	97.3	95.5	100	100	66.7	0	95.5	100	0	100	0	0	100	100	94.7	100	100	0	0	94.8	95.3
Heavy Vehicles	0	0	1	0	0	1	1	79	0	0	1	0	81	0	0	0	0	0	0	0	91	0	0	0	0	91	173
% Heavy Vehicles	0	0	3.4	0	0	1.2	2.7	4.5	0	0	33.3	0	4.5	0	0	0	0	0	0	0	5.3	0	0	0	0	5.2	4.7



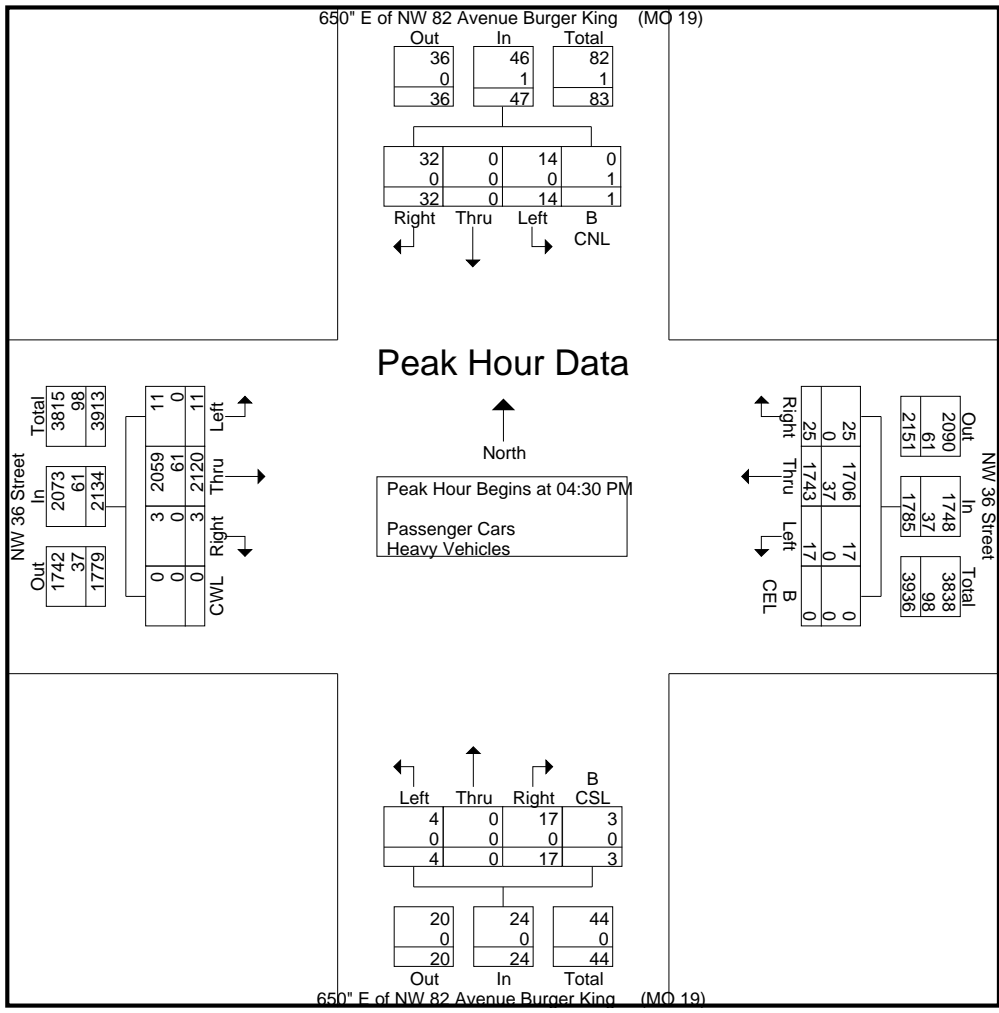
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 650" E of NW 82 Avenue
 Burger King
 (MO 19)

File Name : MO 19
 Site Code : 00190001
 Start Date : 11/17/2020
 Page No : 7

Start Time	650" E of NW 82 Avenue Burger King (MO 19) Southbound						NW 36 Street Westbound						650" E of NW 82 Avenue Burger King (MO 19) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL		B CWL	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	15	0	3	0	0	18	6	452	2	2	0	0	462	3	0	0	2	0	5	0	483	2	1	0	0	486	971
04:45 PM	5	0	4	1	0	10	2	449	3	1	0	0	455	3	0	0	0	0	3	3	456	0	4	0	0	463	931
05:00 PM	6	0	6	0	0	12	6	425	2	4	0	0	437	5	0	4	0	0	9	0	596	0	2	0	0	598	1056
05:15 PM	6	0	1	0	0	7	11	417	1	2	0	0	431	6	0	0	1	0	7	0	585	0	2	0	0	587	1032
Total Volume	32	0	14	1	0	47	25	1743	8	9	0	0	1785	17	0	4	3	0	24	3	2120	2	9	0	0	2134	3990
% App. Total	68.1	0	29.8	2.1	0		1.4	97.6	0.4	0.5	0	0		70.8	0	16.7	12.5	0		0.1	99.3	0.1	0.4	0			
PHF	.533	.000	.583	.250	.000	.653	.568	.964	.667	.563	.000	.000	.966	.708	.000	.250	.375	.000	.667	.250	.889	.250	.563	.000	.000	.892	.945
Passenger Cars	32	0	14	0	0	46	25	1706	8	9	0	0	1748	17	0	4	3	0	24	3	2059	2	9	0	0	2073	3891
% Passenger Cars	100	0	100	0	0	97.9	100	97.9	100	100	0	0	97.9	100	0	100	100	0	100	100	97.1	100	100	0	0	97.1	97.5
Heavy Vehicles	0	0	0	1	0	1	0	37	0	0	0	0	37	0	0	0	0	0	0	0	61	0	0	0	0	61	99
% Heavy Vehicles	0	0	0	100	0	2.1	0	2.1	0	0	0	0	2.1	0	0	0	0	0	0	0	2.9	0	0	0	0	2.9	2.5



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 850" E of NW 82 Avenue
 Bank United
 (MO 20)

File Name : MO 20
 Site Code : 00200001
 Start Date : 11/17/2020
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	850" E of NW 82 Avenue Bank United (MO 20) Southbound						NW 36 Street Westbound						850" E of NW 82 Avenue Bank United (MO 20) Northbound						NW 36 Street Eastbound						Int. Total		
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App. Total
08:00 AM	0	0	0	0	0	0	0	459	2	0	0	0	461	2	0	0	0	0	2	4	352	1	0	0	0	357	820
08:15 AM	0	0	0	0	0	0	0	469	0	0	0	0	469	2	0	0	0	0	2	3	429	1	0	0	0	433	904
08:30 AM	1	0	0	0	0	1	0	459	3	1	0	0	463	0	0	0	0	0	0	3	438	0	0	0	0	441	905
08:45 AM	0	0	0	0	0	0	1	511	3	0	0	0	515	3	0	0	0	0	3	1	394	0	2	0	0	397	915
Total	1	0	0	0	0	1	1	1898	8	1	0	0	1908	7	0	0	0	0	7	11	1613	2	2	0	0	1628	3544
09:00 AM	1	0	0	1	0	2	0	425	4	1	0	0	430	1	0	0	0	0	1	7	375	1	2	0	0	385	818
09:15 AM	0	0	0	0	0	0	0	406	0	0	0	0	406	2	0	0	0	0	2	3	382	1	0	0	0	386	794
09:30 AM	0	0	0	0	0	0	1	406	3	0	0	0	410	2	0	0	0	0	2	5	369	1	0	0	0	375	787
09:45 AM	0	0	0	0	0	0	0	407	2	0	0	0	409	1	0	0	0	0	1	5	379	0	1	0	0	385	795
Total	1	0	0	1	0	2	1	1644	9	1	0	0	1655	6	0	0	0	0	6	20	1505	3	3	0	0	1531	3194
*** BREAK ***																											
12:00 PM	0	0	0	0	0	0	2	379	4	3	0	0	388	5	0	0	0	0	5	6	422	0	1	0	0	429	822
12:15 PM	2	0	0	0	0	2	1	400	6	0	0	0	407	3	0	0	0	0	3	5	427	1	1	0	0	434	846
12:30 PM	1	0	0	0	0	1	1	418	2	0	0	0	421	2	0	0	0	0	2	3	443	1	3	0	0	450	874
12:45 PM	2	0	0	0	0	2	0	464	5	3	0	0	472	2	0	0	0	0	2	4	447	1	2	0	0	454	930
Total	5	0	0	0	0	5	4	1661	17	6	0	0	1688	12	0	0	0	0	12	18	1739	3	7	0	0	1767	3472
01:00 PM	2	0	0	0	0	2	2	462	6	3	0	0	473	4	0	0	0	0	4	5	427	0	5	0	0	437	916
01:15 PM	3	0	0	0	0	3	2	453	0	1	0	0	456	5	0	0	0	0	5	6	434	3	1	0	0	444	908
01:30 PM	3	0	0	0	0	3	0	432	0	1	0	0	433	8	0	0	0	0	8	3	420	2	1	0	0	426	870
01:45 PM	4	0	0	0	0	4	2	427	2	0	0	0	431	5	0	0	4	0	9	4	431	1	2	0	0	438	882
Total	12	0	0	0	0	12	6	1774	8	5	0	0	1793	22	0	0	4	0	26	18	1712	6	9	0	0	1745	3576
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
*** BREAK ***																											
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
*** BREAK ***																											
04:00 PM	3	0	2	0	0	5	2	407	0	1	0	0	410	3	0	0	1	0	4	3	516	0	2	0	0	521	940
04:15 PM	1	0	2	0	0	3	1	456	0	0	0	0	457	6	0	0	1	0	7	4	479	1	0	0	0	484	951
04:30 PM	3	0	0	0	0	3	0	459	1	0	0	0	460	4	0	0	0	0	4	2	487	0	2	0	0	491	958
04:45 PM	2	0	2	0	0	4	1	451	1	2	0	0	455	9	0	0	0	0	9	1	462	2	0	0	0	465	933
Total	9	0	6	0	0	15	4	1773	2	3	0	0	1782	22	0	0	2	0	24	10	1944	3	4	0	0	1961	3782
05:00 PM	2	0	0	0	0	2	2	435	4	0	0	0	441	7	0	0	0	0	7	2	604	0	2	0	0	608	1058
05:15 PM	2	0	0	0	0	2	0	429	0	0	0	0	429	5	0	0	0	0	5	2	589	0	3	0	0	594	1030
05:30 PM	3	0	0	0	0	3	2	416	0	0	0	0	418	6	0	0	0	0	6	2	484	0	5	0	0	491	918
05:45 PM	2	0	0	0	0	2	0	408	2	0	0	0	410	2	0	0	1	0	3	4	403	0	1	0	0	408	823
Total	9	0	0	0	0	9	4	1688	6	0	0	0	1698	20	0	0	1	0	21	10	2080	0	11	0	0	2101	3829
Grand Total	37	0	6	1	0	44	20	10438	50	16	0	0	10524	89	0	0	9	0	98	87	10593	17	36	0	0	10733	21399
Approch %	84.1	0	13.6	2.3	0	0	0.2	99.2	0.5	0.2	0	0	0	90.8	0	0	9.2	0	0.5	0.8	98.7	0.2	0.3	0	0		
Total %	0.2	0	0	0	0	0.2	0.1	48.8	0.2	0.1	0	0	49.2	0.4	0	0	0	0	0.5	0.4	49.5	0.1	0.2	0	0	50.2	
Passenger Cars	37	0	6	1	0	44	20	10027	50	16	0	0	10113	89	0	0	9	0	98	87	10127	17	36	0	0	10267	20522
% Passenger Cars	100	0	100	100	0	100	100	96.1	100	100	0	0	96.1	100	0	0	100	0	100	100	95.6	100	100	0	0	95.7	95.9
Heavy Vehicles	0	0	0	0	0	0	0	411	0	0	0	0	411	0	0	0	0	0	0	0	466	0	0	0	0	466	877
% Heavy Vehicles	0	0	0	0	0	0	0	3.9	0	0	0	0	3.9	0	0	0	0	0	0	0	4.4	0	0	0	0	4.3	4.1

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 850" E of NW 82 Avenue
 Bank United
 (MO 20)

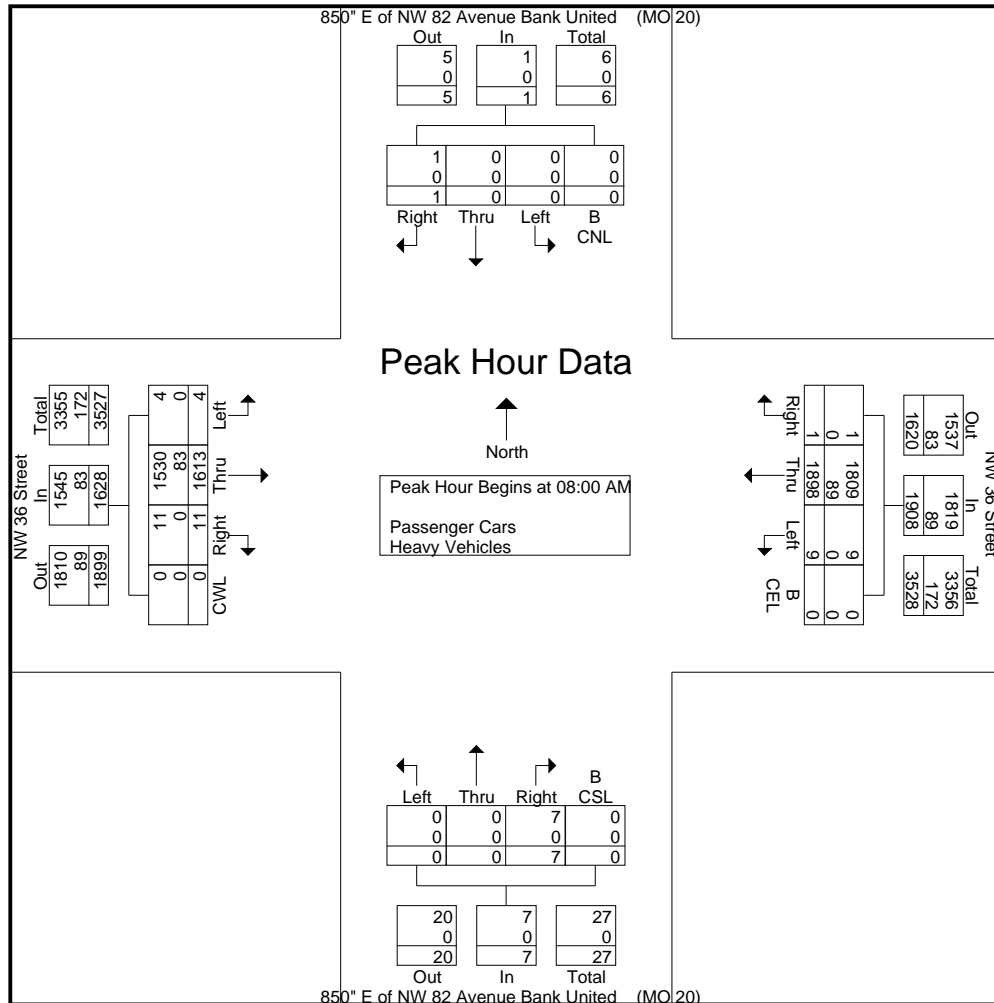
File Name : MO 20
 Site Code : 00200001
 Start Date : 11/17/2020
 Page No : 3

Start Time	850" E of NW 82 Avenue Bank United (MO 20) Southbound						NW 36 Street Westbound						850" E of NW 82 Avenue Bank United (MO 20) Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App.Total	Right	Thru	Left U-Turns	Left	P.CEL	B.CEL	App.Total	Right	Thru	Left	P.CSL	B.CSL	App.Total	Right	Thru	Left U-Turns	Left	P.CWL		CWL	App.Total

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	0	0	0	0	0	0	459	2	0	0	0	461	2	0	0	0	0	2	4	352	1	0	0	0	357	820
08:15 AM	0	0	0	0	0	0	0	469	0	0	0	0	469	2	0	0	0	0	2	3	429	1	0	0	0	433	904
08:30 AM	1	0	0	0	0	1	0	459	3	1	0	0	463	0	0	0	0	0	0	3	438	0	0	0	0	441	905
08:45 AM	0	0	0	0	0	0	1	511	3	0	0	0	515	3	0	0	0	0	3	1	394	0	2	0	0	397	915
Total Volume	1	0	0	0	0	1	1	1898	8	1	0	0	1908	7	0	0	0	0	7	11	1613	2	2	0	0	1628	3544
% App. Total	100	0	0	0	0	0	0.1	99.5	0.4	0.1	0	0	100	0	0	0	0	0	0.7	99.1	0.1	0.1	0	0	100	100	
PHF	.250	.000	.000	.000	.000	.250	.250	.929	.667	.250	.000	.000	.926	.583	.000	.000	.000	.000	.583	.688	.921	.500	.250	.000	.000	.923	.968
Passenger Cars	1	0	0	0	0	1	1	1809	8	1	0	0	1819	7	0	0	0	0	7	11	1530	2	2	0	0	1545	3372
% Passenger Cars	100	0	0	0	0	100	100	95.3	100	100	0	0	95.3	100	0	0	0	0	100	100	94.9	100	100	0	0	94.9	95.1
Heavy Vehicles	0	0	0	0	0	0	0	89	0	0	0	0	89	0	0	0	0	0	0	0	83	0	0	0	0	83	172
% Heavy Vehicles	0	0	0	0	0	0	0	4.7	0	0	0	0	4.7	0	0	0	0	0	0	0	5.1	0	0	0	0	5.1	4.9



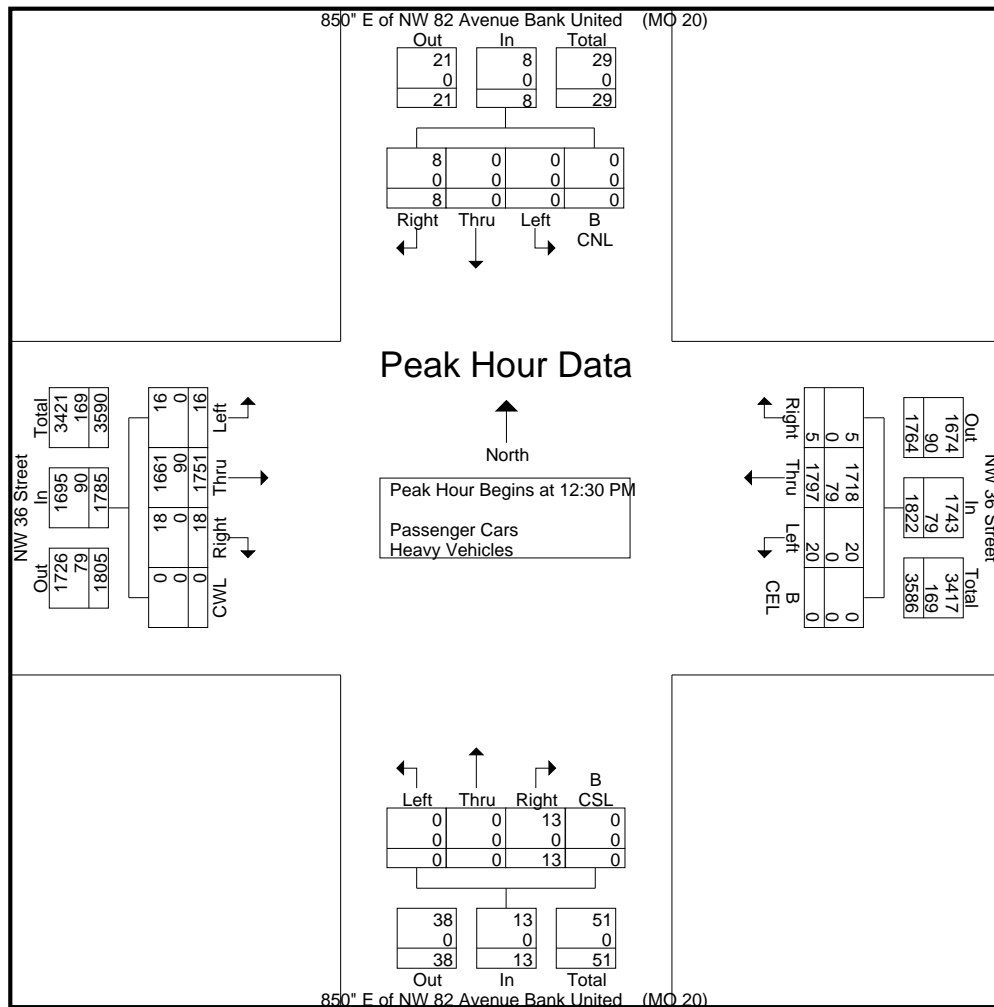
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 850" E of NW 82 Avenue
 Bank United
 (MO 20)

File Name : MO 20
 Site Code : 00200001
 Start Date : 11/17/2020
 Page No : 5

Start Time	850" E of NW 82 Avenue Bank United (MO 20) Southbound						NW 36 Street Westbound						850" E of NW 82 Avenue Bank United (MO 20) Northbound						NW 36 Street Eastbound								
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 02:00 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 12:30 PM																											
12:30 PM	1	0	0	0	0	1	1	418	2	0	0	0	421	2	0	0	0	0	2	3	443	1	3	0	0	450	874
12:45 PM	2	0	0	0	0	2	0	464	5	3	0	0	472	2	0	0	0	0	2	4	447	1	2	0	0	454	930
01:00 PM	2	0	0	0	0	2	2	462	6	3	0	0	473	4	0	0	0	0	4	5	427	0	5	0	0	437	916
01:15 PM	3	0	0	0	0	3	2	453	0	1	0	0	456	5	0	0	0	0	5	6	434	3	1	0	0	444	908
Total Volume	8	0	0	0	0	8	5	1797	13	7	0	0	1822	13	0	0	0	0	13	18	1751	5	11	0	0	1785	3628
% App. Total	100	0	0	0	0	100	0.3	98.6	0.7	0.4	0	0	100	0	0	0	0	0	100	1	98.1	0.3	0.6	0	0	100	100
PHF	.667	.000	.000	.000	.000	.667	.625	.968	.542	.583	.000	.000	.963	.650	.000	.000	.000	.000	.650	.750	.979	.417	.550	.000	.000	.983	.975
Passenger Cars	8	0	0	0	0	8	5	1718	13	7	0	0	1743	13	0	0	0	0	13	18	1661	5	11	0	0	1695	3459
% Passenger Cars	100	0	0	0	0	100	100	95.6	100	100	0	0	95.7	100	0	0	0	0	100	100	94.9	100	100	0	0	95.0	95.3
Heavy Vehicles	0	0	0	0	0	0	0	79	0	0	0	0	79	0	0	0	0	0	0	0	90	0	0	0	0	90	169
% Heavy Vehicles	0	0	0	0	0	0	0	4.4	0	0	0	0	4.3	0	0	0	0	0	0	0	5.1	0	0	0	0	5.0	4.7



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 NW 36 Street at 850" E of NW 82 Avenue
 Bank United
 (MO 20)

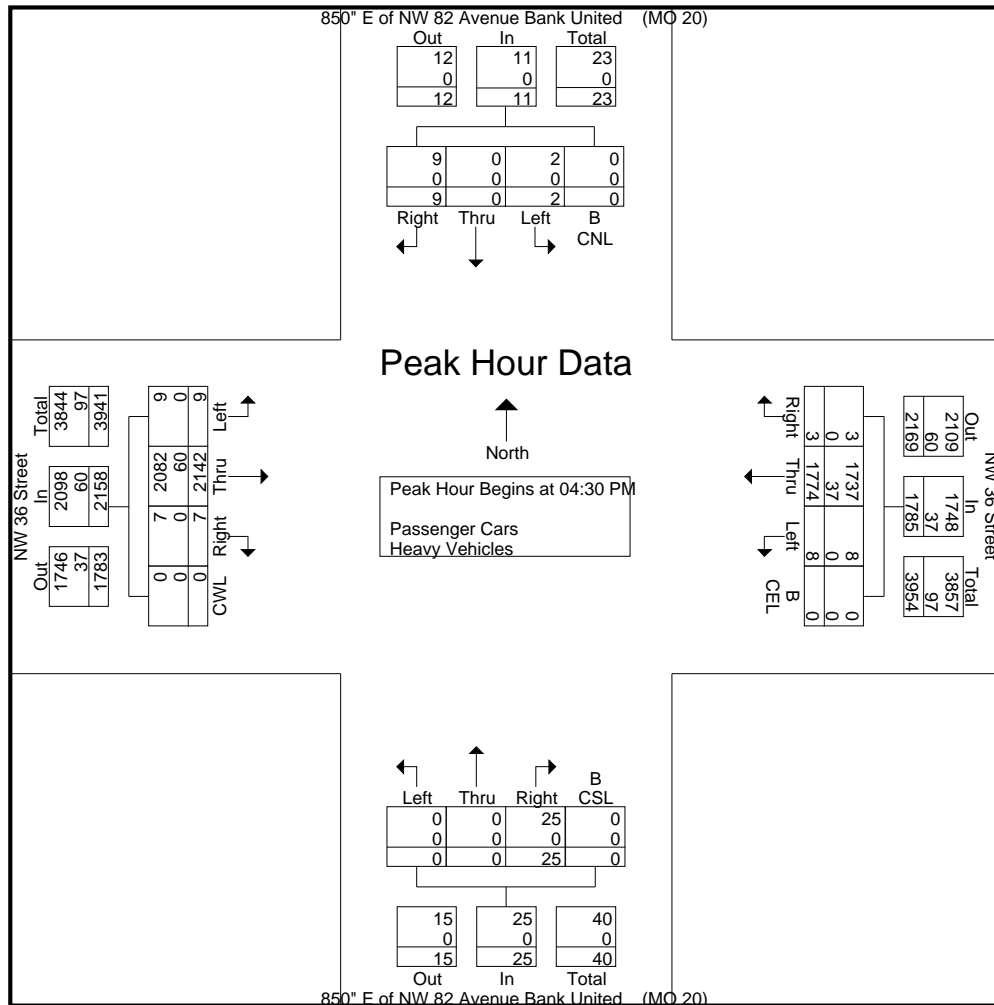
File Name : MO 20
 Site Code : 00200001
 Start Date : 11/17/2020
 Page No : 7

Start Time	850" E of NW 82 Avenue Bank United (MO 20) Southbound						NW 36 Street Westbound						850" E of NW 82 Avenue Bank United (MO 20) Northbound						NW 36 Street Eastbound							
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left U-Turns	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left U-Turns	Left	P CWL	CWL	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	3	0	0	0	0	3	0	459	1	0	0	0	460	4	0	0	0	0	4	2	487	0	2	0	0	491	958
04:45 PM	2	0	2	0	0	4	1	451	1	2	0	0	455	9	0	0	0	0	9	1	462	2	0	0	0	465	933
05:00 PM	2	0	0	0	0	2	2	435	4	0	0	0	441	7	0	0	0	0	7	2	604	0	2	0	0	608	1058
05:15 PM	2	0	0	0	0	2	0	429	0	0	0	0	429	5	0	0	0	0	5	2	589	0	3	0	0	594	1030
Total Volume	9	0	2	0	0	11	3	1774	6	2	0	0	1785	25	0	0	0	0	25	7	2142	2	7	0	0	2158	3979
% App. Total	81.8	0	18.2	0	0		0.2	99.4	0.3	0.1	0	0		100	0	0	0	0		0.3	99.3	0.1	0.3	0	0		
PHF	.750	.000	.250	.000	.000	.688	.375	.966	.375	.250	.000	.000	.970	.694	.000	.000	.000	.000	.694	.875	.887	.250	.583	.000	.000	.887	.940
Passenger Cars	9	0	2	0	0	11	3	1737	6	2	0	0	1748	25	0	0	0	0	25	7	2082	2	7	0	0	2098	3882
% Passenger Cars	100	0	100	0	0	100	100	97.9	100	100	0	0	97.9	100	0	0	0	0	100	100	97.2	100	100	0	0	97.2	97.6
Heavy Vehicles	0	0	0	0	0	0	0	37	0	0	0	0	37	0	0	0	0	0	0	0	60	0	0	0	0	60	97
% Heavy Vehicles	0	0	0	0	0	0	0	2.1	0	0	0	0	2.1	0	0	0	0	0	0	0	2.8	0	0	0	0	2.8	2.4



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Nw 79 Avenue

File Name : NW 79 Avenue at NW 41 Street

Site Code : 07900001

Start Date : 11/17/2020

Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	NW 79 Avenue Southbound						NW 36 Street Westbound						NW 79 Avenue Northbound						NW 36 Street Eastbound							
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	Int. Total	
08:00 AM	17	44	71	0	0	132	80	442	68	0	0	590	39	24	3	0	0	66	12	330	21	1	0	364	1152	
08:15 AM	21	38	93	1	0	153	76	442	87	0	0	605	32	25	7	0	0	64	16	399	18	0	0	433	1255	
08:30 AM	19	45	125	0	0	189	93	435	62	0	0	590	55	24	11	0	0	90	10	410	16	0	0	436	1305	
08:45 AM	13	60	109	0	0	182	101	500	76	0	0	677	29	31	2	0	0	62	13	370	18	0	0	401	1322	
Total	70	187	398	1	0	656	350	1819	293	0	0	2462	155	104	23	0	0	282	51	1509	73	1	0	1634	5034	
09:00 AM	23	59	94	1	0	177	100	406	64	0	0	570	36	28	2	0	0	66	10	347	21	0	0	378	1191	
09:15 AM	22	35	114	0	0	171	81	377	64	0	0	522	48	30	7	0	0	85	11	354	18	0	0	383	1161	
09:30 AM	18	39	90	0	0	147	85	379	68	0	0	532	38	28	14	0	0	80	13	337	16	0	0	366	1125	
09:45 AM	22	35	82	0	0	139	83	381	63	0	0	527	59	31	7	0	0	97	10	341	20	0	0	371	1134	
Total	85	168	380	1	0	634	349	1543	259	0	0	2151	181	117	30	0	0	328	44	1379	75	0	0	1498	4611	
*** BREAK ***																										
12:00 PM	32	49	60	0	0	141	76	331	72	0	0	479	68	37	25	0	0	130	21	381	29	0	0	431	1181	
12:15 PM	24	54	70	0	0	148	77	355	76	0	0	508	69	37	30	0	0	136	26	387	33	0	0	446	1238	
12:30 PM	16	48	72	0	0	136	81	377	61	0	0	519	65	32	28	0	0	125	25	395	32	0	0	452	1232	
12:45 PM	44	34	86	0	0	164	80	413	54	0	0	547	62	30	15	0	0	107	26	387	33	2	0	448	1266	
Total	116	185	288	0	0	589	314	1476	263	0	0	2053	264	136	98	0	0	498	98	1550	127	2	0	1777	4917	
01:00 PM	32	29	86	1	0	148	73	424	44	0	0	541	69	35	17	0	0	121	20	392	25	0	0	437	1247	
01:15 PM	31	51	102	0	0	184	71	403	41	0	0	515	79	44	23	0	0	146	23	390	28	0	0	441	1286	
01:30 PM	33	41	88	0	0	162	90	388	34	0	0	512	63	31	13	0	0	107	24	387	26	0	0	437	1218	
01:45 PM	22	39	80	1	0	142	84	394	61	0	0	539	67	32	15	0	0	114	20	368	33	0	0	421	1216	
Total	118	160	356	2	0	636	318	1609	180	0	0	2107	278	142	68	0	0	488	87	1537	112	0	0	1736	4967	
*** BREAK ***																										
04:00 PM	14	39	104	0	1	158	58	386	54	0	0	498	77	35	11	0	0	123	12	489	21	0	0	522	1301	
04:15 PM	31	47	122	1	0	201	52	411	46	0	0	509	88	38	15	0	0	141	11	443	30	0	0	484	1335	
04:30 PM	29	63	143	0	0	235	67	422	38	0	0	527	73	29	10	0	0	112	17	454	20	0	0	491	1365	
04:45 PM	33	52	162	0	0	247	63	408	52	0	0	523	57	20	14	0	0	91	17	425	28	0	0	470	1331	
Total	107	201	531	1	1	841	240	1627	190	0	0	2057	295	122	50	0	0	467	57	1811	99	0	0	1967	5332	
05:00 PM	29	50	123	0	0	202	61	396	61	0	0	518	89	32	16	0	0	137	15	563	21	0	0	599	1456	
05:15 PM	29	57	208	0	0	294	69	399	53	0	0	521	100	30	18	0	0	148	10	554	21	0	0	585	1548	
05:30 PM	22	62	174	0	0	258	63	393	44	0	0	500	95	36	20	0	0	151	8	464	20	0	0	492	1401	
05:45 PM	35	57	140	0	0	232	59	401	44	0	0	504	43	30	3	0	0	76	6	398	19	0	0	423	1235	
Total	115	226	645	0	0	986	252	1589	202	0	0	2043	327	128	57	0	0	512	39	1979	81	0	0	2099	5640	
Grand Total	611	1127	2598	5	1	4342	1823	9663	1387	0	0	12873	1500	749	326	0	0	2575	376	9765	567	3	0	10711	30501	
Apprch %	14.1	26	59.8	0.1	0		14.2	75.1	10.8	0	0		58.3	29.1	12.7	0	0		3.5	91.2	5.3	0	0			
Total %	2	3.7	8.5	0	0	14.2	6	31.7	4.5	0	0	42.2	4.9	2.5	1.1	0	0	8.4	1.2	32	1.9	0	0	35.1		
Passenger Cars	597	1040	2523	5	1	4166	1748	9256	1307	0	0	12311	1417	703	324	0	0	2444	371	9295	542	3	0	10211	29132	
% Passenger Cars	97.7	92.3	97.1	100	100	95.9	95.9	95.8	94.2	0	0	95.6	94.5	93.9	99.4	0	0	94.9	98.7	95.2	95.6	100	0	95.3	95.5	
Heavy Vehicles	14	87	75	0	0	176	75	407	80	0	0	562	83	46	2	0	0	131	5	470	25	0	0	500	1369	
% Heavy Vehicles	2.3	7.7	2.9	0	0	4.1	4.1	4.2	5.8	0	0	4.4	5.5	6.1	0.6	0	0	5.1	1.3	4.8	4.4	0	0	4.7	4.5	

P CNL:Pedestrians Crossing North Leg

P CEL:Pedestrians Crossing East Leg

P CSL:Pedestrians Crossing South Leg

P CWL:Pedestrians Crossing West Leg

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Nw 79 Avenue

File Name : NW 79 Avenue at NW 41 Street

Site Code : 07900001

Start Date : 11/17/2020

Page No : 3

Start Time	NW 79 Avenue Southbound						NW 36 Street Westbound						NW 79 Avenue Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P CNL	B CNL	App. Total	Right	Thru	Left	P CEL	B CEL	App. Total	Right	Thru	Left	P CSL	B CSL	App. Total	Right	Thru	Left	P CWL	CWL	App. Total	
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:15 AM																									
08:15 AM	21	38	93	1	0	153	76	442	87	0	0	605	32	25	7	0	0	64	16	399	18	0	0	433	1255
08:30 AM	19	45	125	0	0	189	93	435	62	0	0	590	55	24	11	0	0	90	10	410	16	0	0	436	1305
08:45 AM	13	60	109	0	0	182	101	500	76	0	0	677	29	31	2	0	0	62	13	370	18	0	0	401	1322
09:00 AM	23	59	94	1	0	177	100	406	64	0	0	570	36	28	2	0	0	66	10	347	21	0	0	378	1191
Total Volume	76	202	421	2	0	701	370	1783	289	0	0	2442	152	108	22	0	0	282	49	1526	73	0	0	1648	5073
% App. Total	10.8	28.8	60.1	0.3	0		15.2	73	11.8	0	0		53.9	38.3	7.8	0	0		3	92.6	4.4	0	0		
PHF	.826	.842	.842	.500	.000	.927	.916	.892	.830	.000	.000	.902	.691	.871	.500	.000	.000	.783	.766	.930	.869	.000	.000	.945	.959
Passenger Cars	73	186	403	2	0	664	353	1691	267	0	0	2311	136	100	21	0	0	257	47	1453	71	0	0	1571	4803
% Passenger Cars	96.1	92.1	95.7	100	0	94.7	95.4	94.8	92.4	0	0	94.6	89.5	92.6	95.5	0	0	91.1	95.9	95.2	97.3	0	0	95.3	94.7
Heavy Vehicles	3	16	18	0	0	37	17	92	22	0	0	131	16	8	1	0	0	25	2	73	2	0	0	77	270
% Heavy Vehicles	3.9	7.9	4.3	0	0	5.3	4.6	5.2	7.6	0	0	5.4	10.5	7.4	4.5	0	0	8.9	4.1	4.8	2.7	0	0	4.7	5.3

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Nw 79 Avenue

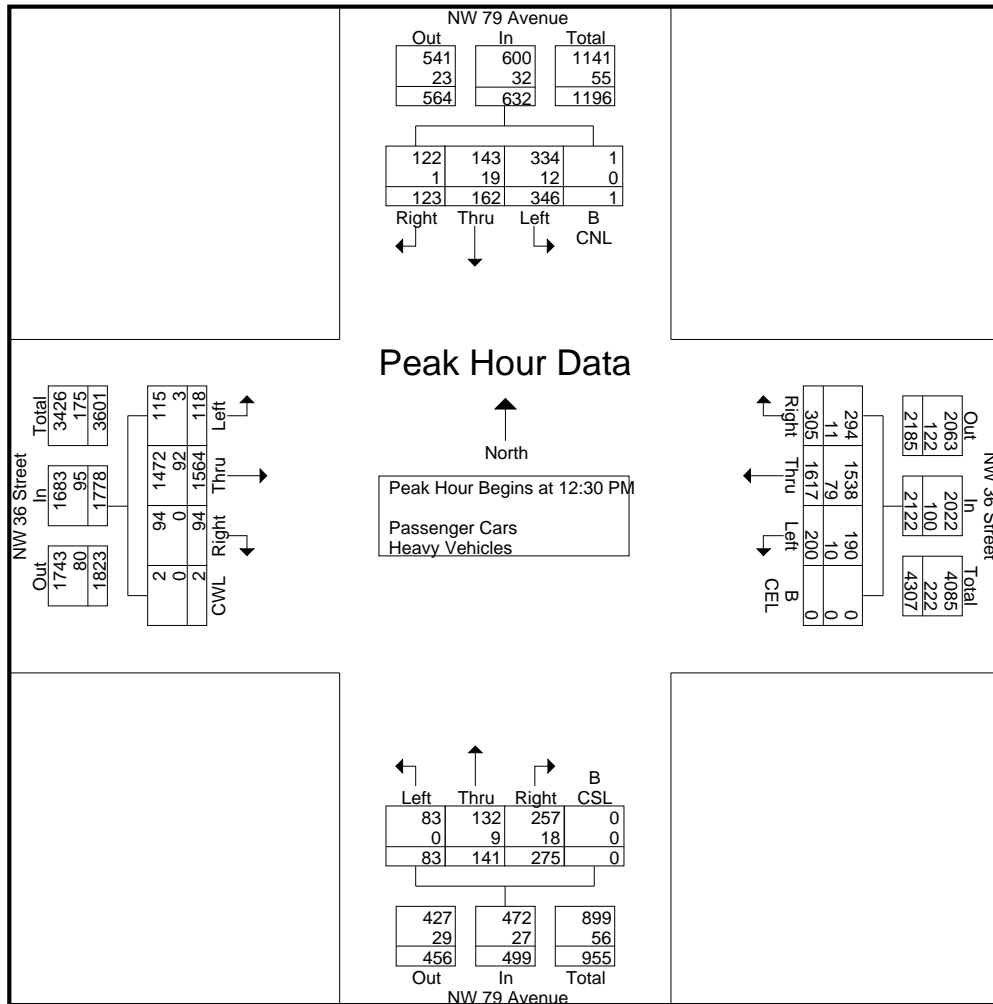
File Name : NW 79 Avenue at NW 41 Street

Site Code : 07900001

Start Date : 11/17/2020

Page No : 5

Start Time	NW 79 Avenue Southbound						NW 36 Street Westbound						NW 79 Avenue Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left	P.CWL	CWL	App. Total	
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	16	48	72	0	0	136	81	377	61	0	0	519	65	32	28	0	0	125	25	395	32	0	0	452	1232
12:45 PM	44	34	86	0	0	164	80	413	54	0	0	547	62	30	15	0	0	107	26	387	33	2	0	448	1266
01:00 PM	32	29	86	1	0	148	73	424	44	0	0	541	69	35	17	0	0	121	20	392	25	0	0	437	1247
01:15 PM	31	51	102	0	0	184	71	403	41	0	0	515	79	44	23	0	0	146	23	390	28	0	0	441	1286
Total Volume	123	162	346	1	0	632	305	1617	200	0	0	2122	275	141	83	0	0	499	94	1564	118	2	0	1778	5031
% App. Total	19.5	25.6	54.7	0.2	0		14.4	76.2	9.4	0	0		55.1	28.3	16.6	0	0		5.3	88	6.6	0.1	0		
PHF	.699	.794	.848	.250	.000	.859	.941	.953	.820	.000	.000	.970	.870	.801	.741	.000	.000	.854	.904	.990	.894	.250	.000	.983	.978
Passenger Cars	122	143	334	1	0	600	294	1538	190	0	0	2022	257	132	83	0	0	472	94	1472	115	2	0	1683	4777
% Passenger Cars	99.2	88.3	96.5	100	0	94.9	96.4	95.1	95.0	0	0	95.3	93.5	93.6	100	0	0	94.6	100	94.1	97.5	100	0	94.7	95.0
Heavy Vehicles	1	19	12	0	0	32	11	79	10	0	0	100	18	9	0	0	0	27	0	92	3	0	0	95	254
% Heavy Vehicles	0.8	11.7	3.5	0	0	5.1	3.6	4.9	5.0	0	0	4.7	6.5	6.4	0	0	0	5.4	0	5.9	2.5	0	0	5.3	5.0



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41 Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
NW 36 Street at Nw 79 Avenue

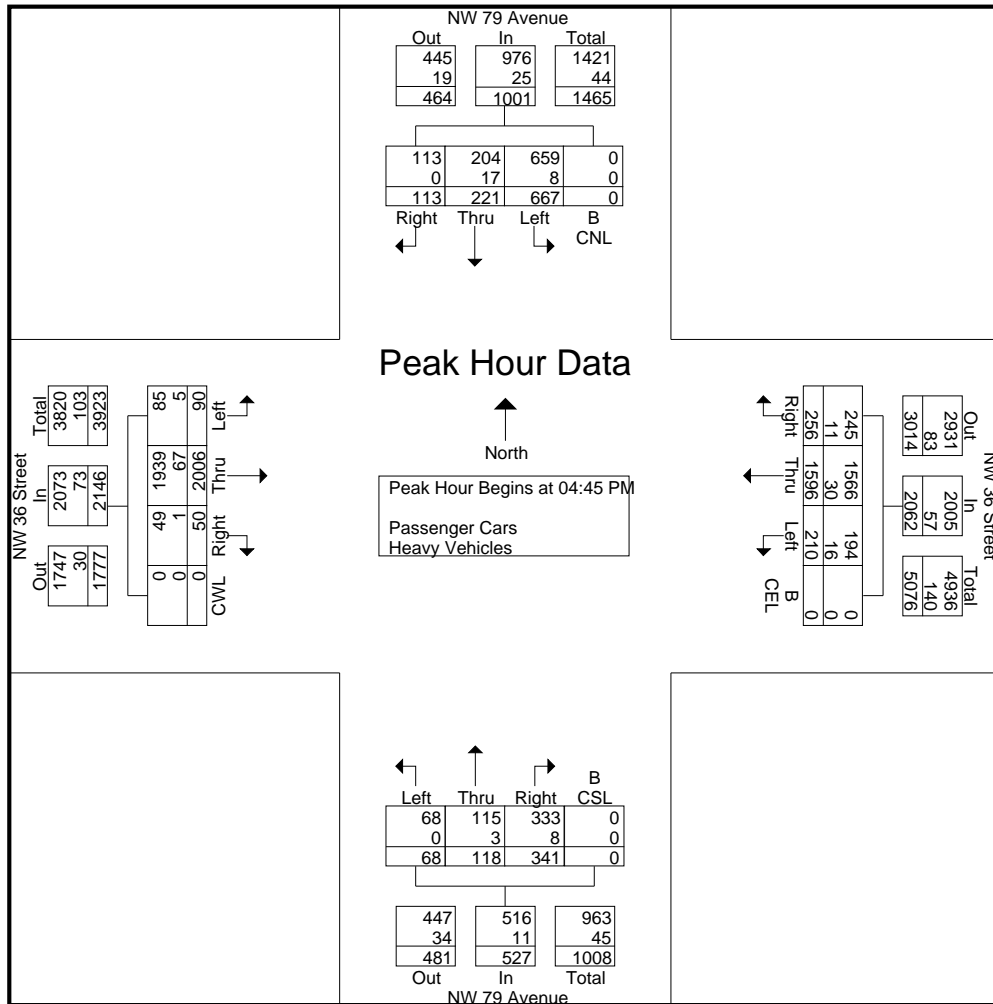
File Name : NW 79 Avenue at NW 41 Street

Site Code : 07900001

Start Date : 11/17/2020

Page No : 7

Start Time	NW 79 Avenue Southbound						NW 36 Street Westbound						NW 79 Avenue Northbound						NW 36 Street Eastbound						Int. Total
	Right	Thru	Left	P.CNL	B.CNL	App. Total	Right	Thru	Left	P.CEL	B.CEL	App. Total	Right	Thru	Left	P.CSL	B.CSL	App. Total	Right	Thru	Left	P.CWL	CWL	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	33	52	162	0	0	247	63	408	52	0	0	523	57	20	14	0	0	91	17	425	28	0	0	470	1331
05:00 PM	29	50	123	0	0	202	61	396	61	0	0	518	89	32	16	0	0	137	15	563	21	0	0	599	1456
05:15 PM	29	57	208	0	0	294	69	399	53	0	0	521	100	30	18	0	0	148	10	554	21	0	0	585	1548
05:30 PM	22	62	174	0	0	258	63	393	44	0	0	500	95	36	20	0	0	151	8	464	20	0	0	492	1401
Total Volume	113	221	667	0	0	1001	256	1596	210	0	0	2062	341	118	68	0	0	527	50	2006	90	0	0	2146	5736
% App. Total	11.3	22.1	66.6	0	0		12.4	77.4	10.2	0	0		64.7	22.4	12.9	0	0		2.3	93.5	4.2	0	0		
PHF	.856	.891	.802	.000	.000	.851	.928	.978	.861	.000	.000	.986	.853	.819	.850	.000	.000	.873	.735	.891	.804	.000	.000	.896	.926
Passenger Cars	113	204	659	0	0	976	245	1566	194	0	0	2005	333	115	68	0	0	516	49	1939	85	0	0	2073	5570
% Passenger Cars	100	92.3	98.8	0	0	97.5	95.7	98.1	92.4	0	0	97.2	97.7	97.5	100	0	0	97.9	98.0	96.7	94.4	0	0	96.6	97.1
Heavy Vehicles	0	17	8	0	0	25	11	30	16	0	0	57	8	3	0	0	0	11	1	67	5	0	0	73	166
% Heavy Vehicles	0	7.7	1.2	0	0	2.5	4.3	1.9	7.6	0	0	2.8	2.3	2.5	0	0	0	2.1	2.0	3.3	5.6	0	0	3.4	2.9



APPENDIX C – 72-HOUR MACHINE COUNTS

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

NW 36 Street Eastbound
Between NW 97 Avenue and NW 87 Avenue
Date Start: 17-Nov-20
Date End: 19-Nov-20

Start Time	Mon 16-Nov-20	Tue 17-Nov-20	Wed 18-Nov-20	Thu 19-Nov-20	Fri 20-Nov-20	Average Day	Sat 21-Nov-20	Sun 22-Nov-20	Week Average
12:00 AM	*	273	316	292	*	294	*	*	294
01:00	*	160	182	159	*	167	*	*	167
02:00	*	99	128	101	*	109	*	*	109
03:00	*	67	74	103	*	81	*	*	81
04:00	*	47	82	115	*	81	*	*	81
05:00	*	101	121	270	*	164	*	*	164
06:00	*	230	266	682	*	393	*	*	393
07:00	*	706	714	1205	*	875	*	*	875
08:00	*	1290	1297	1542	*	1376	*	*	1376
09:00	*	1696	1632	1467	*	1598	*	*	1598
10:00	*	1366	1369	1338	*	1358	*	*	1358
11:00	*	1151	1142	1446	*	1246	*	*	1246
12:00 PM	*	1190	1201	1505	*	1299	*	*	1299
01:00	*	1290	1248	1499	*	1346	*	*	1346
02:00	*	1239	1171	1646	*	1352	*	*	1352
03:00	*	1263	1509	1749	*	1507	*	*	1507
04:00	*	1373	1711	1608	*	1564	*	*	1564
05:00	*	1222	1650	1672	*	1515	*	*	1515
06:00	*	1283	1336	1344	*	1321	*	*	1321
07:00	*	1159	1086	1120	*	1122	*	*	1122
08:00	*	944	919	832	*	898	*	*	898
09:00	*	894	731	679	*	768	*	*	768
10:00	*	648	566	592	*	602	*	*	602
11:00	*	450	420	482	*	451	*	*	451
Day Total	0	20141	20871	23448	0	21487	0	0	21487
% Avg. WkDay	0.0%	93.7%	97.1%	109.1%	0.0%				
% Avg. Week	0.0%	93.7%	97.1%	109.1%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	09:00	09:00	08:00	-	09:00	-	-	09:00
Vol.	-	1696	1632	1542	-	1598	-	-	1598
PM Peak	-	16:00	16:00	15:00	-	16:00	-	-	16:00
Vol.	-	1373	1711	1749	-	1564	-	-	1564
Grand Total	0	20141	20871	23448	0	21487	0	0	21487

ADT

ADT 21,487

AADT 21,487

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

NW 36 Street Westbound
Between NW 97 Avenue and NW 87 Avenue
Date Start: 17-Nov-20
Date End: 19-Nov-20

Start Time	Mon 16-Nov-20	Tue 17-Nov-20	Wed 18-Nov-20	Thu 19-Nov-20	Fri 20-Nov-20	Average Day	Sat 21-Nov-20	Sun 22-Nov-20	Week Average
12:00 AM	*	139	198	177	*	171	*	*	171
01:00	*	78	136	116	*	110	*	*	110
02:00	*	55	104	84	*	81	*	*	81
03:00	*	53	110	93	*	85	*	*	85
04:00	*	73	153	155	*	127	*	*	127
05:00	*	225	379	426	*	343	*	*	343
06:00	*	532	856	896	*	761	*	*	761
07:00	*	872	1377	1396	*	1215	*	*	1215
08:00	*	1153	1587	1484	*	1408	*	*	1408
09:00	*	1007	1491	1444	*	1314	*	*	1314
10:00	*	946	1180	1365	*	1164	*	*	1164
11:00	*	1085	1054	1376	*	1172	*	*	1172
12:00 PM	*	1261	1183	1588	*	1344	*	*	1344
01:00	*	1290	1166	1551	*	1336	*	*	1336
02:00	*	1273	1274	1503	*	1350	*	*	1350
03:00	*	1327	1290	1548	*	1388	*	*	1388
04:00	*	1562	1572	1596	*	1577	*	*	1577
05:00	*	1610	1703	1671	*	1661	*	*	1661
06:00	*	1398	1457	1331	*	1395	*	*	1395
07:00	*	972	1058	1164	*	1065	*	*	1065
08:00	*	689	818	877	*	795	*	*	795
09:00	*	575	587	646	*	603	*	*	603
10:00	*	415	450	508	*	458	*	*	458
11:00	*	303	288	346	*	312	*	*	312
Day Total	0	18893	21471	23341	0	21235	0	0	21235
% Avg. WkDay	0.0%	89.0%	101.1%	109.9%	0.0%				
% Avg. Week	0.0%	89.0%	101.1%	109.9%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	1153	1587	1484	-	1408	-	-	1408
PM Peak	-	17:00	17:00	17:00	-	17:00	-	-	17:00
Vol.	-	1610	1703	1671	-	1661	-	-	1661
Grand Total	0	18893	21471	23341	0	21235	0	0	21235

ADT

ADT 21,235

AADT 21,235

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

NW 36 Street Eastbound
Between NW 87 Avenue and NW 77 Avenue
Date Start: 17-Nov-20
Date End: 19-Nov-20

Start Time	Mon 16-Nov-20	Tue 17-Nov-20	Wed 18-Nov-20	Thu 19-Nov-20	Fri 20-Nov-20	Average Day	Sat 21-Nov-20	Sun 22-Nov-20	Week Average
12:00 AM	*	172	333	179	*	228	*	*	228
01:00	*	121	156	78	*	118	*	*	118
02:00	*	88	114	70	*	91	*	*	91
03:00	*	89	106	72	*	89	*	*	89
04:00	*	122	144	94	*	120	*	*	120
05:00	*	233	265	242	*	247	*	*	247
06:00	*	660	670	541	*	624	*	*	624
07:00	*	1205	1000	859	*	1021	*	*	1021
08:00	*	1586	1480	1096	*	1387	*	*	1387
09:00	*	1428	1490	977	*	1298	*	*	1298
10:00	*	1282	1305	1013	*	1200	*	*	1200
11:00	*	1420	1377	1117	*	1305	*	*	1305
12:00 PM	*	1572	1485	1273	*	1443	*	*	1443
01:00	*	1455	1449	1302	*	1402	*	*	1402
02:00	*	1504	1477	1355	*	1445	*	*	1445
03:00	*	1728	1662	1406	*	1599	*	*	1599
04:00	*	1574	1616	1591	*	1594	*	*	1594
05:00	*	1587	1562	1658	*	1602	*	*	1602
06:00	*	1311	1164	1379	*	1285	*	*	1285
07:00	*	1034	946	1062	*	1014	*	*	1014
08:00	*	898	752	816	*	822	*	*	822
09:00	*	743	645	651	*	680	*	*	680
10:00	*	531	481	497	*	503	*	*	503
11:00	*	424	353	347	*	375	*	*	375
Day Total	0	22767	22032	19675	0	21492	0	0	21492
% Avg. WkDay	0.0%	105.9%	102.5%	91.5%	0.0%				
% Avg. Week	0.0%	105.9%	102.5%	91.5%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	09:00	11:00	-	08:00	-	-	08:00
Vol.	-	1586	1490	1117	-	1387	-	-	1387
PM Peak	-	15:00	15:00	17:00	-	17:00	-	-	17:00
Vol.	-	1728	1662	1658	-	1602	-	-	1602
Grand Total	0	22767	22032	19675	0	21492	0	0	21492

ADT

ADT 21,491

AADT 21,491

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

NW 36 Street Westbound
Between NW 87 Avenue and NW 77 Avenue
Date Start: 17-Nov-20
Date End: 19-Nov-20

Start Time	Mon 16-Nov-20	Tue 17-Nov-20	Wed 18-Nov-20	Thu 19-Nov-20	Fri 20-Nov-20	Average Day	Sat 21-Nov-20	Sun 22-Nov-20	Week Average
12:00 AM	*	151	186	196	*	178	*	*	178
01:00	*	72	98	146	*	105	*	*	105
02:00	*	75	90	65	*	77	*	*	77
03:00	*	94	90	75	*	86	*	*	86
04:00	*	144	162	119	*	142	*	*	142
05:00	*	418	421	261	*	367	*	*	367
06:00	*	928	897	726	*	850	*	*	850
07:00	*	1458	1382	1296	*	1379	*	*	1379
08:00	*	1555	1704	1725	*	1661	*	*	1661
09:00	*	1358	1461	1464	*	1428	*	*	1428
10:00	*	1193	1365	1241	*	1266	*	*	1266
11:00	*	1446	1258	1275	*	1326	*	*	1326
12:00 PM	*	1549	1459	1339	*	1449	*	*	1449
01:00	*	1543	1509	1390	*	1481	*	*	1481
02:00	*	1528	1416	1403	*	1449	*	*	1449
03:00	*	1503	1453	1423	*	1460	*	*	1460
04:00	*	1580	1495	1358	*	1478	*	*	1478
05:00	*	1580	1472	1327	*	1460	*	*	1460
06:00	*	1502	1622	1126	*	1417	*	*	1417
07:00	*	1113	1584	1029	*	1242	*	*	1242
08:00	*	741	1042	790	*	858	*	*	858
09:00	*	584	850	566	*	667	*	*	667
10:00	*	428	567	441	*	479	*	*	479
11:00	*	317	429	297	*	348	*	*	348
Day Total	0	22860	24012	21078	0	22653	0	0	22653
% Avg. WkDay	0.0%	100.9%	106.0%	93.0%	0.0%				
% Avg. Week	0.0%	100.9%	106.0%	93.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	1555	1704	1725	-	1661	-	-	1661
PM Peak	-	16:00	18:00	15:00	-	13:00	-	-	13:00
Vol.	-	1580	1622	1423	-	1481	-	-	1481
Grand Total	0	22860	24012	21078	0	22653	0	0	22653

ADT

ADT 22,650

AADT 22,650

APPENDIX D – FDOT SEASONAL ADJUSTMENT FACTORS

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2019 - 01/05/2019	1.03	1.06
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.99	1.02
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.02	1.05
48	11/24/2019 - 11/30/2019	1.02	1.05
49	12/01/2019 - 12/07/2019	1.02	1.05
50	12/08/2019 - 12/14/2019	1.03	1.06
51	12/15/2019 - 12/21/2019	1.03	1.06
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

14-FEB-2020 15:39:30

830UPD

6_8700_PKSEASON.TXT

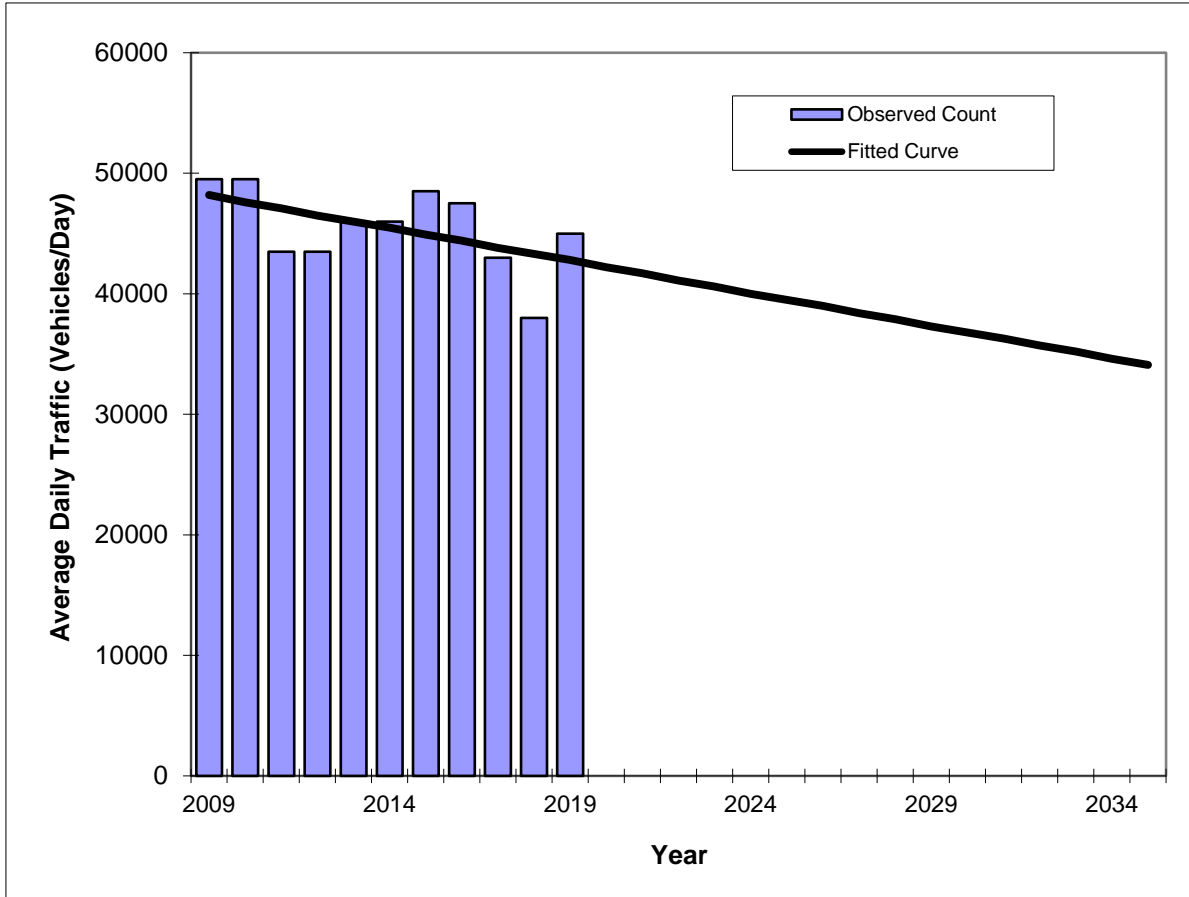
APPENDIX E – FDOT TREND ANALYSIS

Traffic Trends - V03.a

NW 41 ST -- West of NW 97 Ave

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	877022
Highway:	NW 41 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	49500	48200
2010	49500	47600
2011	43500	47100
2012	43500	46500
2013	46000	46000
2014	46000	45500
2015	48500	44900
2016	47500	44400
2017	43000	43800
2018	38000	43300
2019	45000	42800
2023 Opening Year Trend		
2023	N/A	40600
2026 Mid-Year Trend		
2026	N/A	39000
2031 Design Year Trend		
2031	N/A	36300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-541
Trend R-squared:	27.69%
Trend Annual Historic Growth Rate:	-1.12%
Trend Growth Rate (2019 to Design Year):	-1.27%
Printed:	11-Mar-21
Straight Line Growth Option	

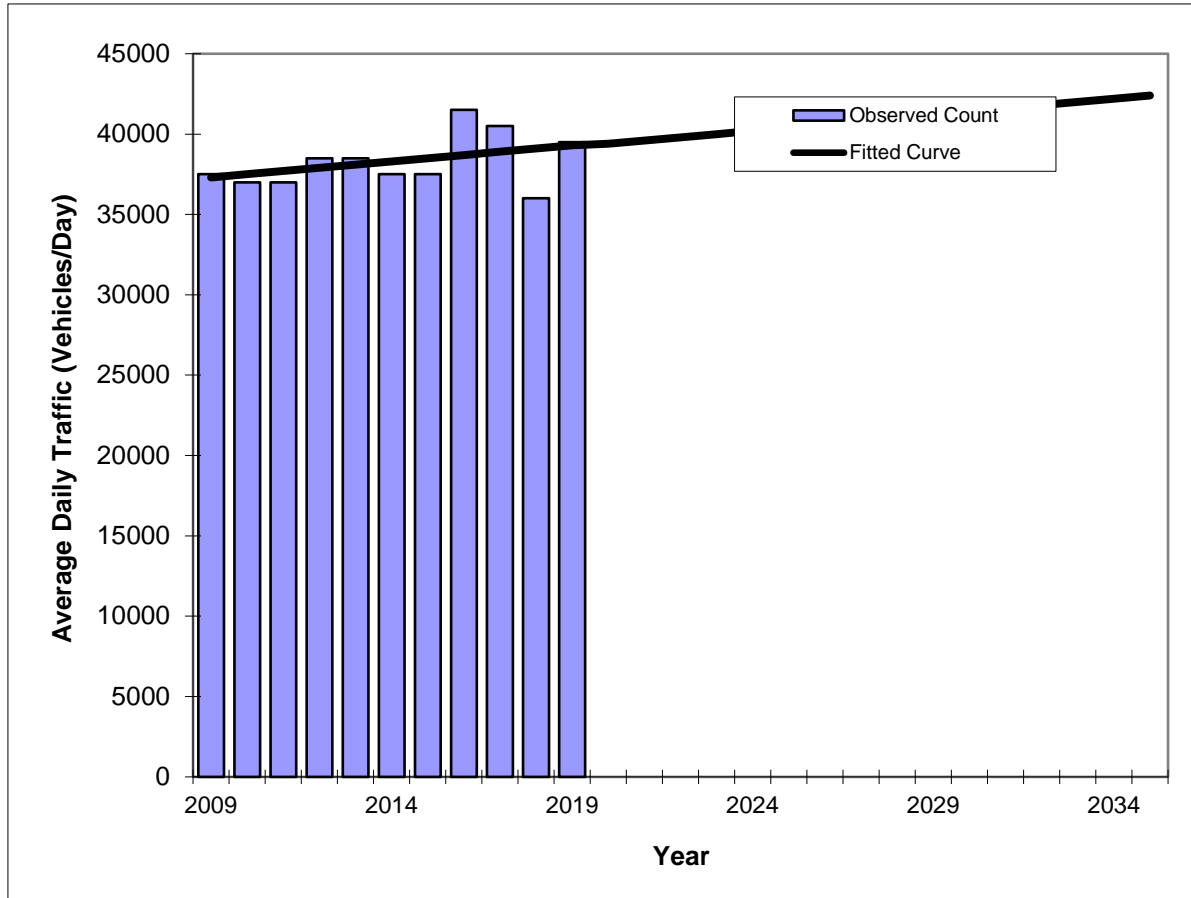
*Axle-Adjusted

Traffic Trends - V03.a

NW 87 AVE -- South of NW 41 St

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	877051
Highway:	NW 87 AVE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2009	37500	37300
2010	37000	37500
2011	37000	37700
2012	38500	37900
2013	38500	38100
2014	37500	38300
2015	37500	38500
2016	41500	38700
2017	40500	38900
2018	36000	39100
2019	39500	39300
2023 Opening Year Trend		
2023	N/A	40000
2026 Mid-Year Trend		
2026	N/A	40600
2031 Design Year Trend		
2031	N/A	41600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	195
Trend R-squared:	15.46%
Trend Annual Historic Growth Rate:	0.54%
Trend Growth Rate (2019 to Design Year):	0.49%
Printed:	11-Mar-21
Straight Line Growth Option	

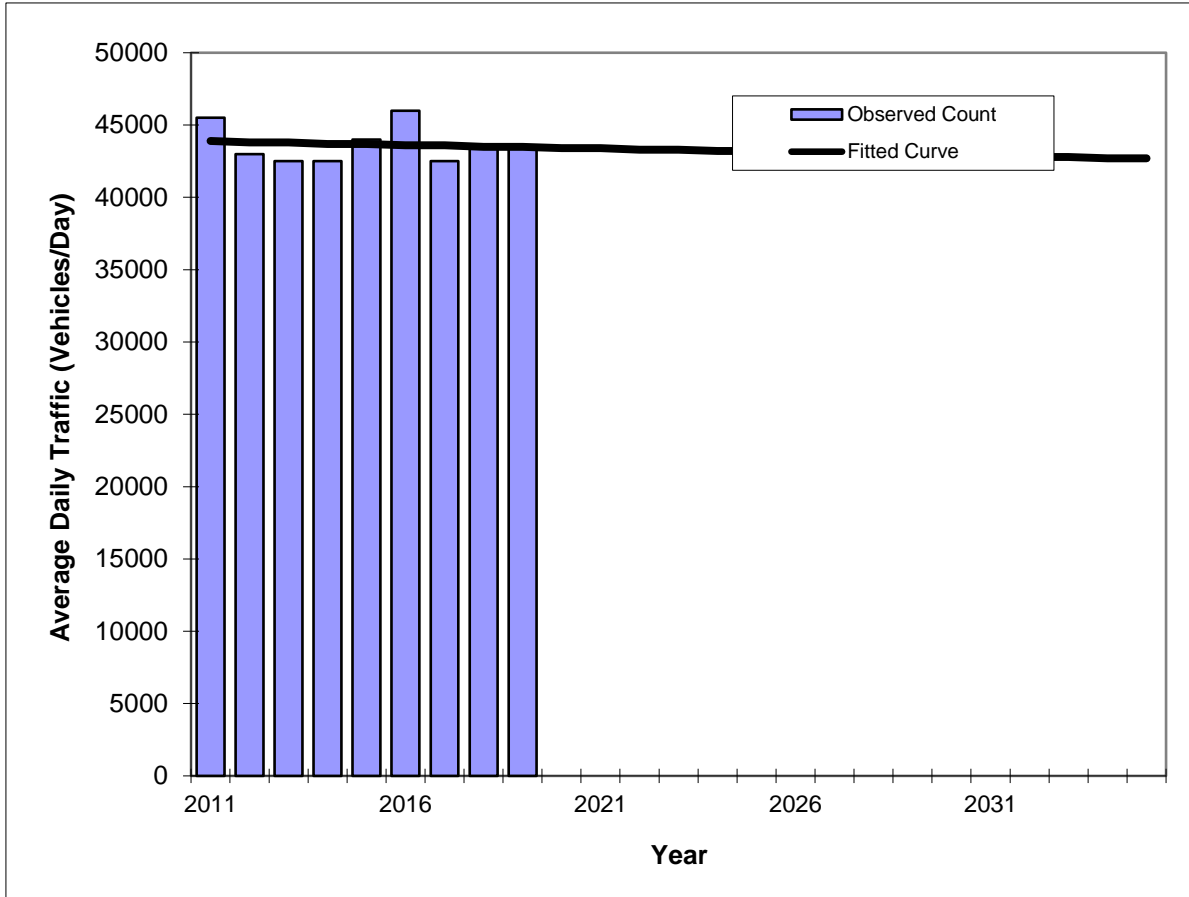
*Axle-Adjusted

Traffic Trends - V03.a

NW 41 ST -- West of NW 104 Ave

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	878196
Highway:	NW 41 ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	45500	43900
2012	43000	43800
2013	42500	43800
2014	42500	43700
2015	44000	43700
2016	46000	43600
2017	42500	43600
2018	43500	43500
2019	43500	43500
2023 Opening Year Trend		
2023	N/A	43300
2026 Mid-Year Trend		
2026	N/A	43100
2031 Design Year Trend		
2031	N/A	42900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-50
Trend R-squared:	1.11%
Trend Annual Historic Growth Rate:	-0.11%
Trend Growth Rate (2019 to Design Year):	-0.11%
Printed:	11-Mar-21
Straight Line Growth Option	

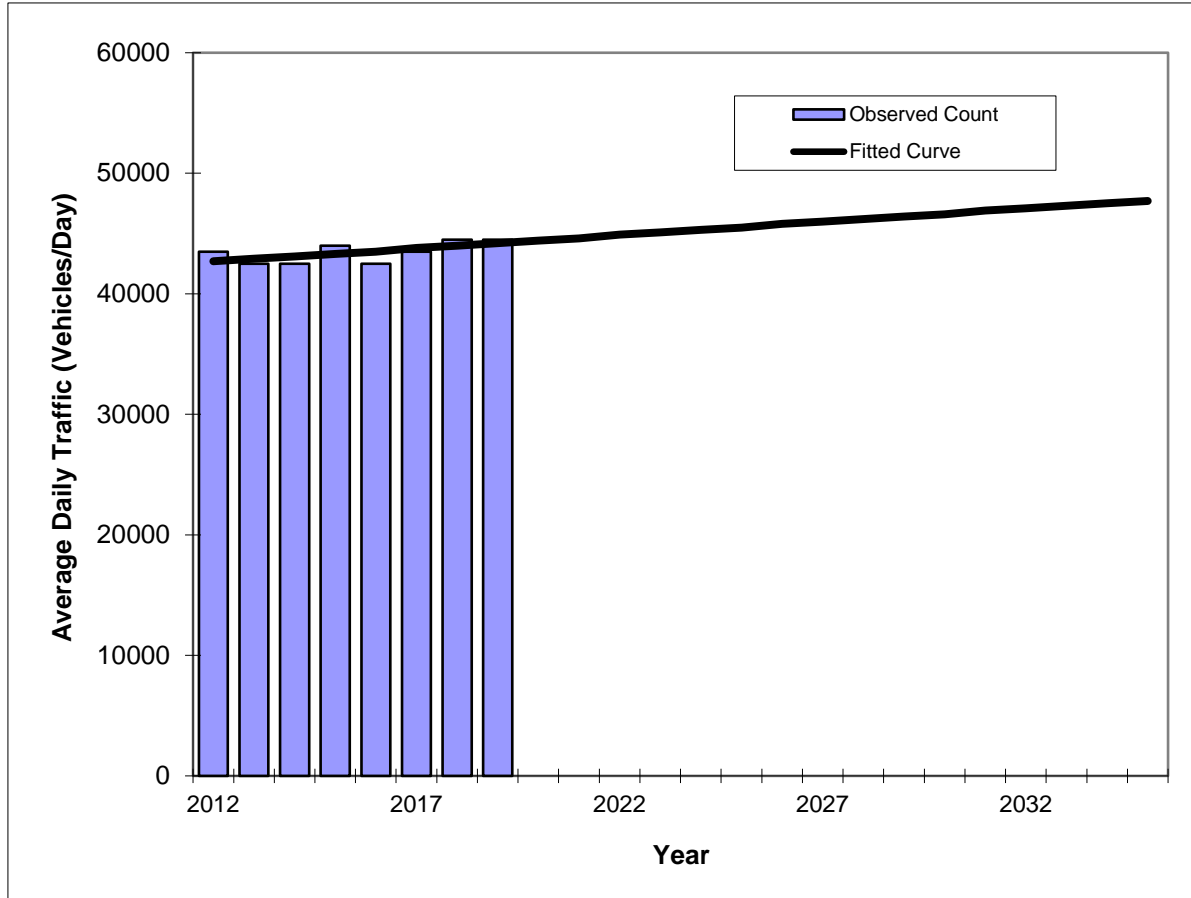
*Axle-Adjusted

Traffic Trends - V03.a

NW 41 ST -- West of NW 87 Ave

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	878359
Highway:	NW 41 ST

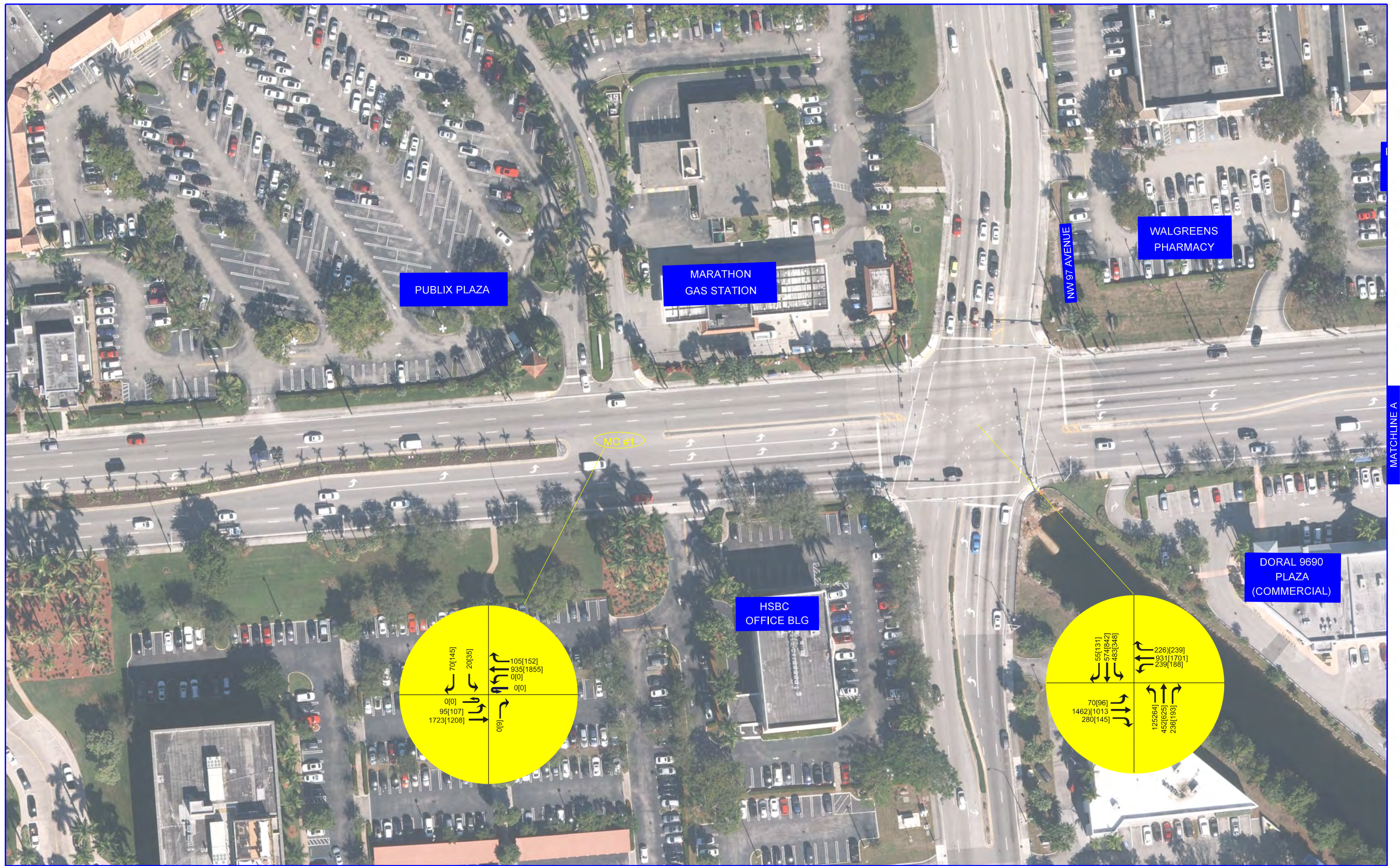


Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	43500	42700
2013	42500	42900
2014	42500	43100
2015	44000	43300
2016	42500	43500
2017	43500	43800
2018	44500	44000
2019	44500	44200
2023 Opening Year Trend		
2023	N/A	45100
2026 Mid-Year Trend		
2026	N/A	45800
2031 Design Year Trend		
2031	N/A	46900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	220
Trend R-squared:	39.04%
Trend Annual Historic Growth Rate:	0.50%
Trend Growth Rate (2019 to Design Year):	0.51%
Printed:	11-Mar-21
Straight Line Growth Option	

*Axle-Adjusted

APPENDIX F – BASELINE (2021) TRAFFIC PHV



MATCHLINE A

PUBLIX PLAZA

MARATHON GAS STATION

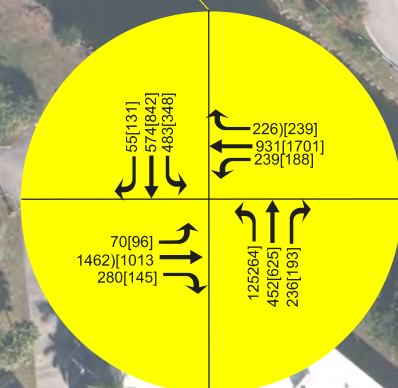
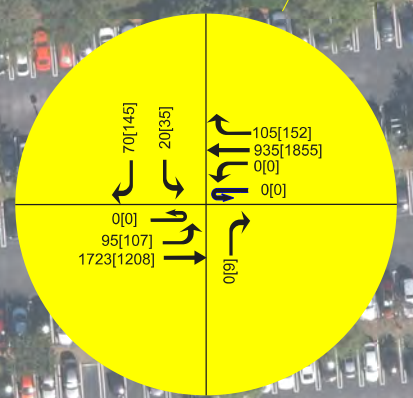
NW 97 AVENUE

WALGREENS PHARMACY

MO #1

DORAL 9690 PLAZA (COMMERCIAL)

HSBC OFFICE BLG



LEGEND:

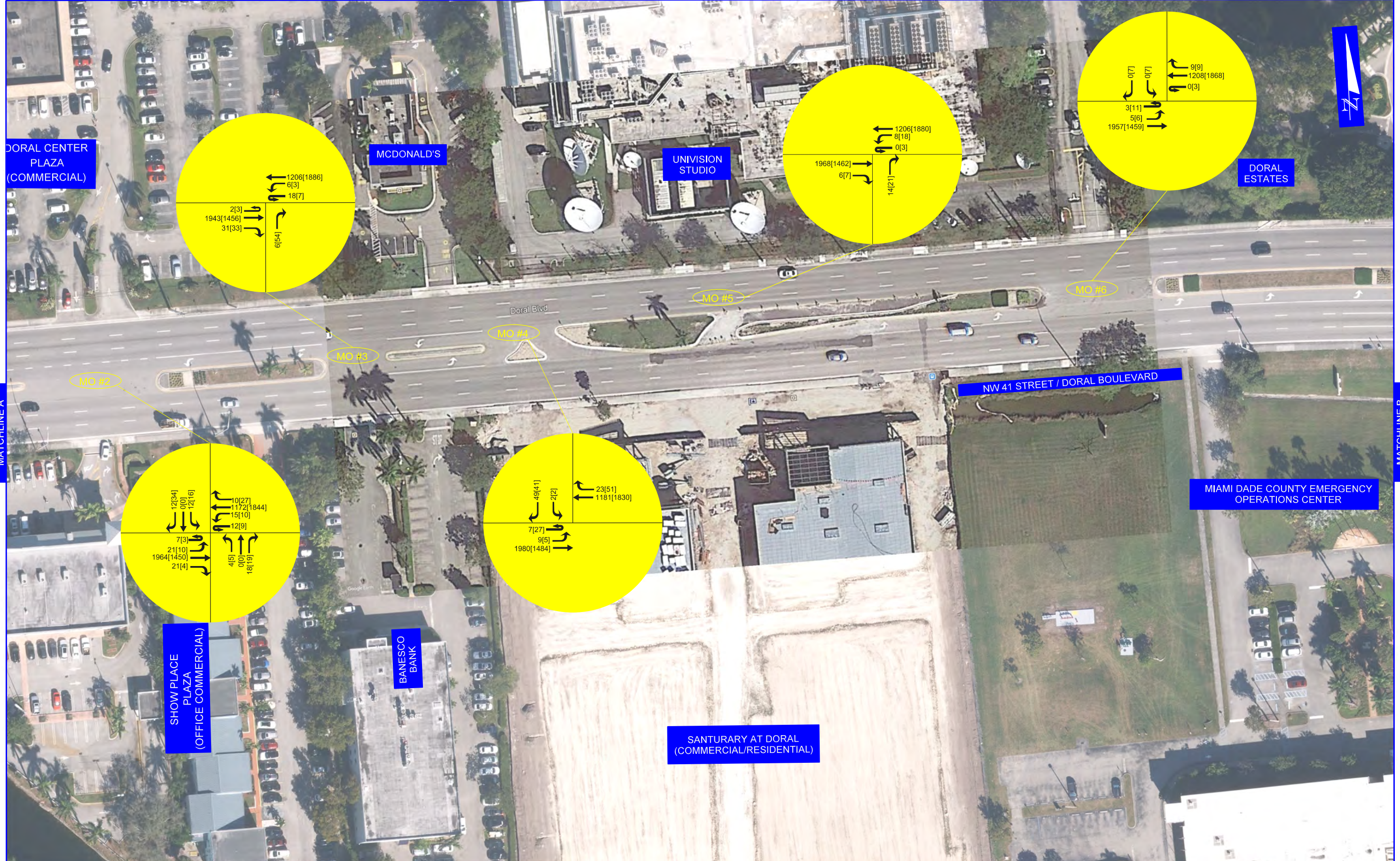
XX[XX] - AM[PM]									

INTERSECTION DETAILS:

**2021 NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

FIGURE NO.

B-1



DORAL CENTER PLAZA (COMMERCIAL)

MCDONALD'S

UNIVISION STUDIO

DORAL ESTATES

SHOW PLACE PLAZA (OFFICE COMMERCIAL)

BANESCO BANK

SANTURARY AT DORAL (COMMERCIAL/RESIDENTIAL)

MIAMI DADE COUNTY EMERGENCY OPERATIONS CENTER

NW 41 STREET / DORAL BOULEVARD

MATCHLINE A

MATCHLINE B

LEGEND:

XX[XX] - AM[PM]			

INTERSECTION DETAILS:

**2021 NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

FIGURE NO.
B-2



LEGEND:

XX[XX] - AM[PM]									

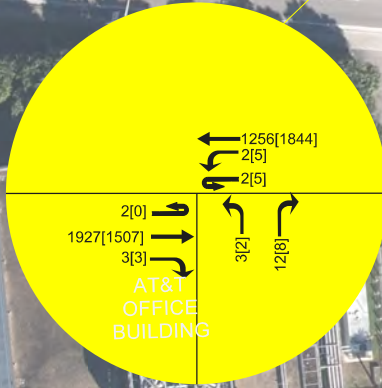
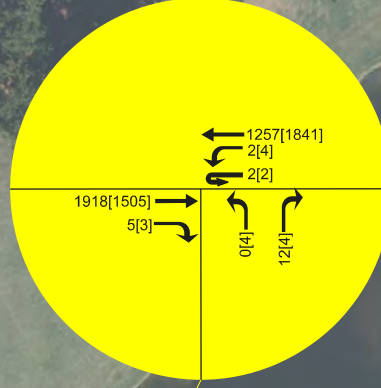
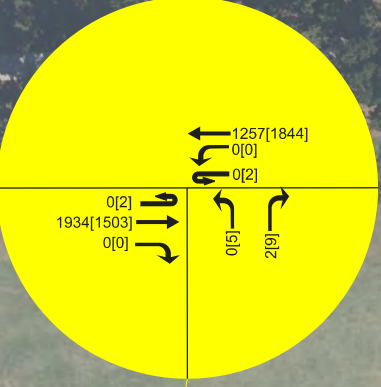
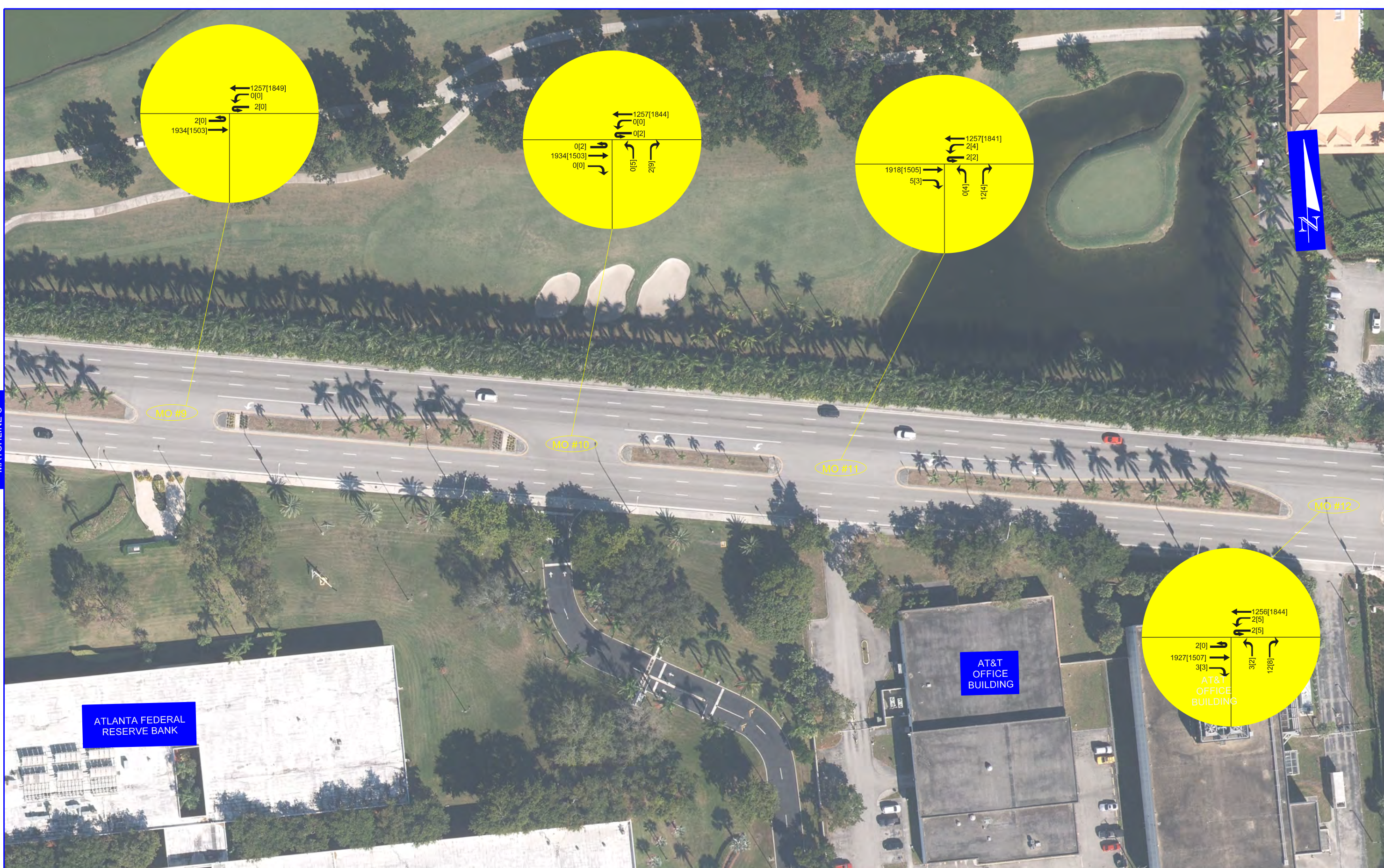
INTERSECTION DETAILS:

**2021 NO-BUILD PHV
 NW 41 STREET / DORAL BOULEVARD
 FROM NW 97 AVENUE
 TO SOUTHBOUND AT SR 826**

FIGURE NO.
B-3

MATCHLINE C

MATCHLINE D



LEGEND:

XX[XX] - AM[PM]									

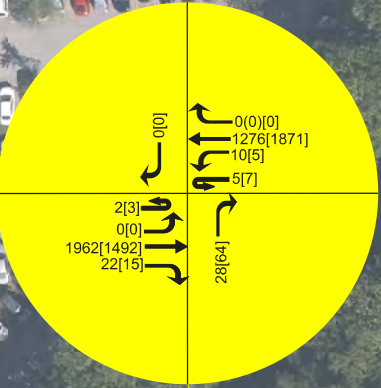
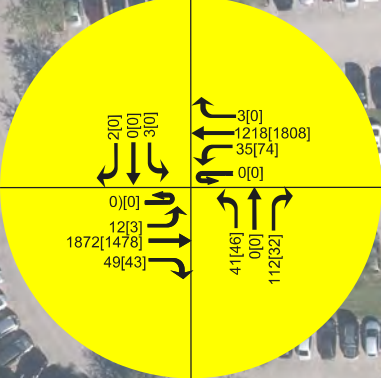
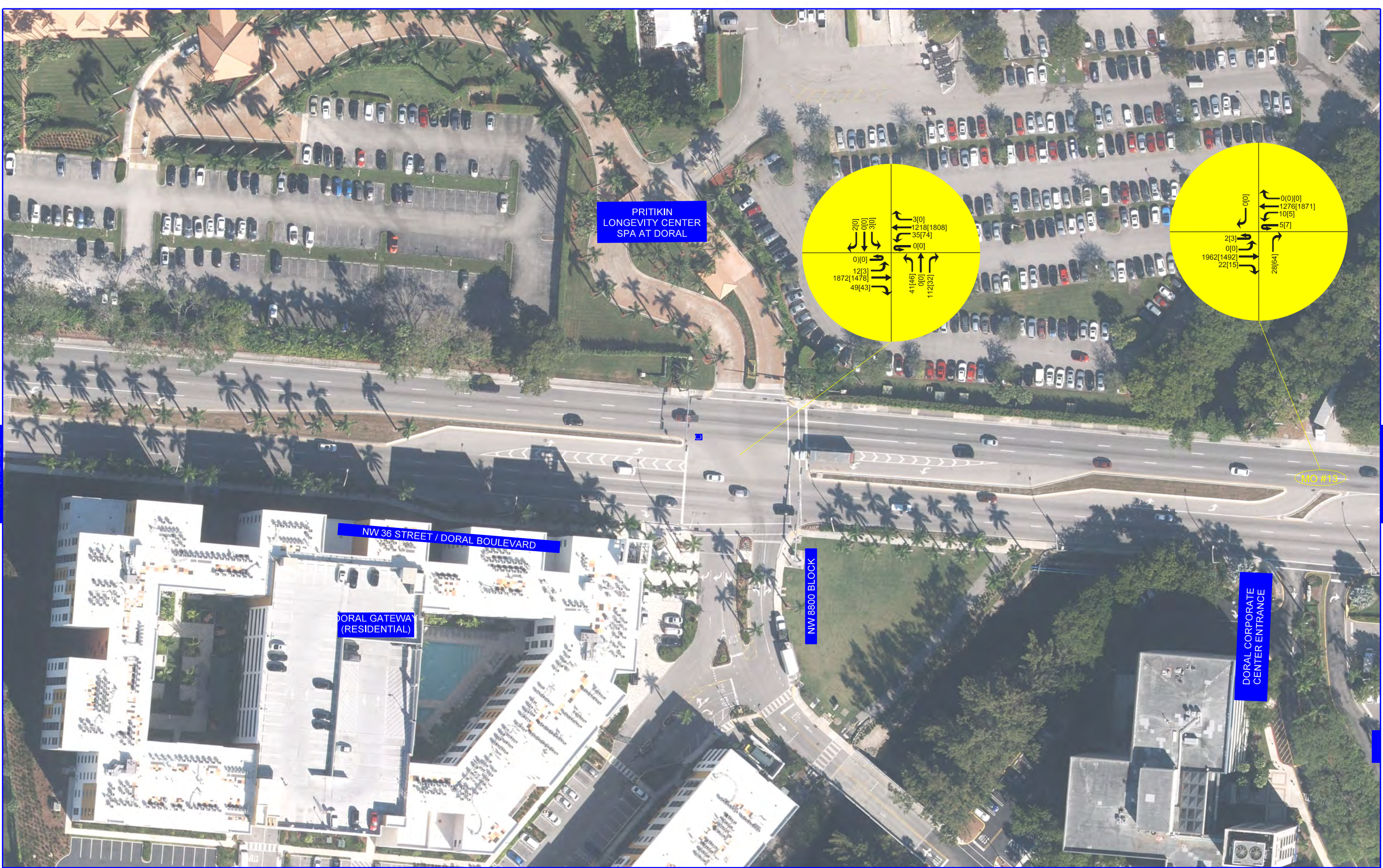
INTERSECTION DETAILS:

**2021 NO-BUILD PHV
 NW 41 STREET / DORAL BOULEVARD
 FROM NW 97 AVENUE
 TO SOUTHBOUND AT SR 826**

FIGURE NO.
 B-4

MATCHLINE D

MATCHLINE E



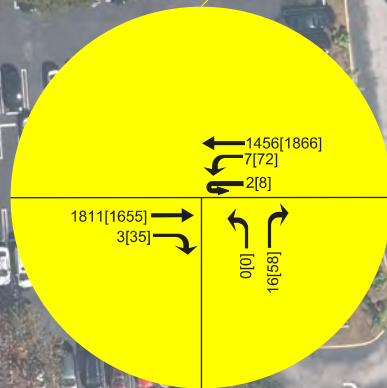
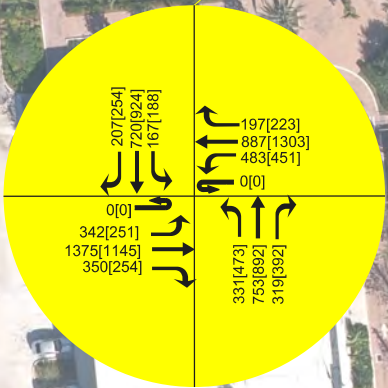
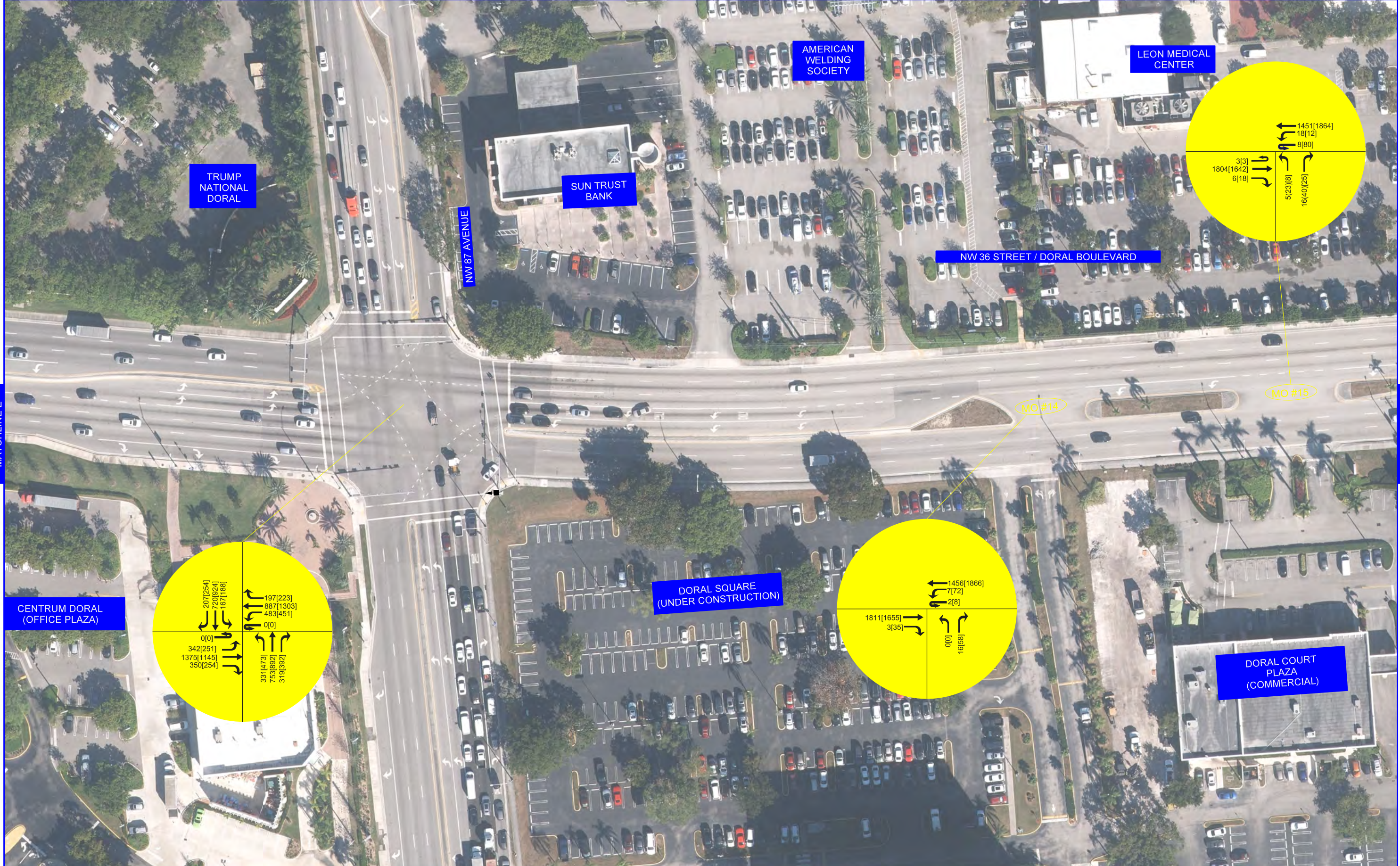
LEGEND:

XX[XX] - AM[PM]			

INTERSECTION DETAILS:

**2021 NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

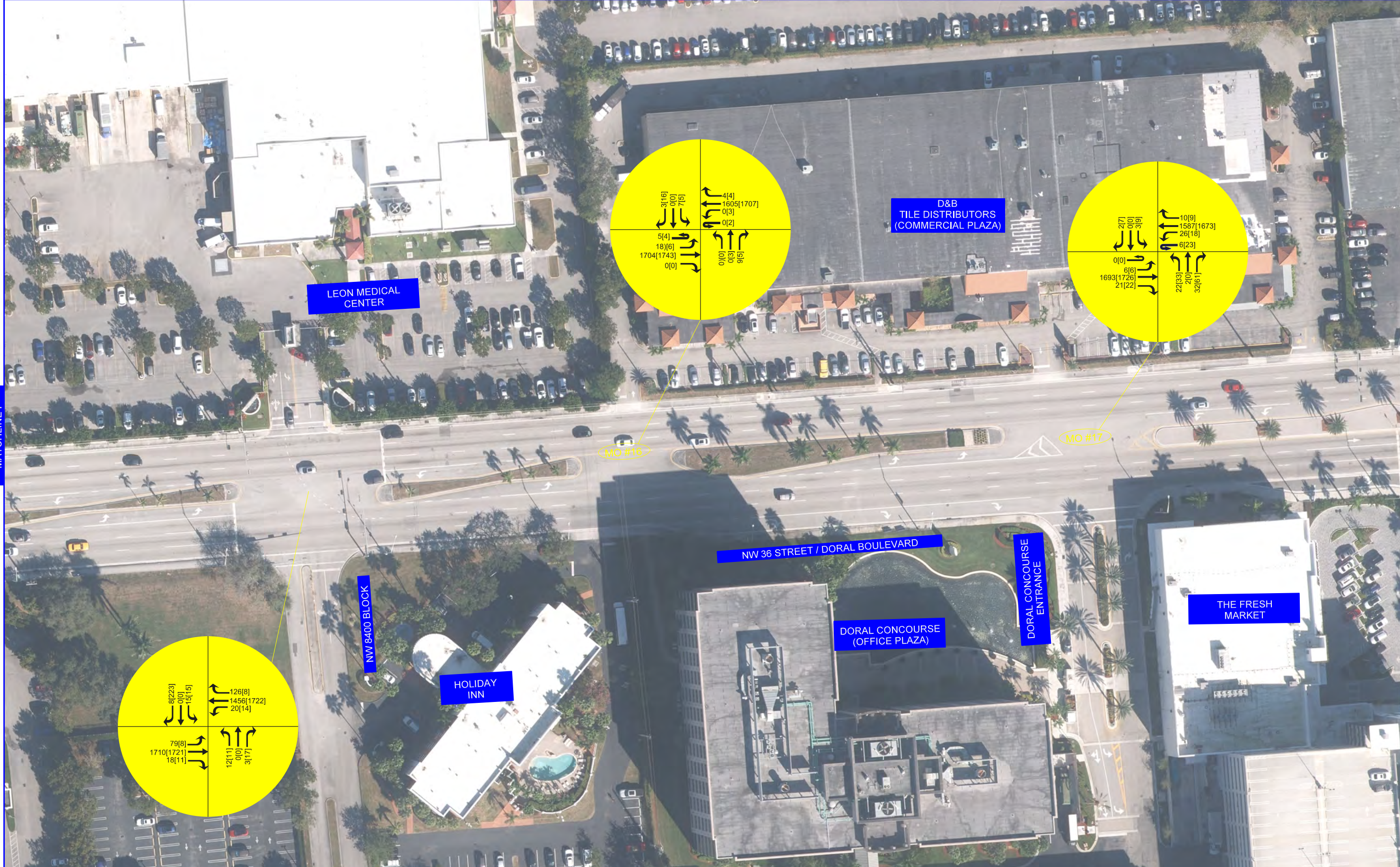
FIGURE NO.
B-5



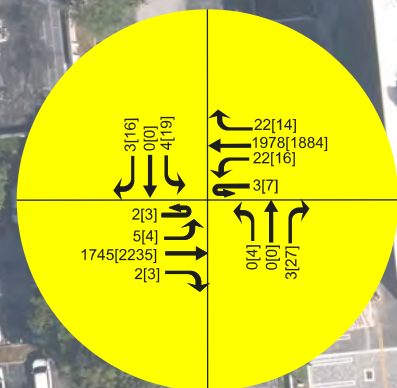
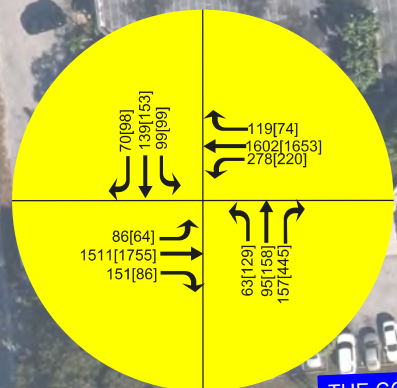
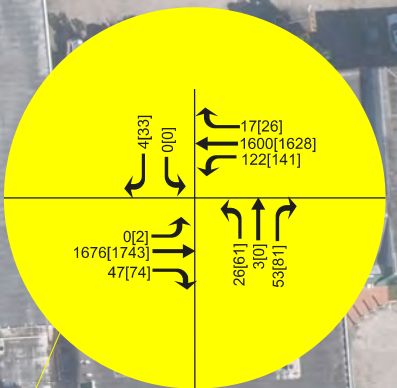
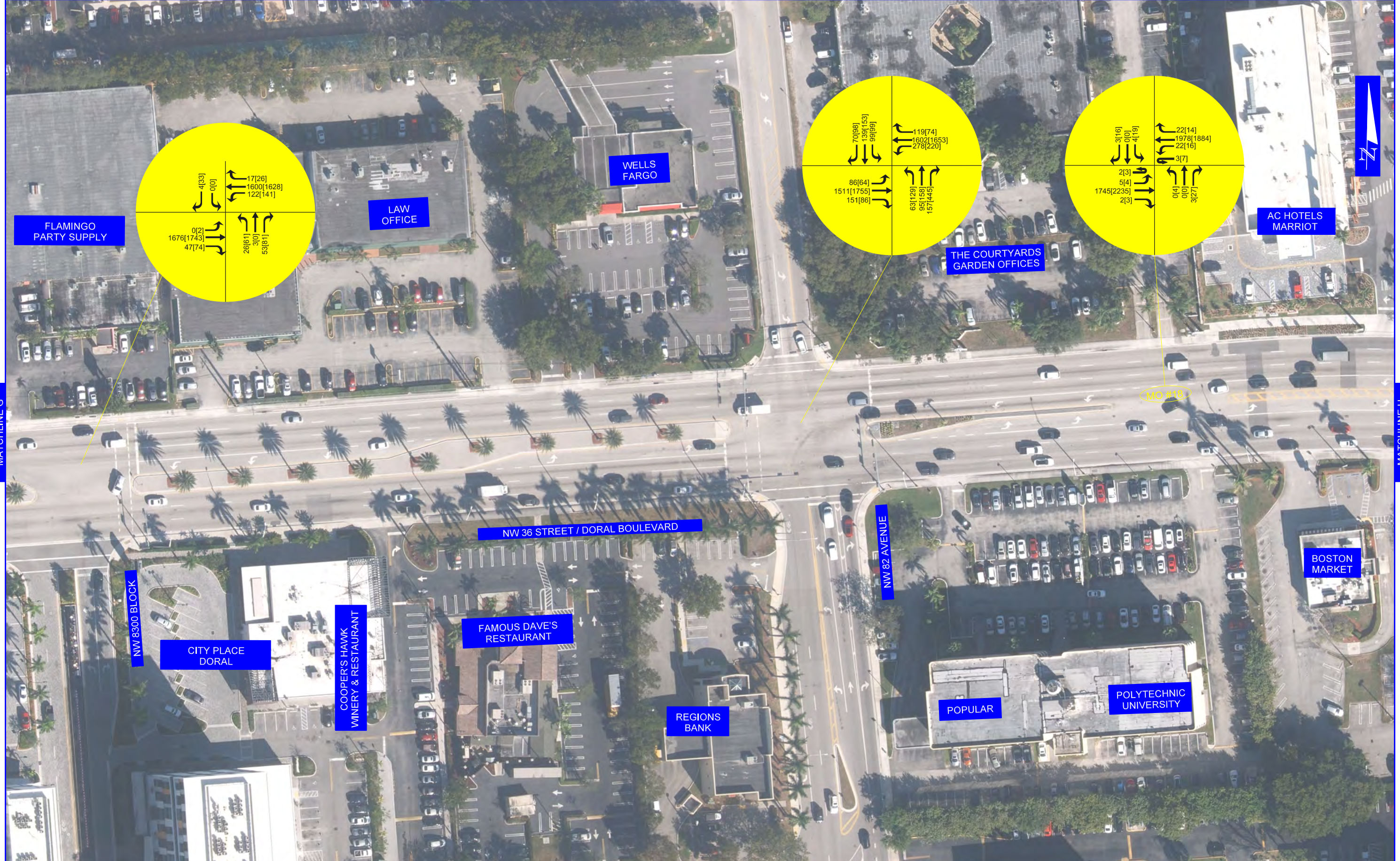
LEGEND:		INTERSECTION DETAILS:						2021 NO-BUILD PHV NW 41 STREET / DORAL BOULEVARD FROM NW 97 AVENUE TO SOUTHBOUND AT SR 826	FIGURE NO.
XX[XX] - AM[PM]									B-6

MATCHLINE F

MATCHLINE G



LEGEND:		INTERSECTION DETAILS:				2021 NO-BUILD PHV NW 41 STREET / DORAL BOULEVARD FROM NW 97 AVENUE TO SOUTHBOUND AT SR 826		FIGURE NO.
XX[XX] - AM[PM]								B-7



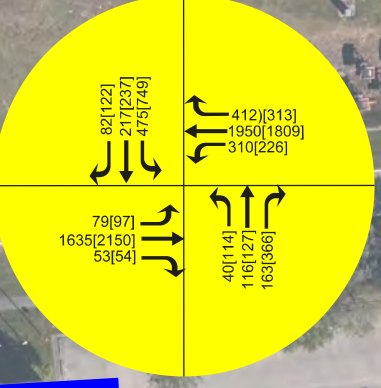
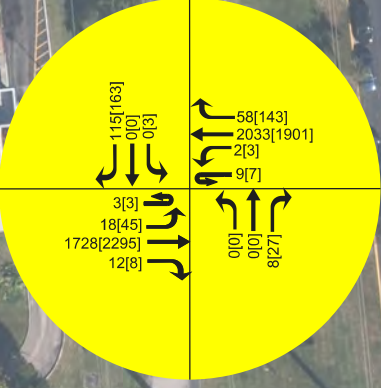
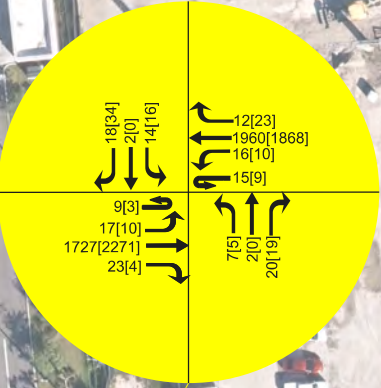
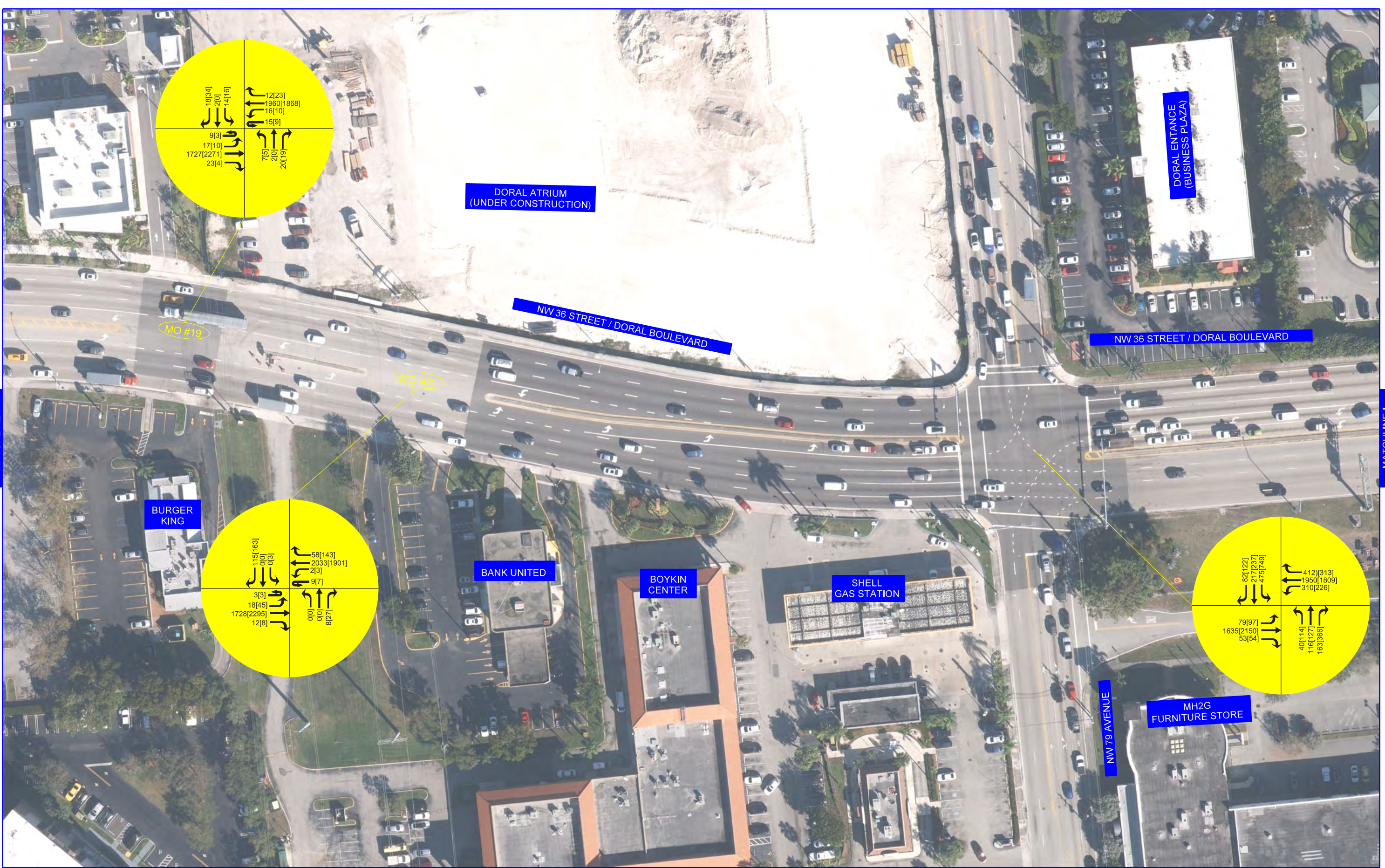
LEGEND:

XX[XX] - AM[PM]			

INTERSECTION DETAILS:

**2021 NO-BUILD PHV
 NW 41 STREET / DORAL BOULEVARD
 FROM NW 97 AVENUE
 TO SOUTHBOUND AT SR 826**

FIGURE NO.
 B-8



LEGEND:

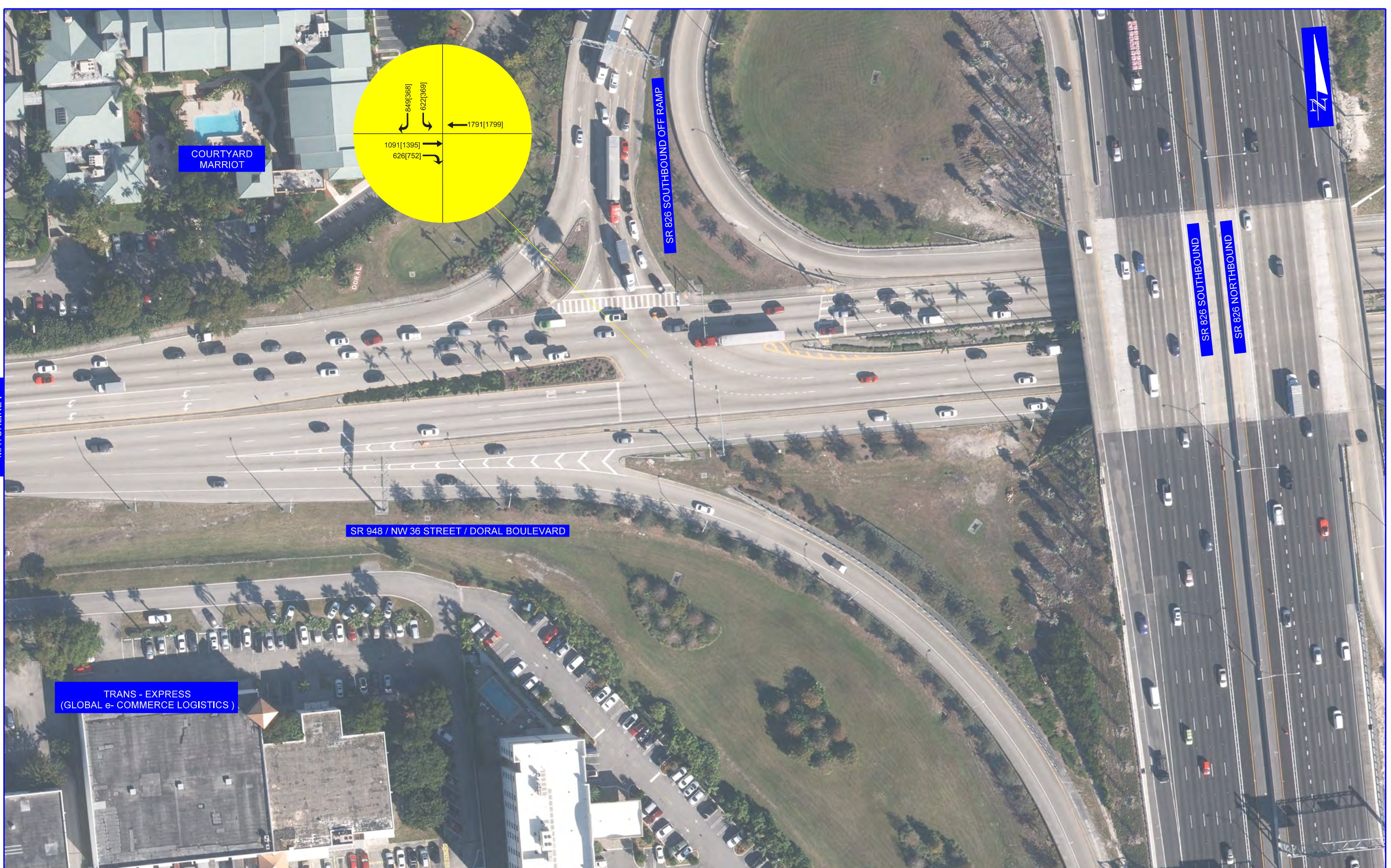
XX[XX] - AM[PM]				

INTERSECTION DETAILS:

**2021 NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 79 AVENUE
TO SOUTHBOUND AT SR 826**

FIGURE NO.
B-9

MATCHLINE I



LEGEND:

XX[XX] - AM[PM]			

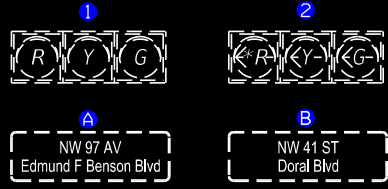
INTERSECTION DETAILS:

**2021 NO-BUILD PHV
 NW 41 STREET / DORAL BOULEVARD
 FROM NW 97 AVENUE
 TO SOUTHBOUND AT SR 826**

FIGURE NO.
B-10

APPENDIX G – FUTURE (2031) NO-BUILD PHV

SIGNAL HEADS AND SIGNS DETAIL FOR NW 97 AVENUE AND NW 41 STREET



PUBLIX PLAZA

MARATHON GAS STATION

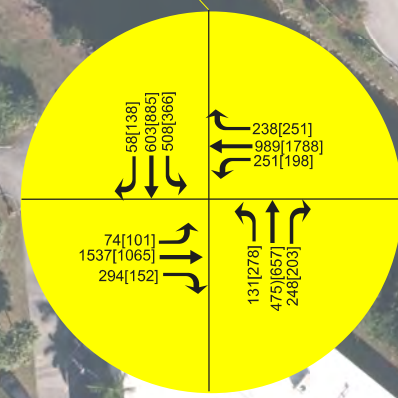
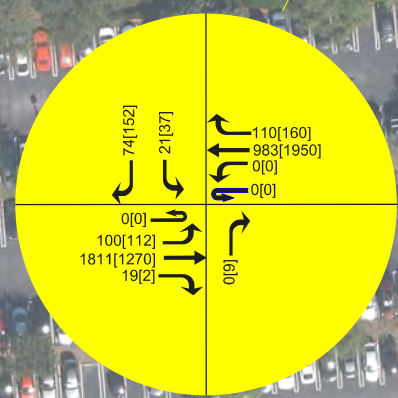
NW 97 AVENUE

WALGREENS PHARMACY

MO #1

HSBC OFFICE BLDG

DORAL 9690 PLAZA (COMMERCIAL)



MATCHLINE A

LEGEND:

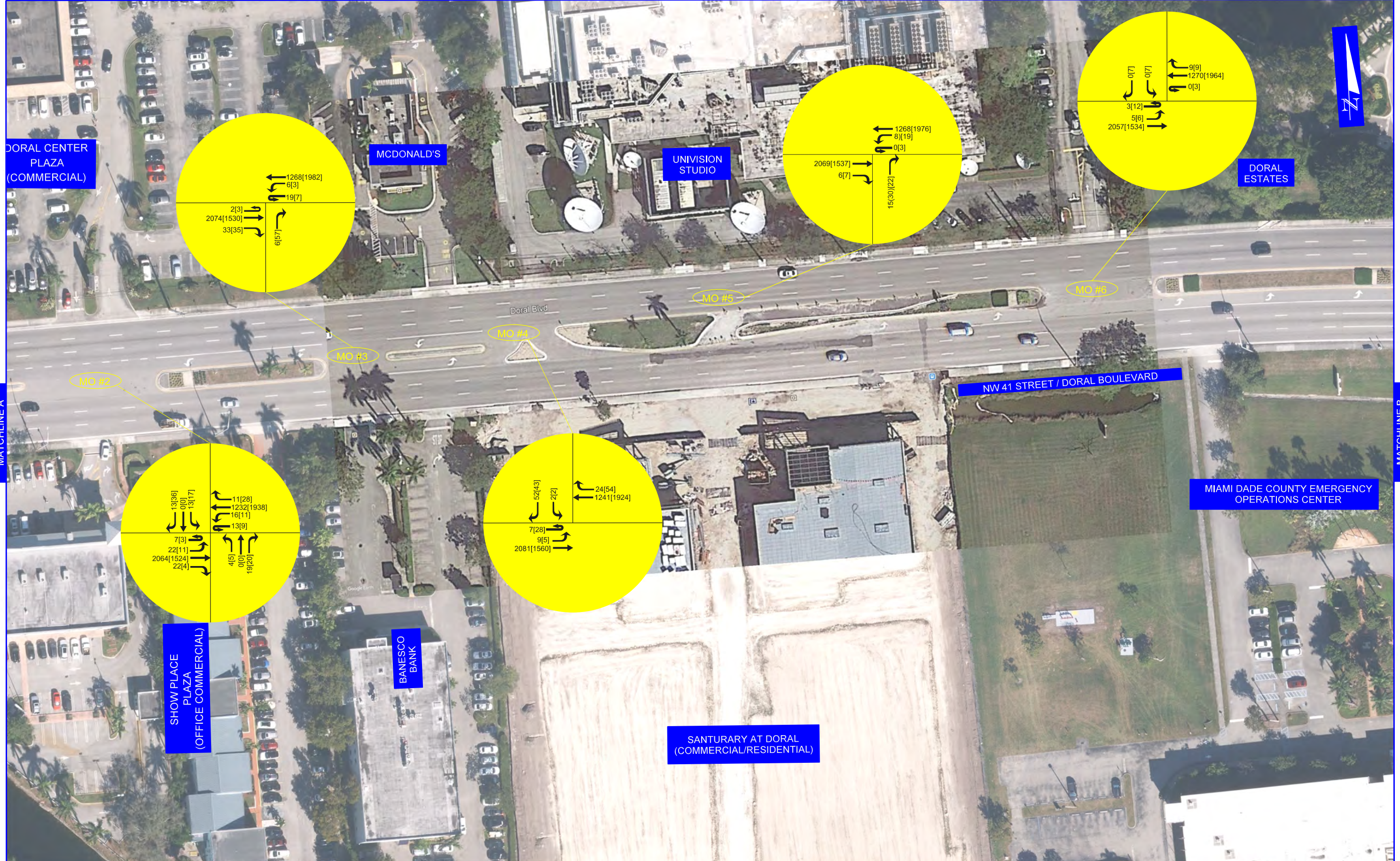
	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

INTERSECTION DETAILS:

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**FUTURE (2031) NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

**FIGURE NO.
C-1**



DORAL CENTER PLAZA (COMMERCIAL)

MCDONALD'S

UNIVISION STUDIO

DORAL ESTATES

SHOW PLACE PLAZA (OFFICE COMMERCIAL)

BANESCO BANK

SANTURARY AT DORAL (COMMERCIAL/RESIDENTIAL)

NW 41 STREET / DORAL BOULEVARD

MIAMI DADE COUNTY EMERGENCY OPERATIONS CENTER

MATCHLINE A

MATCHLINE B

LEGEND:

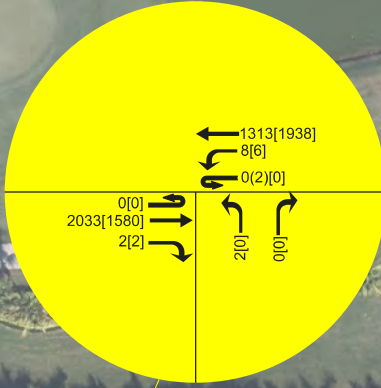
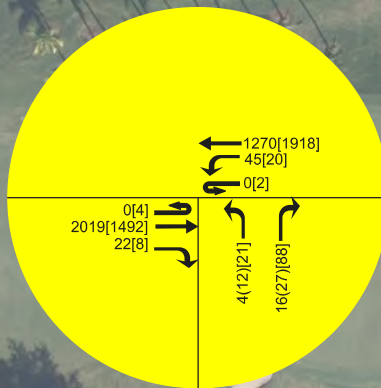
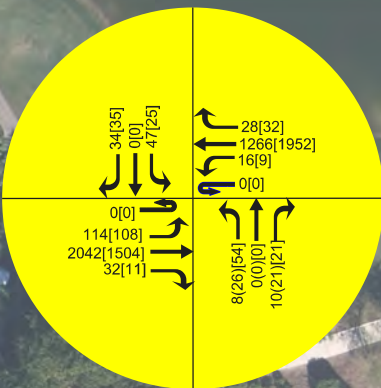
	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

INTERSECTION DETAILS:

--	--	--	--	--	--	--	--

**FUTURE (2031) NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

FIGURE NO.
C-2



MATCHLINE B

NW 93 COURT

NW 36 STREET / DORAL BOULEVARD

WEST COAST UNIVERSITY

MO #7

MO #8

MATCHLINE C

R

LEGEND:

	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

INTERSECTION DETAILS:

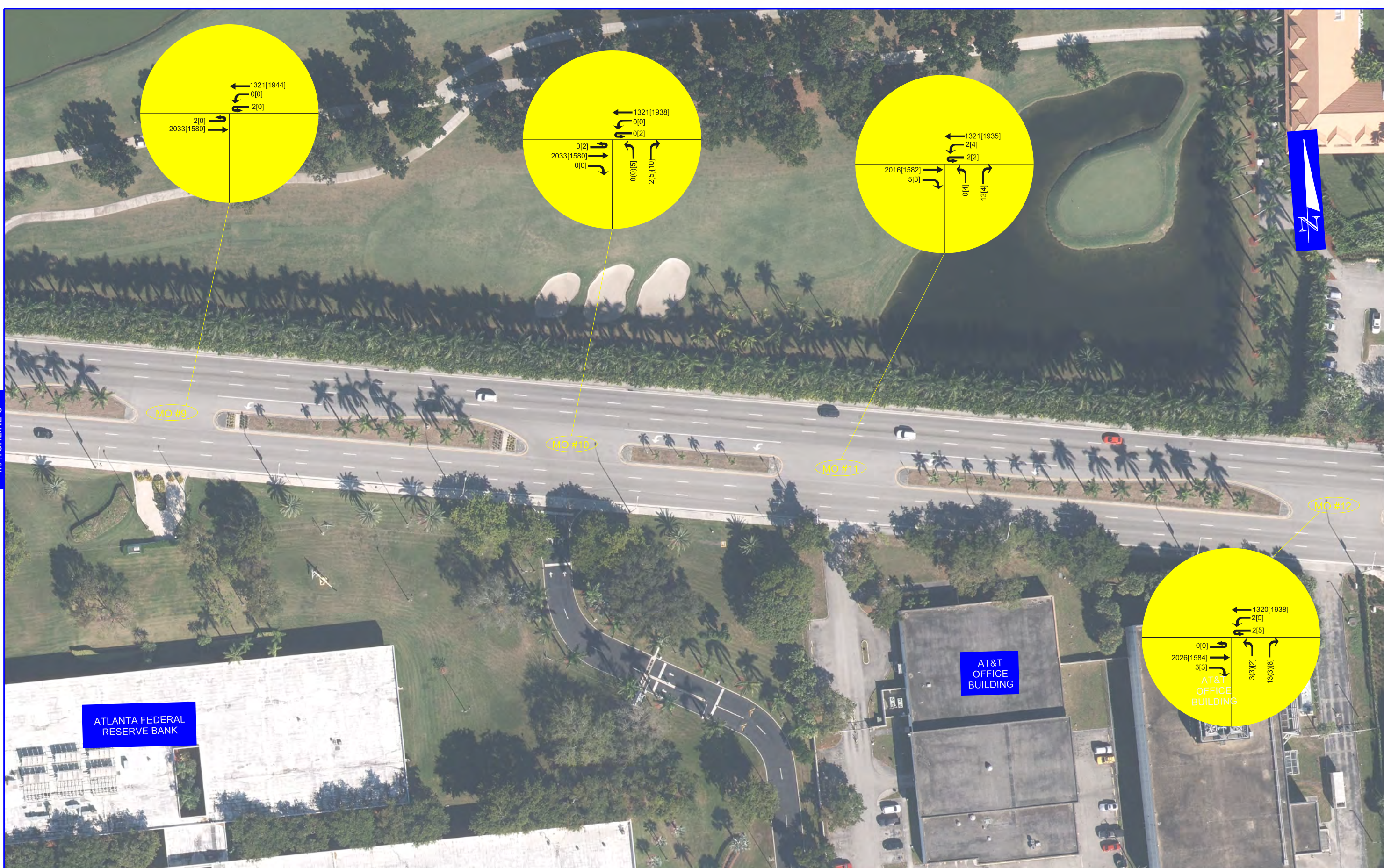
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

**FUTURE (2031) NO-BUILD PHV
 NW 41 STREET / DORAL BOULEVARD
 FROM NW 97 AVENUE
 TO SOUTHBOUND AT SR 826**

FIGURE NO.
 C-3

MATCHLINE C

MATCHLINE D



LEGEND:

	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

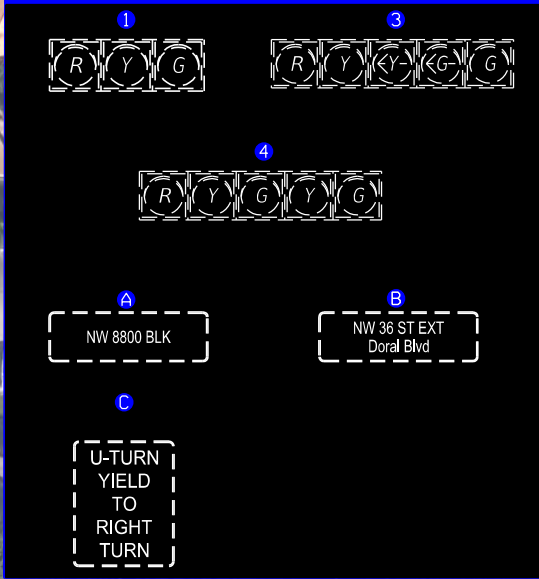
INTERSECTION DETAILS:

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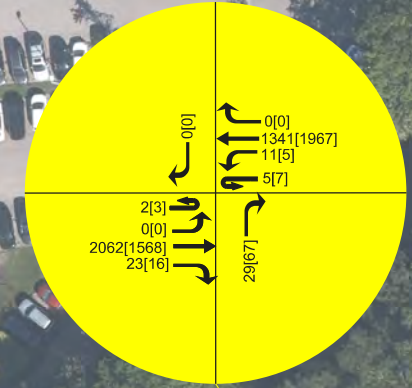
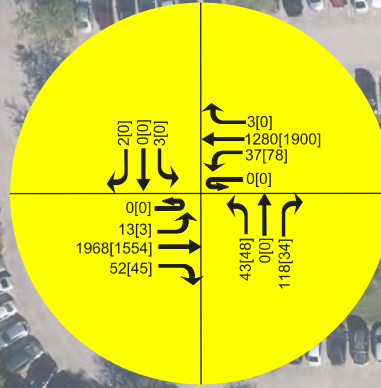
**FUTURE (2031) NO-BUILD PHV
 NW 41 STREET / DORAL BOULEVARD
 FROM NW 97 AVENUE
 TO SOUTHBOUND AT SR 826**

**FIGURE NO.
 C-4**

**SIGNAL HEADS AND SIGNS DETAIL FOR
NW 8800 BLK AND NW 36 ST**



**PRITIKIN
LONGEVITY CENTER
SPA AT DORAL**



MATCHLINE D

MATCHLINE E

NW 36 STREET / DORAL BOULEVARD

**DORAL GATEWAY
(RESIDENTIAL)**

NW 8800 BLOCK

**DORAL CORPORATE
CENTER ENTRANCE**

LEGEND:

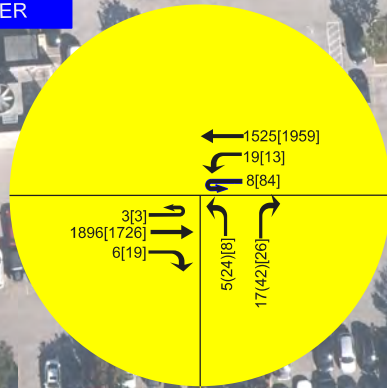
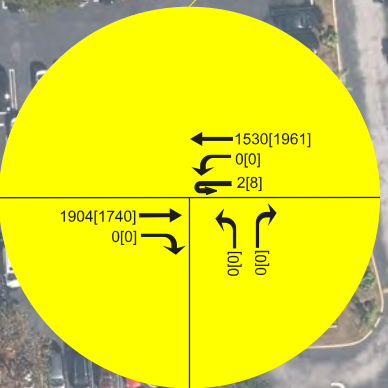
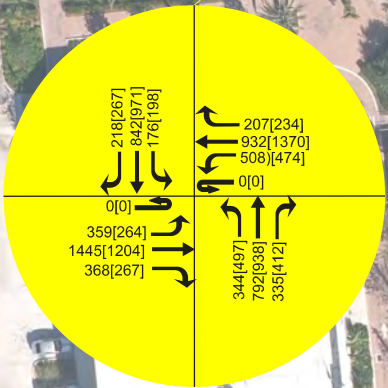
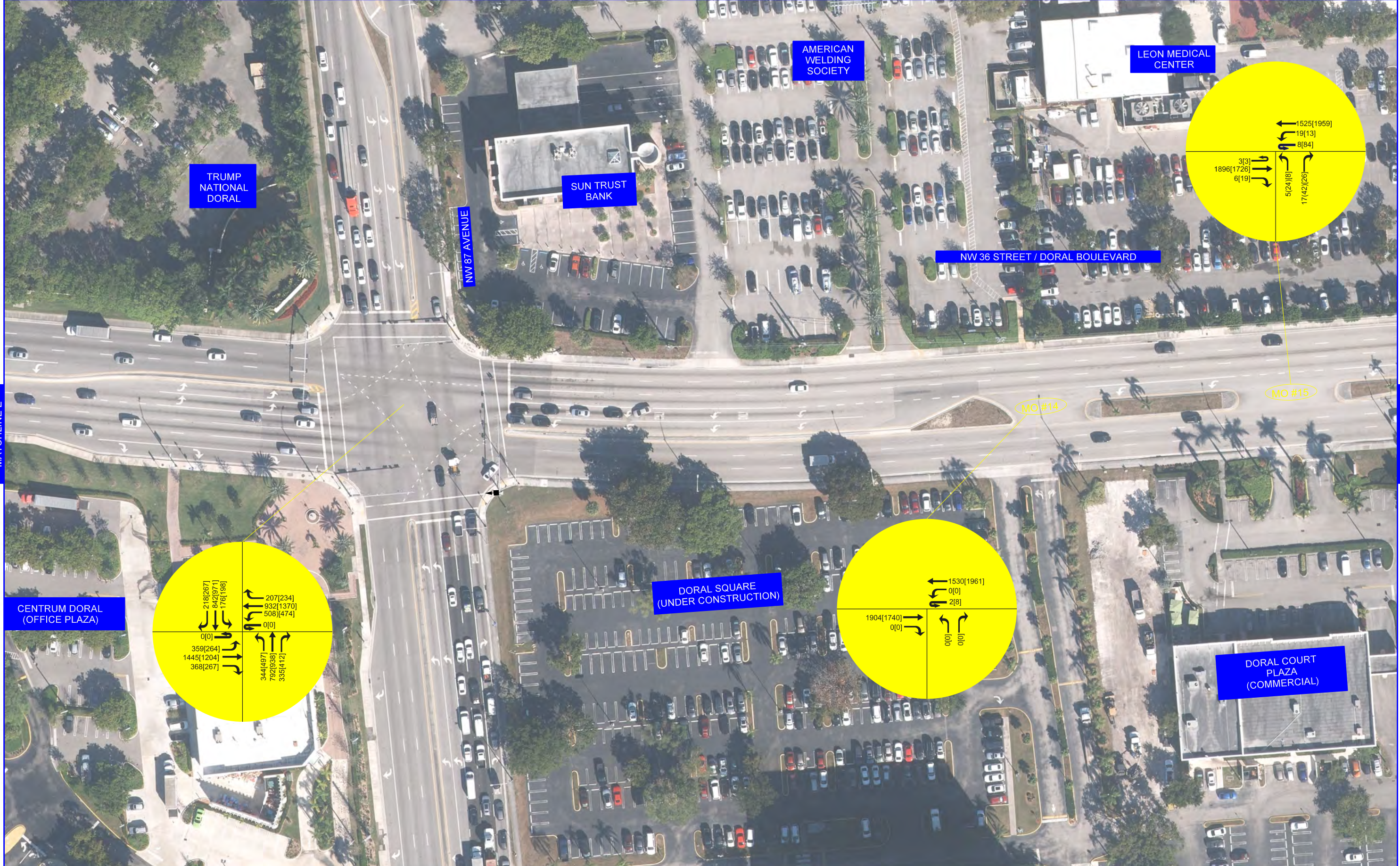
	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

INTERSECTION DETAILS:

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**FUTURE (2031) NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

**FIGURE
NO.
C-5**



LEGEND:

	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

INTERSECTION DETAILS:

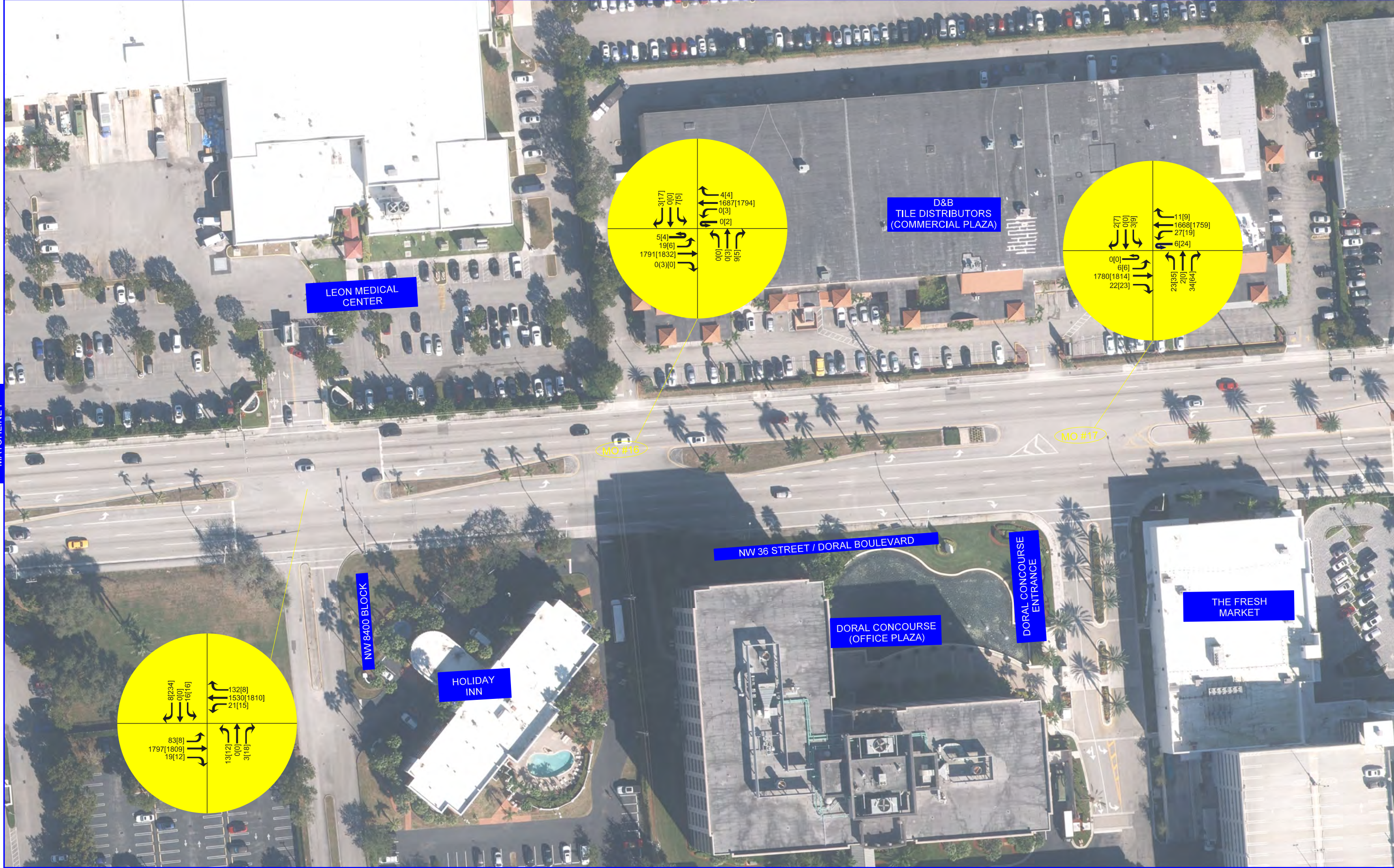
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**FUTURE (2031) NO-BUILD PHV
 NW 41 STREET / DORAL BOULEVARD
 FROM NW 97 AVENUE
 TO SOUTHBOUND AT SR 826**

FIGURE NO. C-6

MATCHLINE F

MATCHLINE G



LEON MEDICAL CENTER

D&B TILE DISTRIBUTORS (COMMERCIAL PLAZA)

NW 8400 BLOCK

HOLIDAY INN

NW 36 STREET / DORAL BOULEVARD

DORAL CONCOURSE (OFFICE PLAZA)

DORAL CONCOURSE ENTRANCE

THE FRESH MARKET

MO #16

MO #17

LEGEND:

	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

INTERSECTION DETAILS:

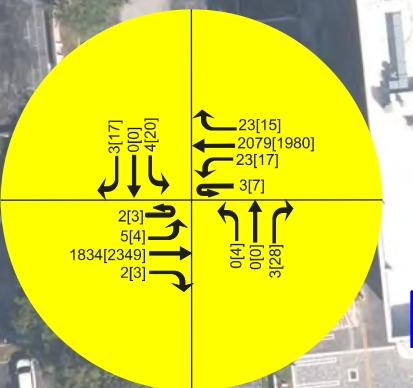
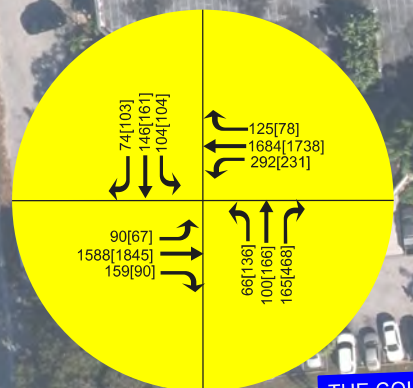
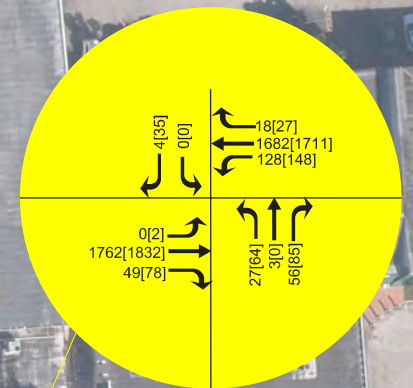
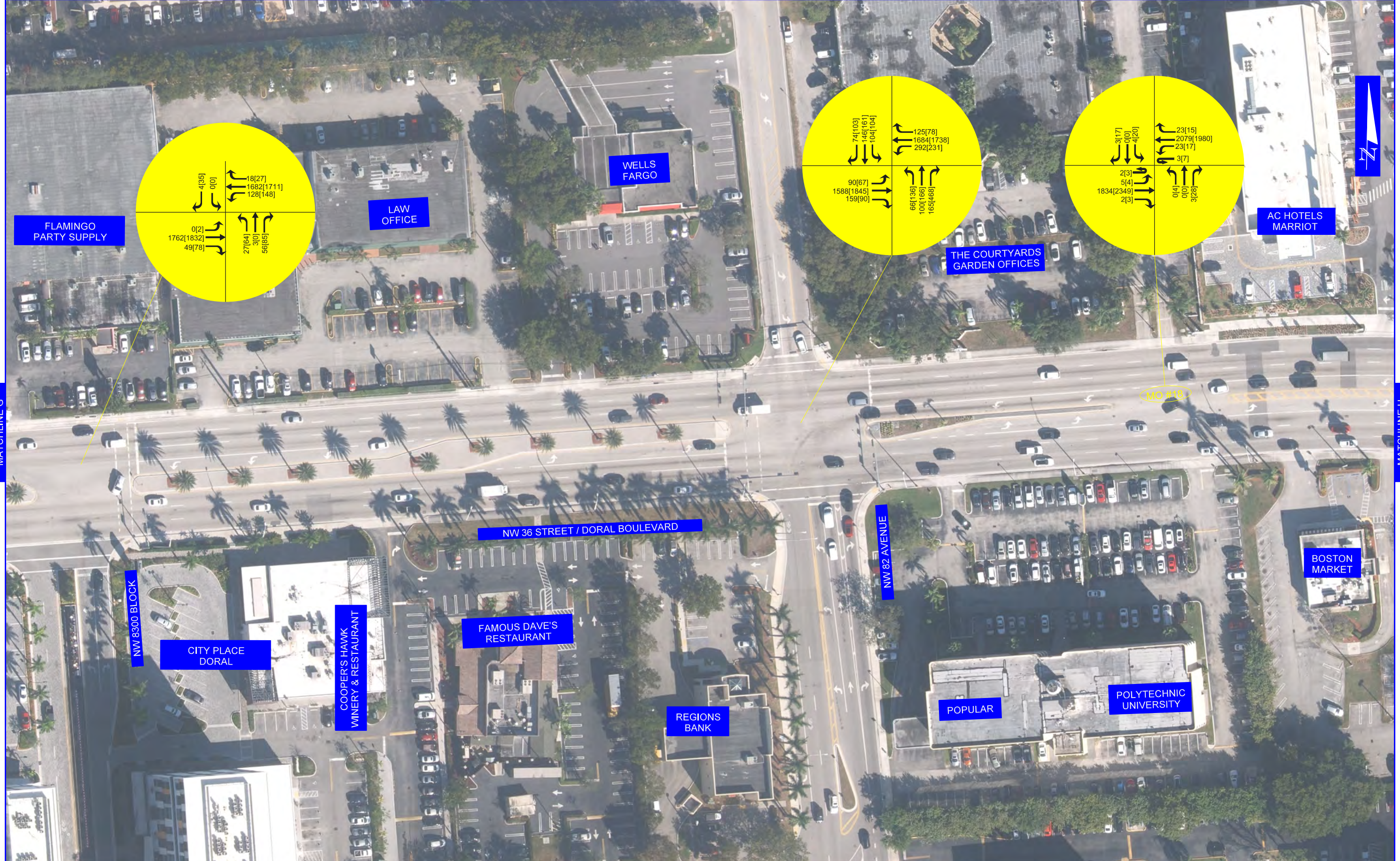
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

**FUTURE (2031) NO-BUILD PHV
 NW 41 STREET / DORAL BOULEVARD
 FROM NW 97 AVENUE
 TO SOUTHBOUND AT SR 826**

FIGURE NO.
 C-7

MATCHLINE G

MATCHLINE H



LEGEND:

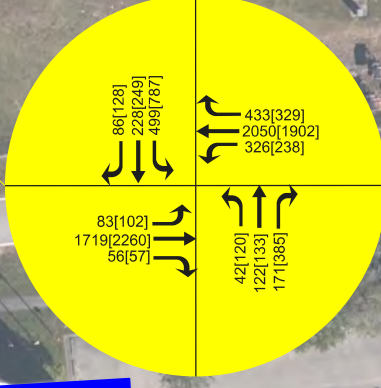
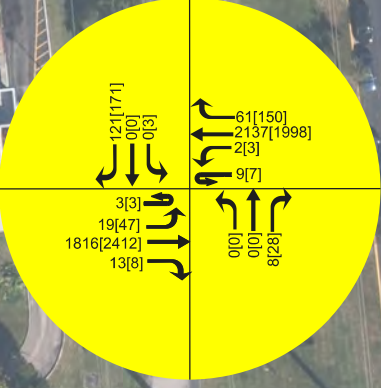
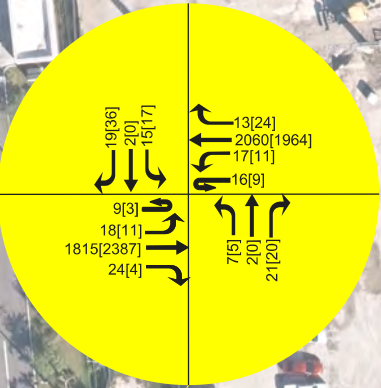
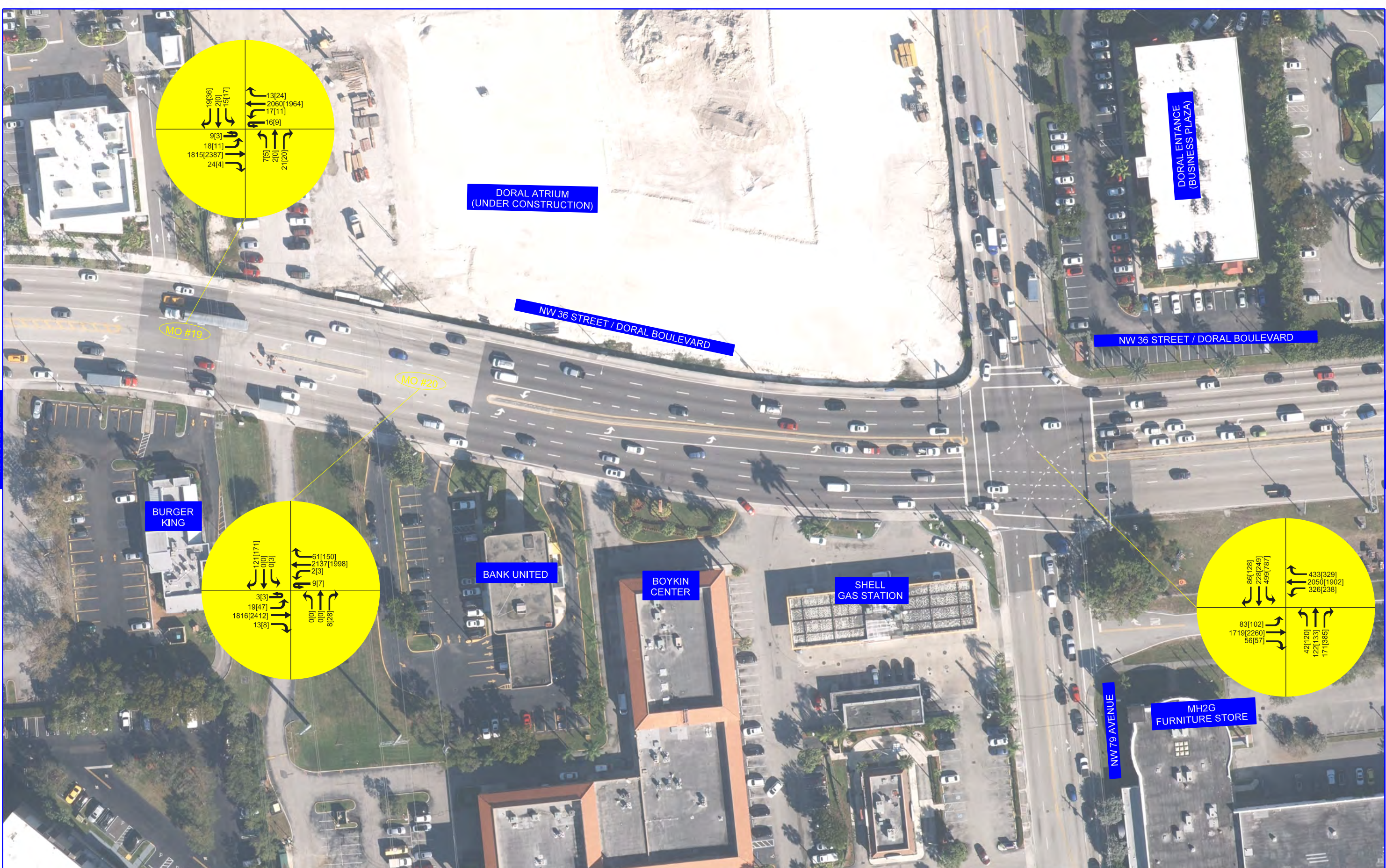
	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

INTERSECTION DETAILS:

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**FUTURE (2031) NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

**FIGURE NO.
C-8**



LEGEND:

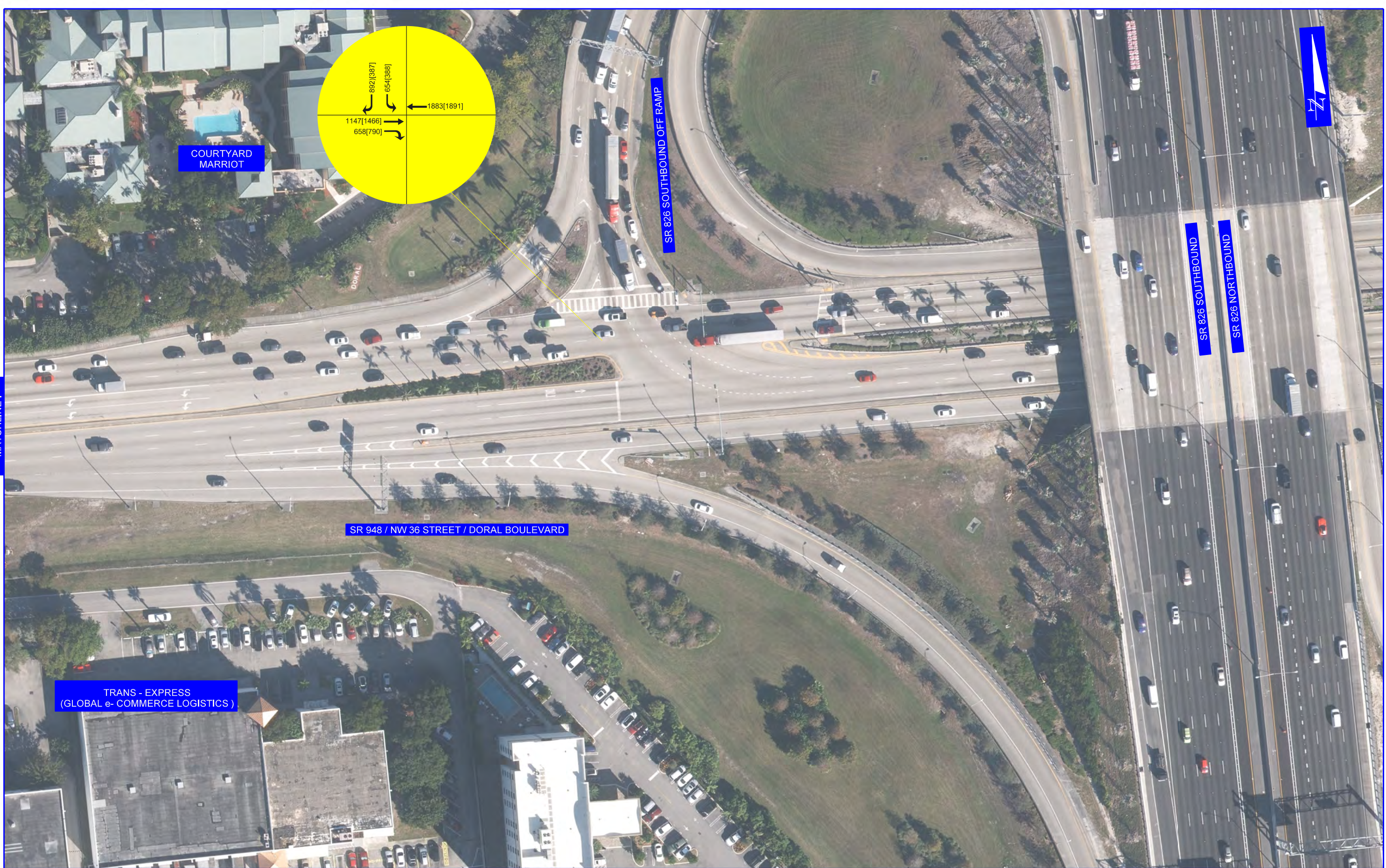
	WIDENING AREA		BRICK PAVERS
	MILLING AREA		
	SOD AREA		

INTERSECTION DETAILS:





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**FUTURE (2031) NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 79 AVENUE
TO SOUTHBOUND AT SR 826**

FIGURE NO.
C-9



MATCHLINE I

LEGEND:		INTERSECTION DETAILS:			
	WIDENING AREA		BRICK PAVERS		
	MILLING AREA				
	SOD AREA				

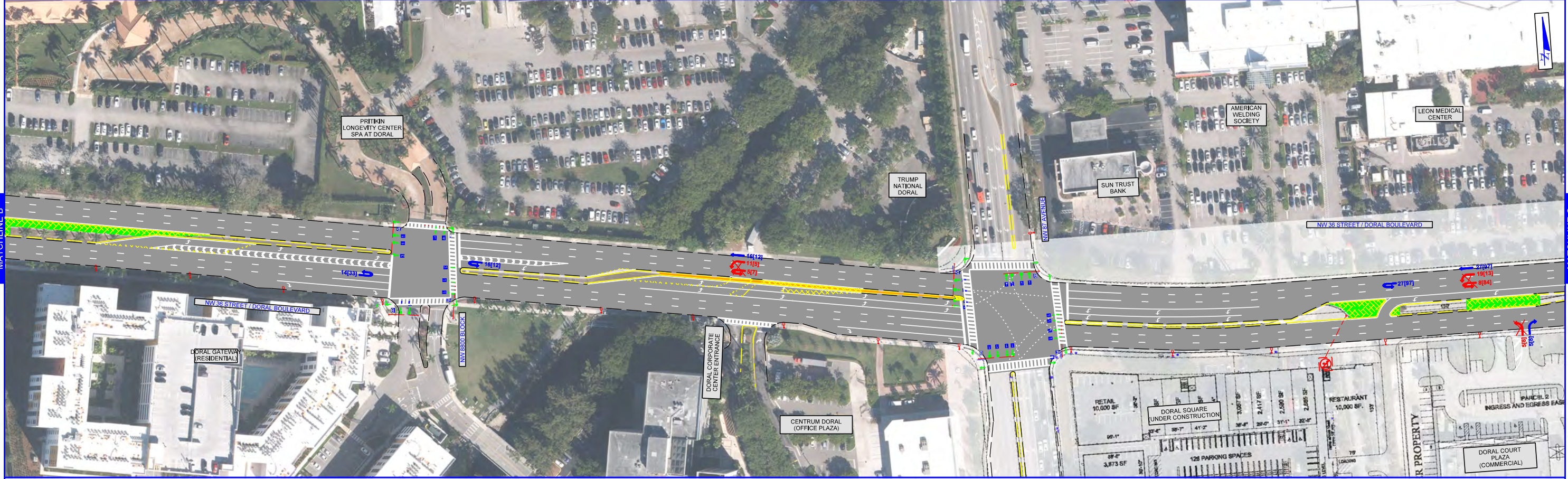
**FUTURE (2031) NO-BUILD PHV
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

FIGURE NO.
C-10

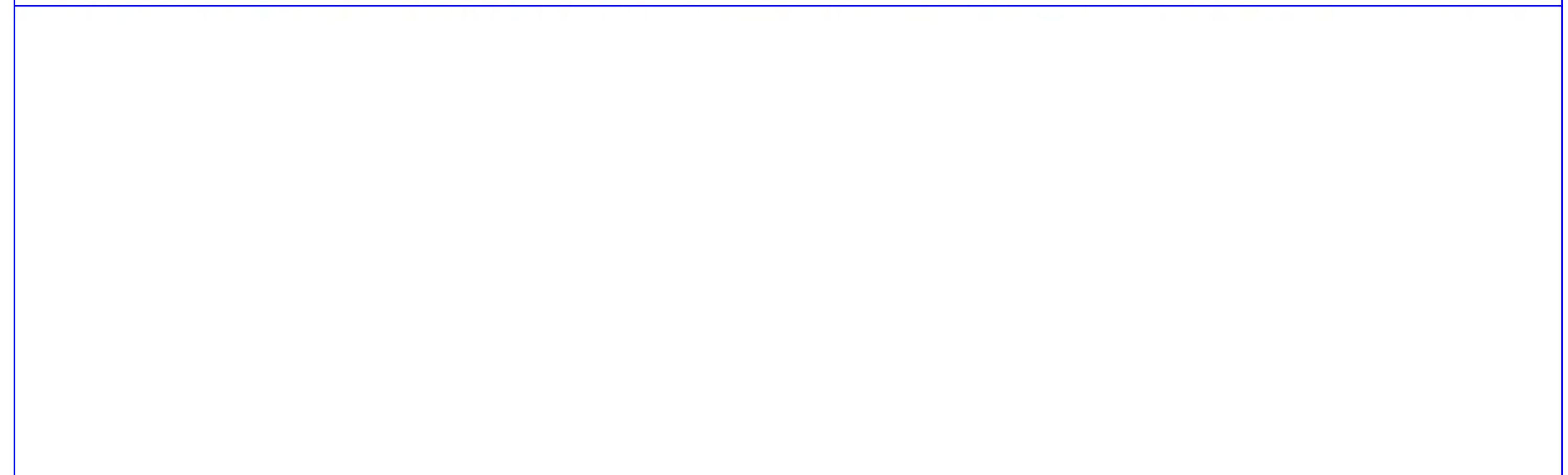
APPENDIX H – TRAFFIC DIVERSION FIGURES



LEGEND:		INTERSECTION DETAILS:						DIVERTED TRAFFIC VOLUMES ALTERNATIVE 2 NW 41 ST/DORAL BLVD FROM NW 97 AVE TO SR 826		FIGURE NO. D-1



LEGEND:		INTERSECTION DETAILS:				FIGURE NO.
						D-2

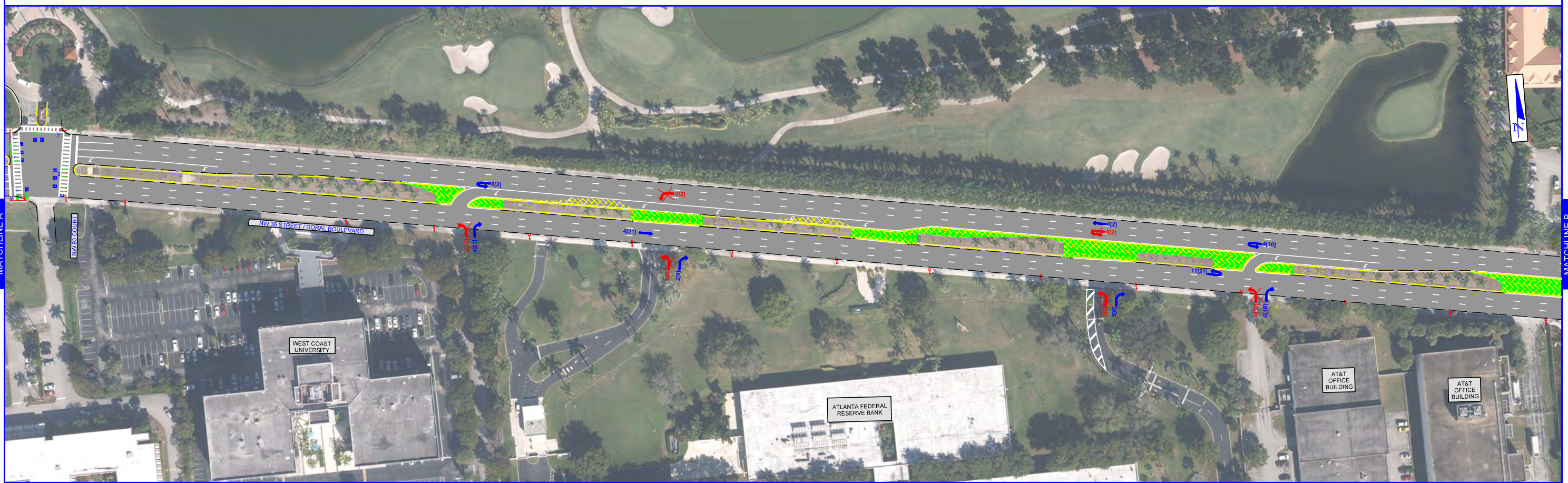
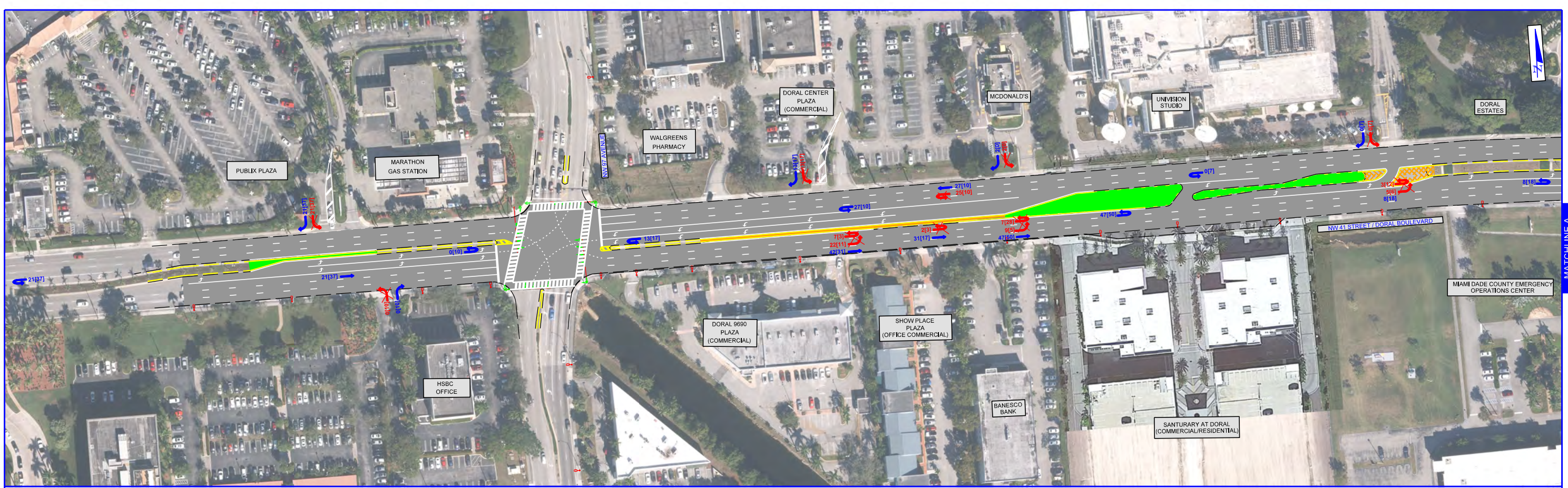


LEGEND:

INTERSECTION DETAILS:

DIVERTED TRAFFIC VOLUMES
 ALTERNATIVE 2
 NW 41 ST/DORAL BLVD
 FROM NW 97 AVE TO SR 826

FIGURE
 NO.
 D-3



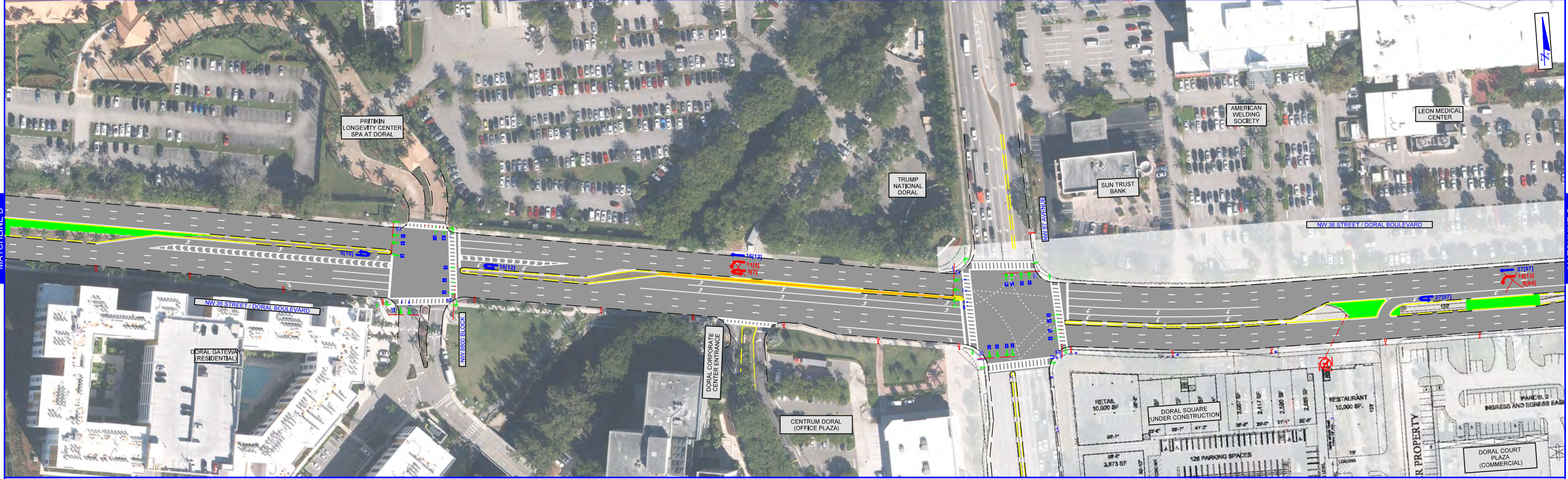
LEGEND:

INTERSECTION DETAILS:

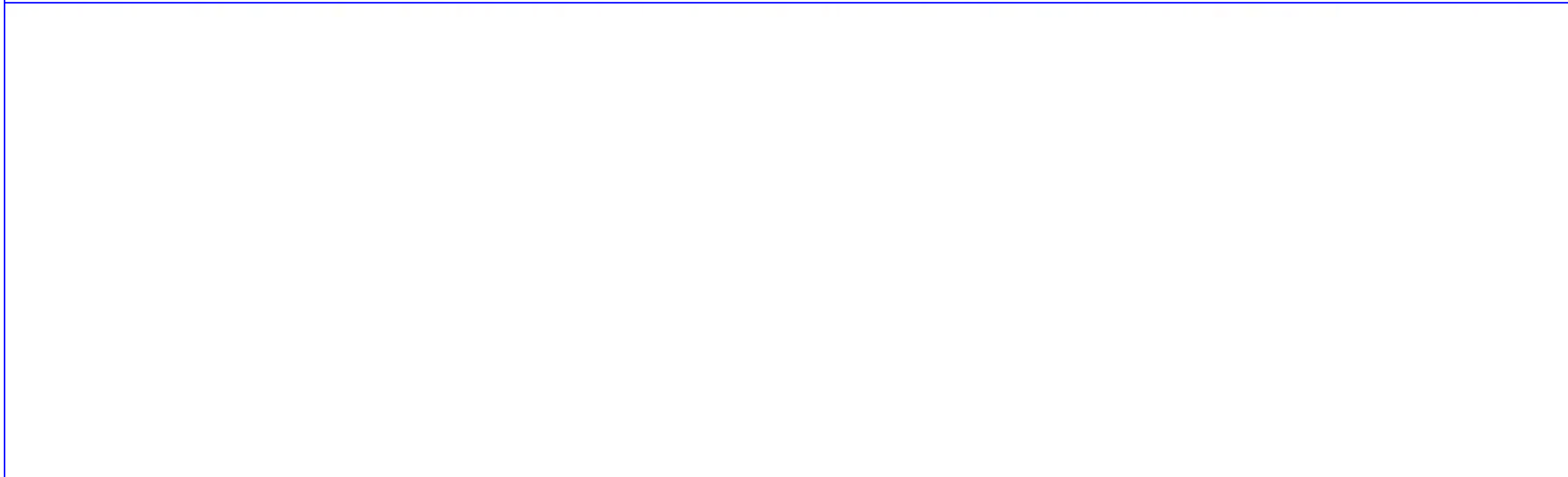
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DIVERTED TRAFFIC VOLUMES
 ALTERNATIVE 3
 NW 41 ST/DORAL BLVD
 FROM NW 97 AVE TO SR 826

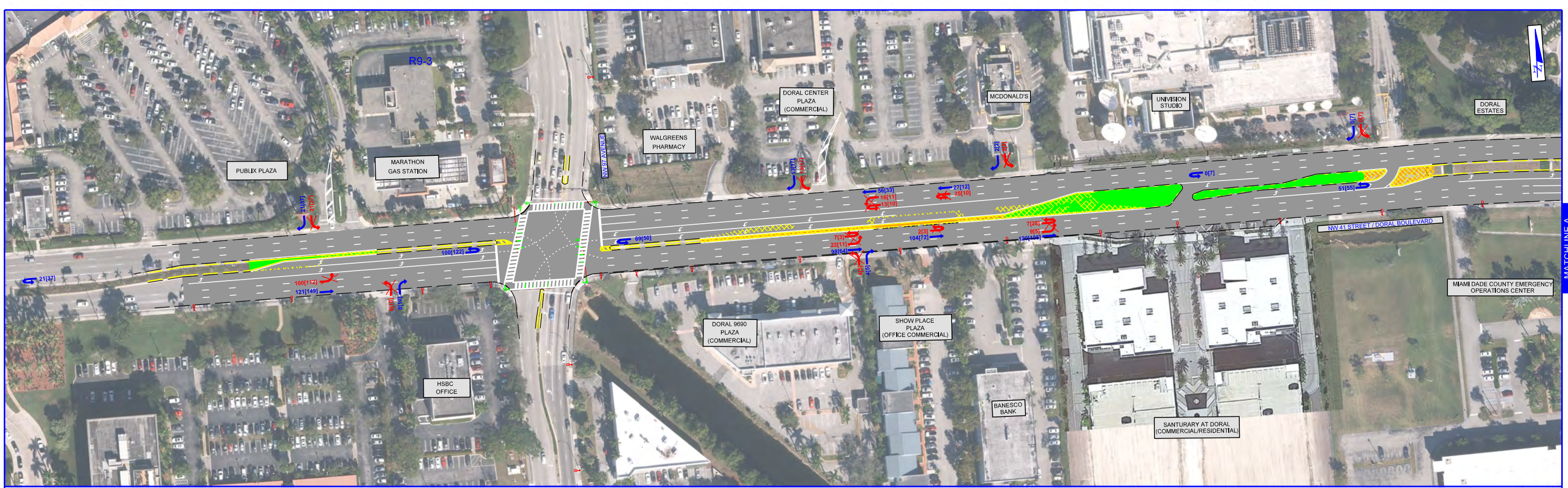
FIGURE NO.
 E-1



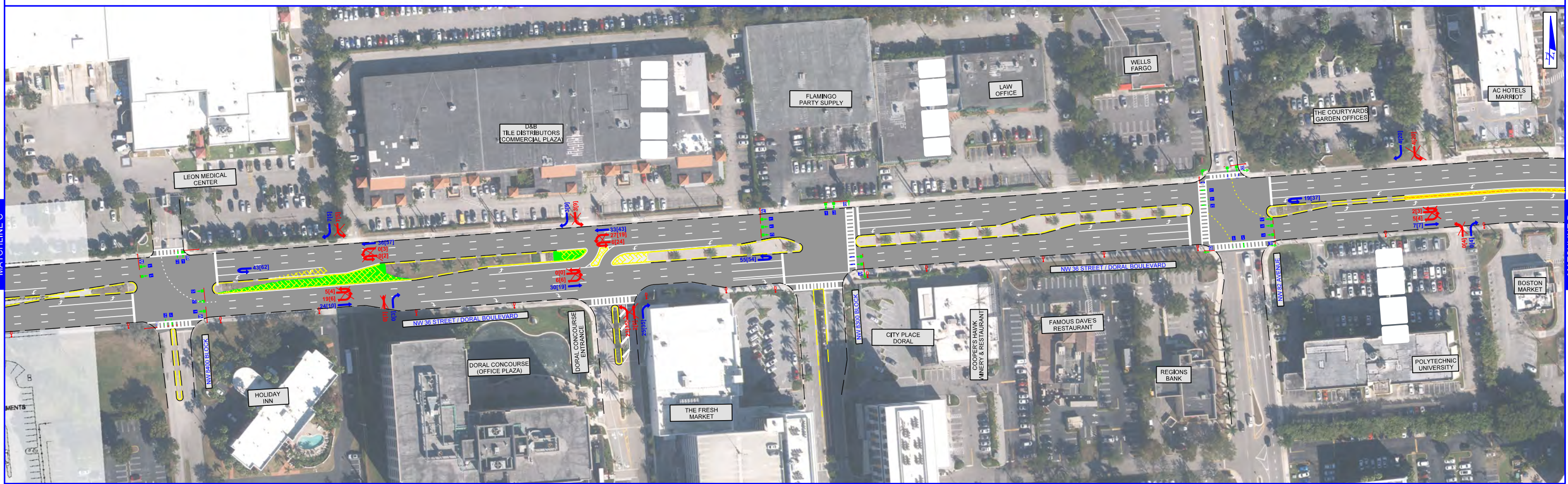
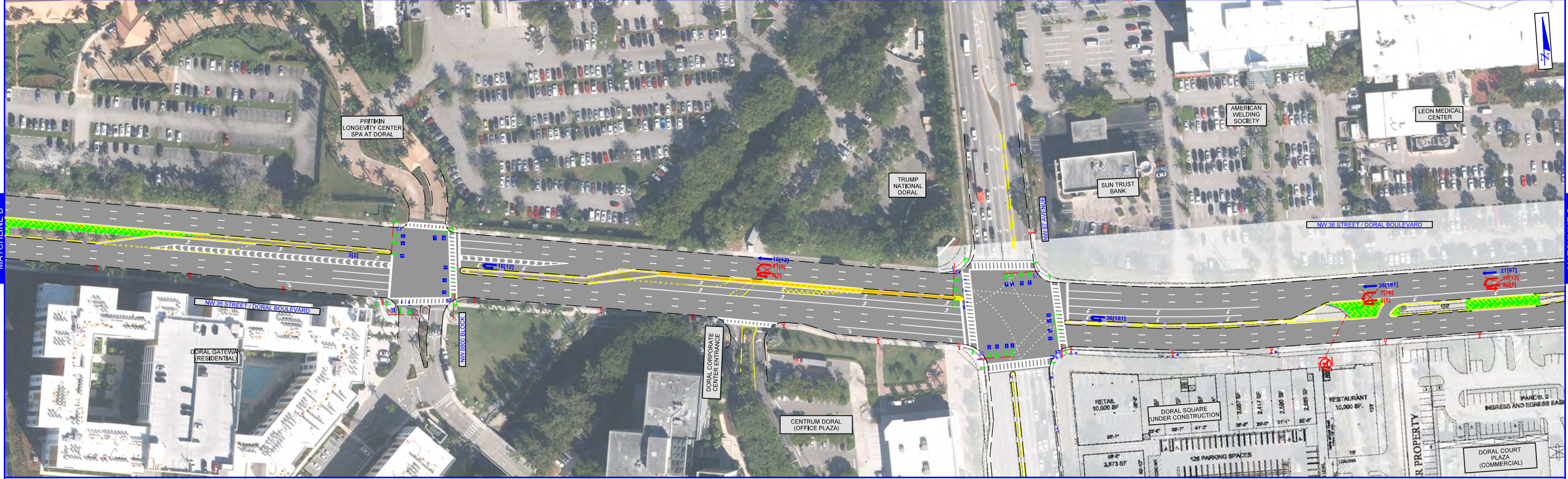
LEGEND:		INTERSECTION DETAILS:				FIGURE NO.
●						E-2



LEGEND:		INTERSECTION DETAILS:					DIVERTED TRAFFIC VOLUMES ALTERNATIVE 3 NW 41 ST/DORAL BLVD FROM NW 97 AVE TO SR 826		FIGURE NO. D-3



LEGEND:		INTERSECTION DETAILS:				DIVERTED TRAFFIC VOLUMES ALTERNATIVE 4 NW 41 ST/DORAL BLVD FROM NW 97 AVE TO SR 826		FIGURE NO. F-1

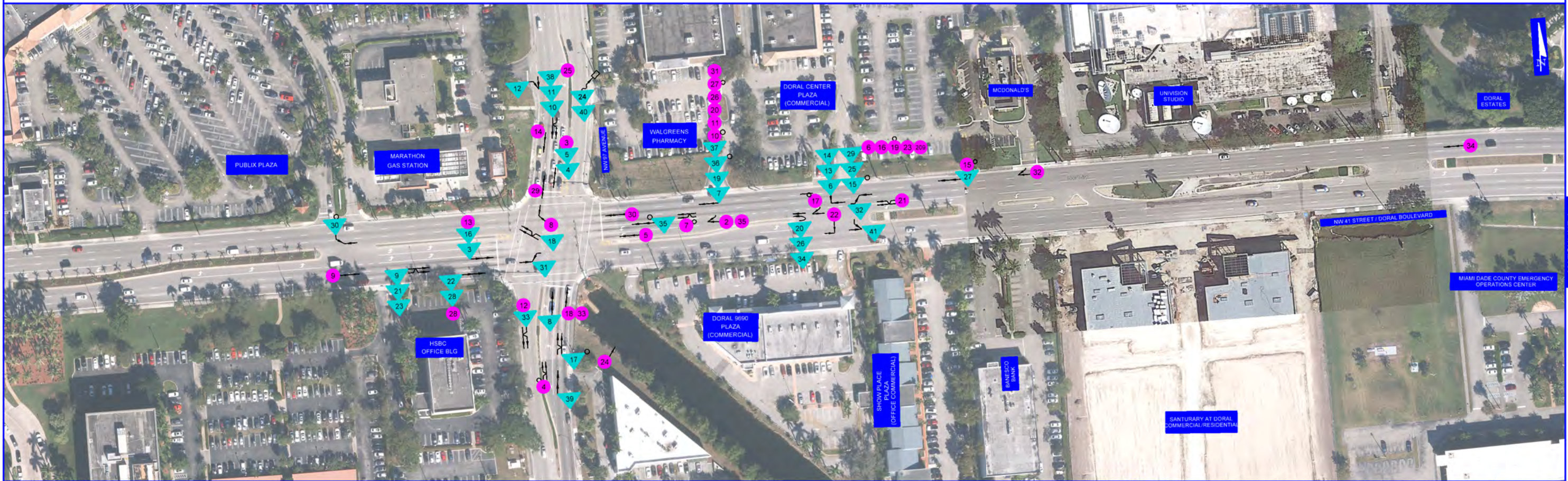
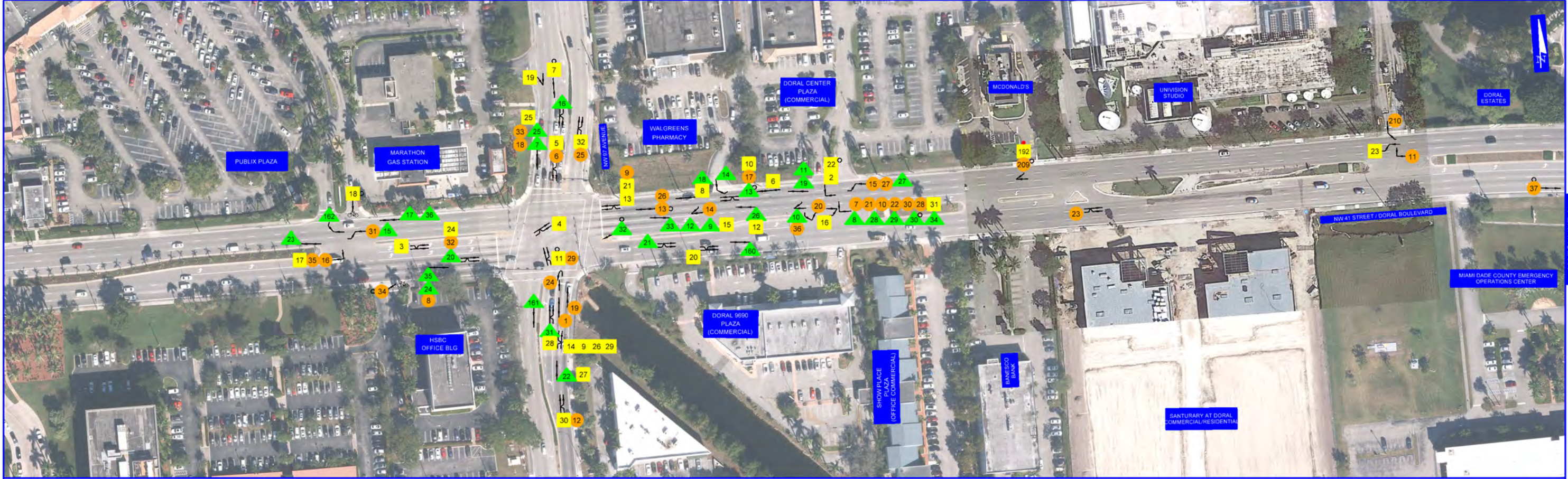


LEGEND:		INTERSECTION DETAILS:				FIGURE NO.
						F-2



LEGEND:				INTERSECTION DETAILS:				DIVERTED TRAFFIC VOLUMES ALTERNATIVE 4 NW 41 ST/DORAL BLVD FROM NW 97 AVE TO SR 826	FIGURE NO.
									F-3

APPENDIX I – COLLISION DIAGRAM & ANNUAL CRASH SUMMARY SHEETS



COLLISION SYMBOLS:

⊙	RECORD NUMBER	🚲	BICYCLIST	➡	FIXED OBJECT	↙	LEFT TURN	➡	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017
○	INJURY	🚶	PEDESTRIAN	➡	PARKED CAR	↘	OUT OF CONTROL	↘	ANGLE	↺	U-TURN	●	YR 2015	●	YR 2018
●	FATAL	↔	BACKING VEHICLE	➡	REAR END	↘	RIGHT TURN	↘	SIDE SWIPE	↘	OVERTURNED	■	YR 2016		

**COLLISION DIAGRAM
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

FIGURE NO.
C-1



COLLISION SYMBOLS:

⊕	RECORD NUMBER	🚲	BICYCLIST	➡	FIXED OBJECT	↙	LEFT TURN	➡➡	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017
○	INJURY	🚶	PEDESTRIAN	➡	PARKED CAR	🌀	OUT OF CONTROL	↘	ANGLE	↻	U-TURN	●	YR 2015	●	YR 2018
●	FATAL	↔	BACKING VEHICLE	➡➡	REAR END	↘	RIGHT TURN	↘➡	SIDE SWIPE	↘	OVERTURNED	■	YR 2016		

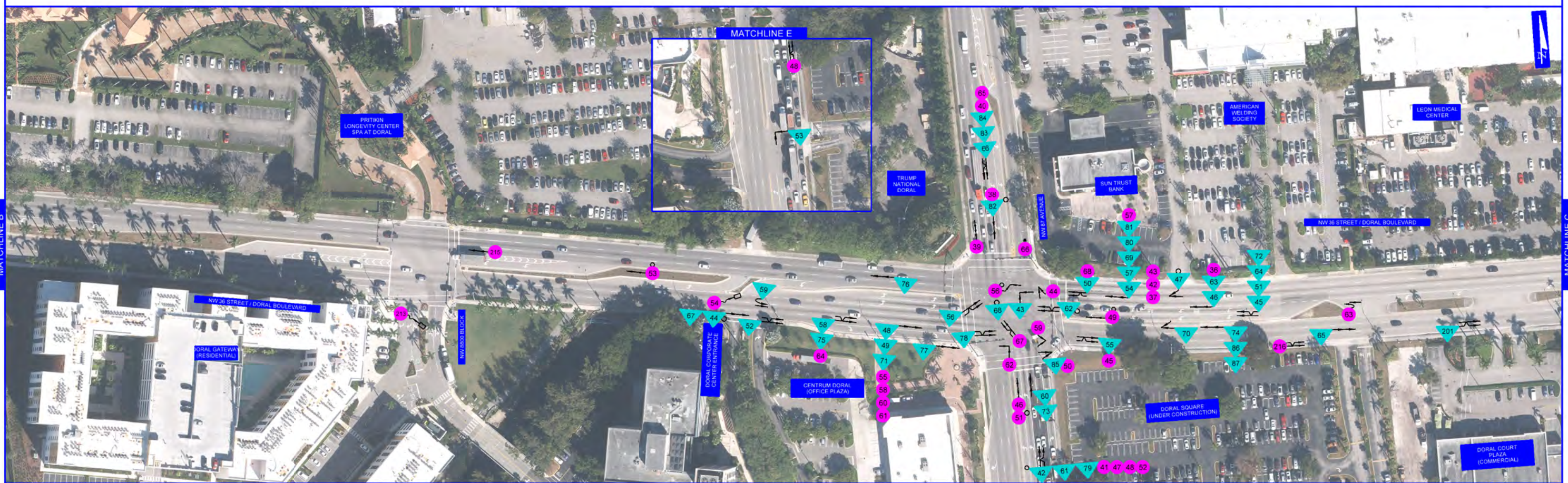
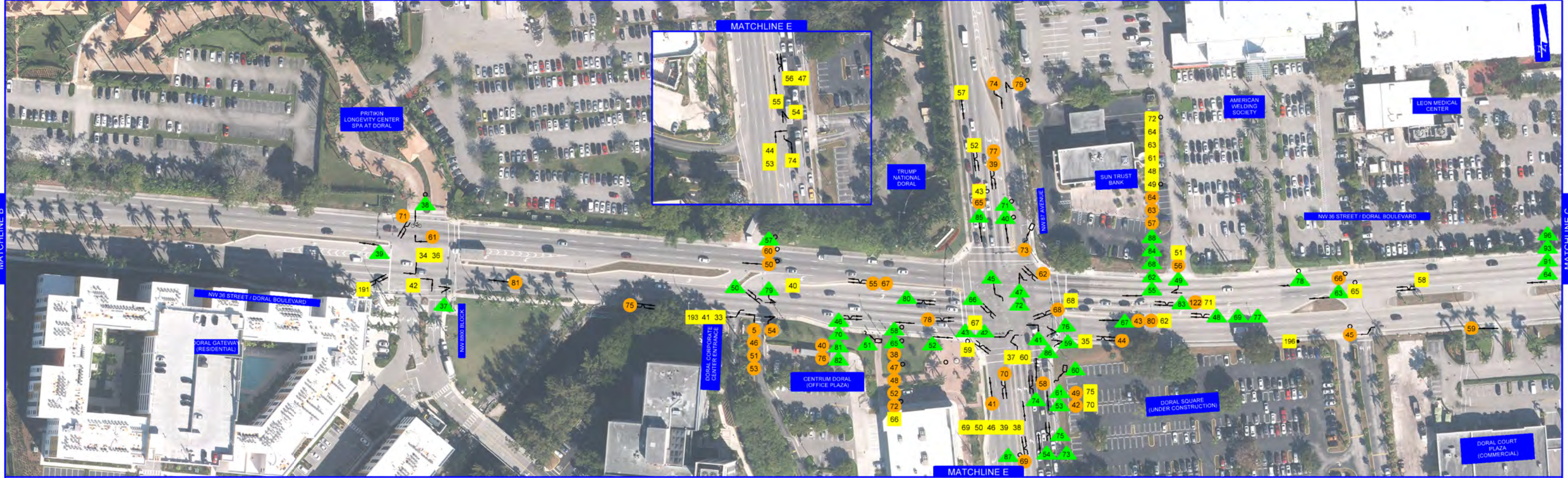
**COLLISION DIAGRAM
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**



COLLISION SYMBOLS:

⊙	RECORD NUMBER	🚲	BICYCLIST	➡	FIXED OBJECT	↙	LEFT TURN	➡	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017
○	INJURY	🚶	PEDESTRIAN	➡	PARKED CAR	↘	OUT OF CONTROL	↘	ANGLE	↻	U-TURN	●	YR 2015	●	YR 2018
●	FATAL	↔	BACKING VEHICLE	➡	REAR END	↘	RIGHT TURN	↘	SIDE SWIPE	↘	OVERTURNED	■	YR 2016		

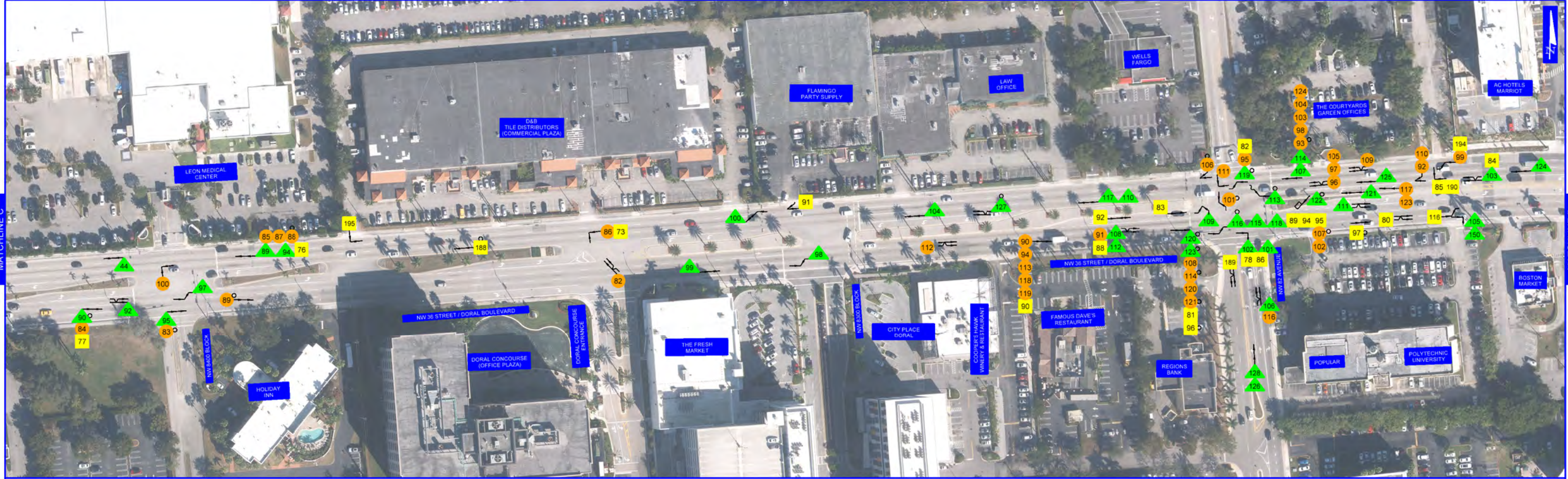
**COLLISION DIAGRAM
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**



COLLISION SYMBOLS:

①	RECORD NUMBER	🚲	BICYCLIST	▭	FIXED OBJECT	↙	LEFT TURN	→	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017
○	INJURY	🚶	PEDESTRIAN	▭	PARKED CAR	↘	OUT OF CONTROL	↘	ANGLE	↺	U-TURN	●	YR 2015	●	YR 2018
●	FATAL	↔	BACKING VEHICLE	↔	REAR END	↘	RIGHT TURN	↘	SIDE SWIPE	↘	OVERTURNED	■	YR 2016		

**COLLISION DIAGRAM
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

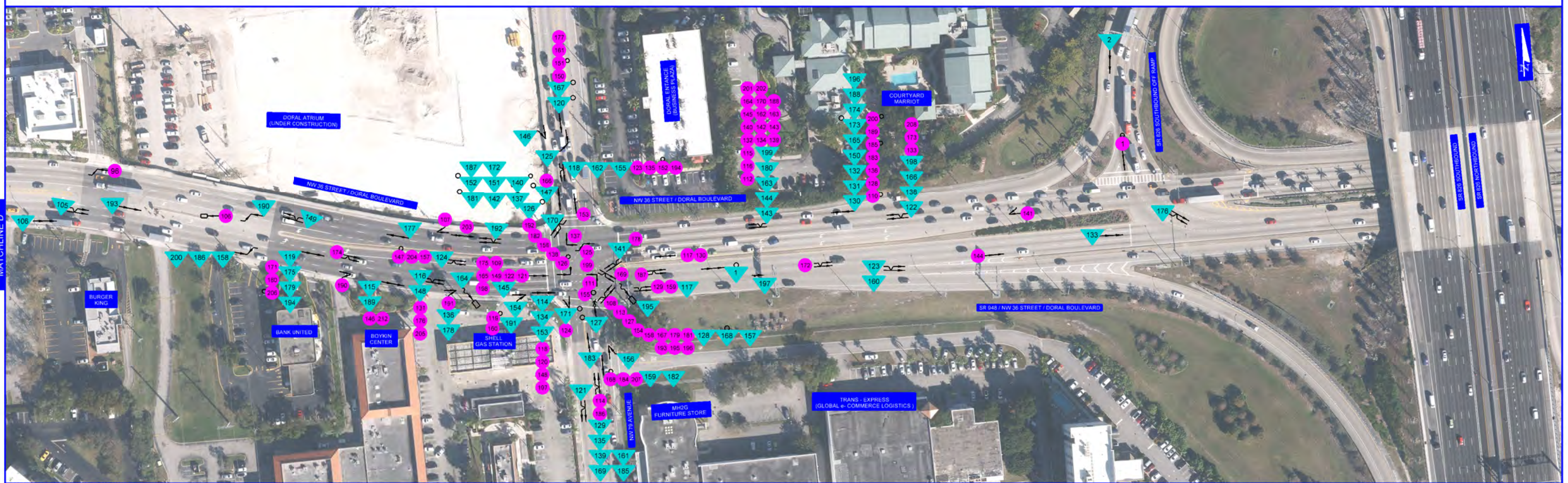
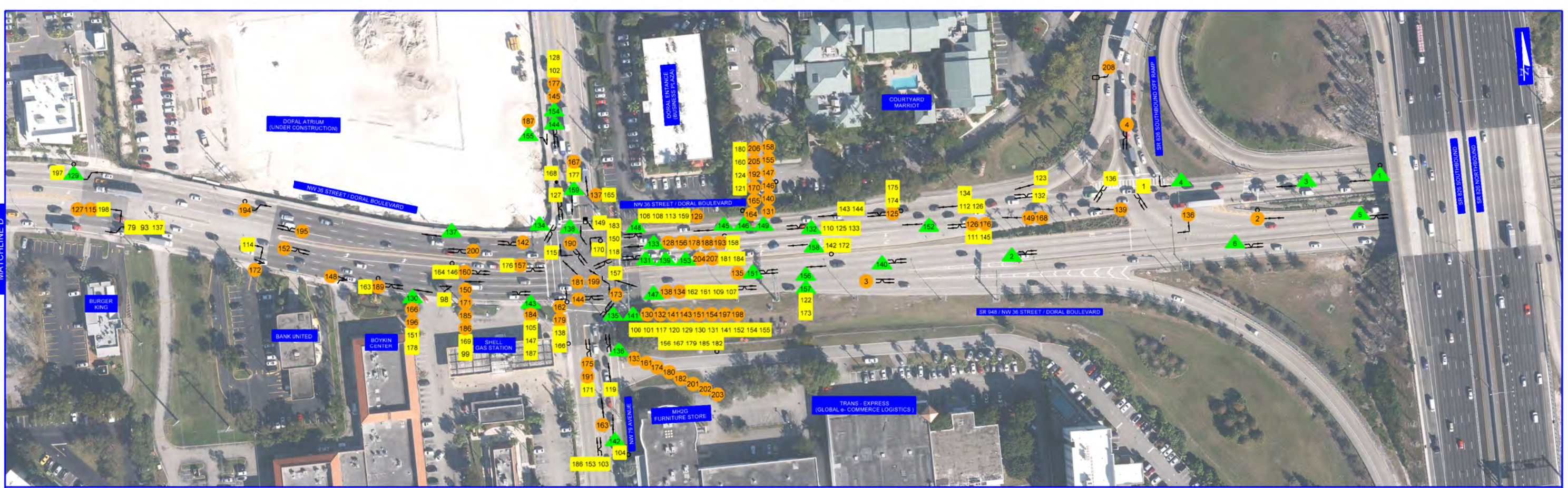


COLLISION SYMBOLS:

⊙	RECORD NUMBER	🚲	BICYCLIST	➡	FIXED OBJECT	↩	LEFT TURN	➡	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017
○	INJURY	🚶	PEDESTRIAN	➡	PARKED CAR	↪	OUT OF CONTROL	↘	ANGLE	↺	U-TURN	●	YR 2015	●	YR 2018
●	FATAL	↔	BACKING VEHICLE	➡	REAR END	↘	RIGHT TURN	↔	SIDE SWIPE	↘	OVERTURNED	■	YR 2016		

COLLISION DIAGRAM
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826

FIGURE NO.
C-4



COLLISION SYMBOLS:

⊙	RECORD NUMBER	🚲	BICYCLIST	▣	FIXED OBJECT	↩	LEFT TURN	➡	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2014	▼	YR 2017
○	INJURY	🚶	PEDESTRIAN	▣	PARKED CAR	↪	OUT OF CONTROL	↘	ANGLE	↺	U-TURN	●	YR 2015	●	YR 2018
●	FATAL	↔	BACKING VEHICLE	↔	REAR END	↘	RIGHT TURN	↔	SIDE SWIPE	↺	OVERTURNED	■	YR 2016		

**COLLISION DIAGRAM
NW 41 STREET / DORAL BOULEVARD
FROM NW 97 AVENUE
TO SOUTHBOUND AT SR 826**

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: **87000181** STATE ROUTE: **#N/A**
 ROADWAY LIMITS: **From NW 97 Avenue to SR 826/Palmetto Expressway** M.P. **0.383** TO **0.809** ENGINEER: **FDOT D6**
 STUDY PERIOD: **FROM 1/ 2014** TO **12/ 2014** COUNTY: **Miami-Dade**

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
838016070	1	0.000	06/16/14	Mon	1719	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
819724260	2	0.000	11/17/14	Mon	1415	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
856513840	3	0.000	12/10/14	Wed	0830	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
838093750	4	0.000	09/16/14	Tue	1700	Angle	0	0	1	Day	Dry	Ran Red Light
843796150	5	0.000	10/21/14	Tue	0750	Sideswipe	0	0	1	Day	Dry	Improper Passing
843689960	6	0.000	08/30/14	Sat	1311	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
848275170	7	0.512	07/12/14	Sat	0906	Rear-End	0	0	1	Day	Dry	Followed too Closely
848278240	8	0.591	08/13/14	Wed	1350	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
848276690	9	0.512	07/30/14	Wed	1315	Rear-End	0	0	1	Day	Dry	Followed too Closely
848278160	10	0.591	08/12/14	Tue	1727	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
843567780	11	0.591	03/28/14	Fri	1130	Rear-End	0	0	1	Day	Dry	Followed too Closely
848278700	12	0.512	08/19/14	Tue	1319	Rear-End	0	0	1	Day	Dry	Followed too Closely
848287460	13	0.591	11/20/14	Thu	1943	Sideswipe	0	1	0	Night	Dry	Improper Passing
834517290	14	0.591	01/21/14	Tue	1512	Other Non-Fixed Object	0	0	1	Day	Wet	Over-Correcting/Over-Steering
848272210	15	0.512	05/27/14	Tue	2119	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
848273910	16	0.512	06/26/14	Thu	0916	Sideswipe	0	0	1	Day	Dry	Improper Passing
834516690	17	0.512	01/16/14	Thu	1057	Rear-End	0	0	1	Day	Dry	Followed too Closely
848286550	18	0.512	11/13/14	Thu	0939	Rear-End	0	0	1	Day	Dry	Followed too Closely
848283500	19	0.591	10/13/14	Mon	1315	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848288540	20	0.512	12/02/14	Tue	1005	Sideswipe	0	0	1	Day	Dry	Improper Passing
834517550	21	0.512	01/23/14	Thu	1626	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
834516540	22	0.512	01/15/14	Wed	0819	Rear-End	0	0	1	Day	Dry	Followed too Closely
848280960	23	0.512	09/13/14	Sat	0809	Rear-End	0	0	1	Day	Wet	Followed too Closely
834516760	24	0.512	01/10/14	Fri	0800	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848275970	25	0.512	07/22/14	Tue	1428	Rear-End	0	0	1	Day	Dry	Followed too Closely
834519940	26	0.591	02/26/14	Wed	1710	Rear-End	0	0	1	Day	Dry	Followed too Closely
834516820	27	0.591	01/17/14	Fri	1318	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
848277280	28	0.591	07/31/14	Thu	1358	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
848274330	29	0.591	06/30/14	Mon	1917	Angle	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
834515940	30	0.591	01/10/14	Fri	1316	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
848289480	31	0.512	12/10/14	Wed	1300	Sideswipe	0	0	1	Day	Dry	Improper Passing
848288930	32	0.512	12/05/14	Fri	1335	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
848287720	33	0.512	11/24/14	Mon	1815	Backed Into	0	0	1	Night	Dry	Followed too Closely
848275870	34	0.591	07/21/14	Mon	1732	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
834517680	35	0.512	01/24/14	Fri	2330	Rear-End	0	0	1	Night	Dry	Followed too Closely
834515710	36	0.512	01/05/14	Sun	1422	Rear-End	0	0	1	Day	Dry	Followed too Closely
848286270	37	0.546	11/10/14	Mon	1558	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
848279940	38	0.546	09/02/14	Tue	1958	Pedalcycle	0	1	0	Night	Wet	Failed to Yield Right-Of-Way
834519040	39	0.546	02/14/14	Fri	1421	Rear-End	0	0	1	Day	Dry	Followed too Closely
848283850	40	0.715	10/16/14	Thu	0838	Rear-End	0	1	0	Day	Dry	Followed too Closely
848272400	41	0.715	05/29/14	Thu	1109	Angle	0	0	1	Day	Dry	Ran Red Light
848273600	42	0.715	06/22/14	Sun	2148	Left-Turn	0	0	1	Night	Wet	Ran Red Light
848280810	43	0.715	09/12/14	Fri	0147	Left-Turn	0	0	1	Night	Wet	Ran Red Light
848282920	44	0.917	10/06/14	Mon	1640	Rear-End	0	0	1	Day	Dry	Followed too Closely
848287890	45	0.715	11/25/14	Tue	1053	Left-Turn	0	0	1	Day	Dry	Ran Red Light
848272050	46	0.715	05/23/14	Fri	1000	Sideswipe	0	0	1	Day	Dry	Improper Passing
848281960	47	0.715	09/17/14	Wed	1741	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
843519390	48	0.715	02/27/14	Thu	1225	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
834518100	49	0.715	02/04/14	Tue	0617	Right-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
848282270	50	0.642	09/29/14	Mon	1634	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
834517080	51	0.715	01/28/14	Tue	2304	Utility Pole/Light Support	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
848276630	52	0.715	07/29/14	Tue	1433	Rear-End	0	0	1	Day	Dry	Followed too Closely
848273080	53	0.715	06/06/14	Fri	0003	Rear-End	0	0	1	Night	Dry	Followed too Closely
848281780	54	0.715	09/23/14	Tue	1737	Rear-End	0	0	1	Day	Dry	Followed too Closely
848273340	55	0.715	06/18/14	Wed	0930	Rear-End	0	0	1	Day	Dry	Followed too Closely
849092900	56	0.299	12/10/14	Wed	1530	Other Fixed Object	0	0	1	Day	Dry	Not Coded
848279160	57	0.642	08/25/14	Mon	1655	Rear-End	0	0	1	Day	Wet	Improper Passing
848275220	58	0.715	07/13/14	Sun	1355	Rear-End	0	2	0	Day	Dry	Followed too Closely
848280650	59	0.715	09/10/14	Wed	1152	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
848288890	60	0.715	12/05/14	Fri	0217	Traffic Signal Support	0	0	1	Night	Wet	Erratic, Reckless or Aggressive
848288960	61	0.715	12/05/14	Fri	1618	Rear-End	0	0	1	Day	Dry	Followed too Closely
848273360	62	0.715	06/18/14	Wed	1101	Rear-End	0	0	1	Day	Dry	Followed too Closely
848280290	63	0.814	09/05/14	Fri	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
843609490	64	0.852	05/05/14	Mon	1010	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848280050	65	0.715	09/03/14	Wed	1720	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
848281870	66	0.715	09/24/14	Wed	1337	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
848277530	67	0.715	08/08/14	Fri	0148	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
848289600	68	0.715	12/11/14	Thu	0930	Rear-End	0	0	1	Day	Dry	Followed too Closely
848290300	69	0.715	12/18/14	Thu	1310	Sideswipe	0	0	1	Day	Dry	Improper Passing
848286640	70	0.715	11/13/14	Thu	1547	Sideswipe	0	0	1	Day	Dry	Improper Passing
848285630	71	0.715	11/03/14	Mon	1243	Rear-End	0	2	0	Day	Dry	Followed too Closely
848286330	72	0.715	11/10/14	Mon	2330	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
848276900	73	0.715	07/31/14	Thu	1839	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
848273710	74	0.715	06/23/14	Mon	1615	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
834518240	75	0.715	02/05/14	Wed	1211	Sideswipe	0	0	1	Day	Dry	Improper Passing
848277220	76	0.715	08/04/14	Mon	1200	Left-Turn	0	0	1	Day	Dry	Ran Red Light
848285460	77	0.715	10/31/14	Fri	0652	Sideswipe	0	0	1	Night	Dry	Improper Passing
848276320	78	0.814	07/24/14	Thu	2142	Overturn/Rollover	0	1	0	Night	Dry	Careless or Negligent Manner
834517300	79	0.642	01/21/14	Tue	1720	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
848288670	80	0.715	12/02/14	Tue	2016	Sideswipe	0	0	1	Night	Wet	Improper Passing
848289920	81	0.642	12/15/14	Mon	0820	Sideswipe	0	0	1	Day	Dry	Improper Passing
848285860	82	0.715	11/04/14	Tue	1356	Sideswipe	0	0	1	Day	Dry	Improper Passing
848290690	83	0.715	12/20/14	Sat	1508	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
834519460	84	0.715	02/21/14	Fri	1326	Rear-End	0	0	1	Day	Dry	Followed too Closely
848281370	85	0.715	09/18/14	Thu	1426	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
848278440	86	0.715	08/17/14	Sun	1855	Angle	0	0	1	Night	Dry	Ran Red Light
834517480	87	0.715	01/22/14	Wed	1454	Sideswipe	0	0	1	Day	Dry	Improper Passing
834516490	88	0.715	01/14/14	Tue	1316	Rear-End	0	0	1	Day	Dry	Followed too Closely
848283780	89	0.917	10/15/14	Wed	1427	Rear-End	0	0	1	Day	Dry	Followed too Closely
848273700	90	0.917	06/23/14	Mon	1901	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: **87000181** STATE ROUTE: **#N/A**
 ROADWAY LIMITS: **From NW 97 Avenue to SR 826/Palmetto Expressway** M.P. **0.383** TO **0.809** ENGINEER: **FDOT D6**
 STUDY PERIOD: **1/ 2014** TO **12/ 2014** COUNTY: **Miami-Dade**

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)					
848285720	91	0.917	11/04/14	Tue	0800	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848290820	92	0.917	12/22/14	Mon	1349	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848283080	93	0.852	10/08/14	Wed	0816	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848275600	94	0.917	07/17/14	Thu	1315	Rear-End	0	0	1	Day	Wet	Followed too Closely					
848284280	95	0.917	10/21/14	Tue	1115	Rear-End	0	0	1	Day	Wet	Improper Passing					
848272280	96	0.852	05/23/14	Fri	0959	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner					
848283610	97	0.917	10/14/14	Tue	1059	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way					
848283660	98	1.100	10/14/14	Tue	1338	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way					
848279070	99	1.039	08/24/14	Sun	1809	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner					
834516620	100	1.100	01/15/14	Wed	1331	Rear-End	0	0	1	Day	Dry	Improper Backing					
848280860	101	1.214	09/12/14	Fri	0846	Angle	0	0	1	Day	Dry	Ran Red Light					
848281810	102	1.214	09/23/14	Tue	1700	Angle	0	0	1	Day	Dry	Ran Red Light					
834516610	103	1.276	01/15/14	Wed	1254	Sideswipe	0	0	1	Day	Dry	Improper Passing					
834516700	104	1.100	01/16/14	Thu	1109	Rear-End	0	0	1	Day	Dry	Followed too Closely					
834517050	105	1.276	01/28/14	Tue	1149	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way					
848282520	106	1.214	10/01/14	Wed	1717	Sideswipe	0	0	1	Day	Dry	Improper Passing					
849092730	107	1.214	03/28/14	Fri	0903	Rear-End	0	0	1	Day	Dry	Followed too Closely					
834516860	108	1.214	01/18/14	Sat	1209	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848289420	109	1.214	12/09/14	Tue	1900	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way					
848290590	110	1.214	12/19/14	Fri	1554	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848286650	111	1.276	11/13/14	Thu	1730	Sideswipe	0	0	1	Night	Dry	Improper Passing					
848287200	112	1.214	11/14/14	Fri	1030	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848274880	113	1.214	07/09/14	Wed	1457	Angle	0	1	0	Day	Wet	Erratic, Reckless or Aggressive					
848276180	114	1.214	07/24/14	Thu	0950	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner					
834519210	115	1.214	02/19/14	Wed	0830	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way					
848278110	116	1.214	08/13/14	Wed	2059	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way					
848281170	117	1.214	09/16/14	Tue	0953	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848289220	118	1.214	12/08/14	Mon	0810	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way					
834518290	119	1.214	02/05/14	Wed	1930	Left-Turn	0	2	0	Night	Dry	Failed to Yield Right-Of-Way					
848275570	120	1.214	07/16/14	Wed	1717	Rear-End	0	1	0	Day	Dry	Followed too Closely					
848286130	121	1.214	11/07/14	Fri	0858	Rear-End	0	0	1	Day	Dry	Improper Backing					
848288200	122	1.214	11/27/14	Thu	0249	Tree (Standing)	0	1	0	Night	Dry	Erratic, Reckless or Aggressive					
848281500	123	1.214	09/18/14	Thu	1825	Rear-End	0	1	0	Day	Dry	Followed too Closely					
848274790	124	1.276	07/08/14	Tue	1023	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner					
834515930	125	1.214	01/09/14	Thu	2310	Rear-End	0	0	1	Night	Wet	Followed too Closely					
848281220	126	1.214	09/16/14	Tue	1354	Backed Into	0	0	1	Day	Dry	Careless or Negligent Manner					
834517940	127	1.100	02/02/14	Sun	0740	Sideswipe	0	1	0	Day	Dry	Improper Passing					
834517060	128	1.214	01/28/14	Tue	1211	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848275270	129	1.339	07/14/14	Mon	0905	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way					
848239700	130	1.374	10/21/14	Tue	1700	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848291260	131	1.473	12/26/14	Fri	2240	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane					
848289380	132	1.473	12/09/14	Tue	1123	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848288520	133	1.473	12/02/14	Tue	0835	Rear-End	0	0	1	Day	Wet	Improper Passing					
848281990	134	1.473	09/25/14	Thu	1540	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane					
848287750	135	1.473	11/24/14	Mon	0840	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane					
848278840	136	1.473	08/21/14	Thu	1226	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane					
848280410	137	1.374	09/08/14	Mon	1100	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848287920	138	1.473	11/25/14	Tue	1315	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane					
848287230	139	1.473	11/18/14	Tue	1728	Sideswipe	0	0	1	Day	Dry	Improper Passing					
843834510	140	1.473	11/07/14	Fri	1329	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848284320	141	1.473	10/21/14	Tue	1357	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane					
834515500	142	1.473	01/03/14	Fri	1748	Rear-End	0	0	1	Night	Dry	Followed too Closely					
848281940	143	1.473	09/24/14	Wed	1750	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848281160	144	1.473	09/16/14	Tue	0904	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848285190	145	1.473	10/29/14	Wed	1002	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848284930	146	1.473	10/27/14	Mon	0858	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848282180	147	1.473	09/27/14	Sat	2019	Sideswipe	0	0	1	Night	Dry	Improper Passing					
848276610	148	1.473	07/28/14	Mon	1714	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848274960	149	1.473	07/10/14	Thu	0850	Rear-End	0	0	1	Day	Wet	Followed too Closely					
848274500	150	1.276	07/03/14	Thu	0900	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way					
848283640	151	1.473	10/14/14	Tue	1330	Sideswipe	0	0	1	Day	Dry	Improper Passing					
848286440	152	1.473	11/12/14	Wed	0915	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848282410	153	1.473	09/30/14	Tue	1520	Sideswipe	0	0	1	Day	Wet	Improper Passing					
849092800	154	1.473	06/13/14	Fri	1338	Sideswipe	0	0	1	Day	Wet	Improper Passing					
848284590	155	1.473	10/23/14	Thu	1906	Right-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way					
848287970	156	1.473	11/25/14	Tue	1740	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner					
848285940	157	1.473	11/05/14	Wed	1935	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner					
848287250	158	1.473	11/19/14	Wed	1354	Rear-End	0	0	1	Day	Wet	Followed too Closely					
834519510	159	1.473	02/21/14	Fri	1645	Rear-End	0	0	1	Day	Dry	Followed too Closely					
848284720	160	0.591	10/24/14	Fri	1346	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner					
834515840	161	0.512	01/08/14	Wed	1823	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner					
848288820	162	0.512	12/03/14	Wed	1917	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way					
	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other	
	162	0	20	142	71	0	17	13	5	46	2	1	0	4	0	0	
	Percent	0.00%	12.35%	87.65%	43.83%	0.00%	10.49%	8.02%	3.09%	28.40%	1.23%	0.62%	0.00%	2.47%	0.00%	0.00%	
	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/Aggress	Ran off Road	DUI	Wrong Way	
	Total	129	33	26	136	21	25	0	9	2	34	0	4	0	0	0	
	Percent	79.63%	20.37%	16.05%	83.95%	12.96%	15.43%	0.00%	5.56%	1.23%	20.99%	0.00%	2.47%	0.00%	0.00%	0.00%	
	TOTAL ENTERING VEHICLES/ADT: 46,000							SEGMENT CRASH RATE: 22.649 CRASHES PER MILLION VEHICLE MILES									

State of Florida Department of Transportation CRASH SUMMARY												
SECTION:		87000181					STATE ROUTE:		#N/A			
ROADWAY LIMITS:		From NW 97 Avenue to SR 826/Palmetto Expressway					M.P. 0.383		TO 0.809		ENGINEER: FDOT D6	
STUDY PERIOD:		FROM 1/ 2015		TO 12/ 2015		COUNTY: Miami-Dade						
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
859995980	1	0.512	11/14/15	Sat	1225	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
852097230	2	0.000	12/14/15	Mon	1815	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
851320890	3	0.000	08/27/15	Thu	1045	Sideswipe	0	0	1	Day	Wet	Improper Passing
848822760	4	0.000	05/29/15	Fri	1146	Sideswipe	0	0	1	Day	Dry	Improper Passing
849102240	5	0.642	02/21/15	Sat	1625	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860870380	6	0.512	09/03/15	Thu	1047	Sideswipe	0	0	1	Day	Dry	Improper Passing
860877800	7	0.591	11/10/15	Tue	1623	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860880190	8	0.512	12/03/15	Thu	0901	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860869110	9	0.512	08/21/15	Fri	1556	Sideswipe	0	0	1	Day	Dry	Improper Passing
848291990	10	0.591	01/08/15	Thu	1341	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
849106080	11	0.751	04/01/15	Wed	1435	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860877820	12	0.512	11/10/15	Tue	1819	Sideswipe	0	0	1	Night	Wet	Improper Passing
860865270	13	0.512	07/14/15	Tue	0920	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
860875680	14	0.512	10/23/15	Fri	1126	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
849099040	15	0.591	01/21/15	Wed	1359	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860877670	16	0.512	11/09/15	Mon	1548	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860866330	17	0.512	07/24/15	Fri	1321	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
860874490	18	0.512	10/13/15	Tue	0853	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
849099430	19	0.512	01/26/15	Mon	1224	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860873280	20	0.591	10/02/15	Fri	1455	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
849098980	21	0.591	01/20/15	Tue	1837	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
860862780	22	0.591	06/18/15	Thu	1405	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860865710	23	0.660	07/18/15	Sat	1925	Sideswipe	0	0	1	Day	Dry	Improper Passing
849111140	24	0.512	05/15/15	Fri	1355	Angle	0	0	1	Day	Dry	Disregarded other Road Markings
849101890	25	0.512	02/17/15	Tue	1800	Sideswipe	0	0	1	Night	Dry	Improper Passing
860868660	26	0.512	08/18/15	Tue	1521	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
849100030	27	0.591	01/30/15	Fri	1607	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860862530	28	0.591	06/16/15	Tue	1137	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860874600	29	0.512	10/13/15	Tue	1657	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
860866360	30	0.591	07/24/15	Fri	1740	Angle	0	0	1	Day	Dry	Ran Stop Sign
860869710	31	0.512	08/28/15	Fri	1357	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860870750	32	0.512	09/08/15	Tue	1201	Sideswipe	0	0	1	Day	Dry	Improper Passing
860870400	33	0.512	09/03/15	Thu	1218	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860872340	34	0.512	09/23/15	Wed	1252	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
849098160	35	0.512	01/08/15	Thu	1419	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
860871770	36	0.591	09/17/15	Thu	1355	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860878460	37	0.809	11/17/15	Tue	0956	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
860878300	38	0.715	11/16/15	Mon	1411	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860860470	39	0.715	05/28/15	Thu	1720	Sideswipe	0	0	1	Day	Dry	Improper Passing
860872110	40	0.715	09/21/15	Mon	1040	Sideswipe	0	0	1	Day	Dry	Improper Passing
860861640	41	0.715	06/08/15	Mon	1615	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
849108560	42	0.715	04/24/15	Fri	1428	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860862860	43	0.715	06/18/15	Thu	1843	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860878400	44	0.715	11/16/15	Mon	1828	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
860876450	45	0.715	10/29/15	Thu	0819	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
860868100	46	0.642	08/12/15	Wed	1321	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860862850	47	0.715	06/18/15	Thu	1728	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
860871050	48	0.715	09/10/15	Thu	1317	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860876400	49	0.715	10/28/15	Wed	1756	Rear-End	0	0	1	Day	Dry	Improper Passing
849111670	50	0.715	05/21/15	Thu	1600	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
860868170	51	0.642	08/12/15	Wed	1656	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860868920	52	0.715	08/20/15	Thu	1304	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860879930	53	0.642	12/01/15	Tue	1101	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
860868560	54	0.642	08/17/15	Mon	1328	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860880410	55	0.715	12/04/15	Fri	1240	Sideswipe	0	0	1	Day	Wet	Improper Passing
849103480	56	0.715	03/05/15	Thu	1257	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860881790	57	0.715	12/16/15	Wed	0908	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860881010	58	0.715	12/10/15	Thu	1330	Rear-End	0	0	1	Day	Dry	Improper Backing
860861530	59	0.715	06/07/15	Sun	1335	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860875210	60	0.642	10/19/15	Mon	0821	Rear-End	0	1	0	Day	Dry	Followed too Closely
860882850	61	0.546	12/24/15	Thu	1236	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860876430	62	0.715	10/29/15	Thu	0650	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860873640	63	0.715	10/07/15	Wed	0523	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
860867070	64	0.715	07/31/15	Fri	2005	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
860878280	65	0.715	11/16/15	Mon	1344	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860878560	66	0.715	11/18/15	Wed	0900	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
849104320	67	0.715	03/12/15	Thu	1740	Sideswipe	0	0	1	Day	Dry	Improper Passing
849110700	68	0.715	05/13/15	Wed	1407	Sideswipe	0	0	1	Day	Dry	Improper Turn
849108540	69	0.715	04/24/15	Fri	1406	Sideswipe	0	1	0	Day	Dry	Improper Passing
849111630	70	0.715	05/20/15	Wed	0903	Sideswipe	0	0	1	Day	Dry	Improper Passing
860876370	71	0.546	10/28/15	Wed	1709	Sideswipe	0	0	1	Day	Dry	Improper Passing
860874160	72	0.715	10/09/15	Fri	1503	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
860869910	73	0.715	08/30/15	Sun	1323	Other Post, Pole Or Support	0	0	1	Day	Wet	Drove too Fast for Conditions
860881760	74	0.715	12/16/15	Wed	0820	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
849105460	75	0.642	03/27/15	Fri	0910	Sideswipe	0	0	1	Day	Dry	Improper Passing
860880530	76	0.715	12/07/15	Mon	0938	Sideswipe	0	0	1	Day	Dry	Improper Passing
860875240	77	0.715	10/19/15	Mon	1849	Sideswipe	0	0	1	Night	Dry	Improper Turn
860879970	78	0.715	12/01/15	Tue	0926	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
849108130	79	0.715	04/21/15	Tue	1342	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
860866550	80	0.715	07/27/15	Mon	1607	Rear-End	0	0	1	Day	Dry	Followed too Closely
849109990	81	0.546	05/07/15	Thu	0824	Rear-End	0	0	1	Day	Dry	Followed too Closely
860870820	82	1.039	09/08/15	Tue	1650	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
860876810	83	0.917	11/01/15	Sun	1522	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
860860830	84	0.917	05/28/15	Thu	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860862160	85	0.917	06/12/15	Fri	1511	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
849103370	86	1.039	03/04/15	Wed	1608	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860882380	87	0.917	12/21/15	Mon	0541	Rear-End	0	0	1	Night	Wet	Followed too Closely

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: 87000181 STATE ROUTE: #N/A
 ROADWAY LIMITS: From NW 97 Avenue to SR 826/Palmetto Expressway M.P. 0.383 TO 0.809 ENGINEER: FDOT D6
 STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Miami-Dade

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
849108420	88	0.917	04/23/15	Thu	1600	Rear-End	0	1	0	Day	Wet	Followed too Closely
849102770	89	0.917	02/26/15	Thu	2121	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
860866240	90	1.214	07/23/15	Thu	1745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860872250	91	1.214	09/22/15	Tue	1755	Sideswipe	0	0	1	Day	Wet	Improper Passing
860871920	92	1.276	09/18/15	Fri	1759	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860877420	93	1.214	11/06/15	Fri	1030	Rear-End	0	2	0	Day	Dry	Followed too Closely
860862000	94	1.214	06/11/15	Thu	1626	Rear-End	0	0	1	Day	Dry	Followed too Closely
860863350	95	1.214	06/23/15	Tue	0909	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
849101020	96	1.214	02/09/15	Mon	1304	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
860880640	97	1.276	12/08/15	Tue	0856	Sideswipe	0	0	1	Day	Dry	Improper Passing
860873420	98	1.214	10/05/15	Mon	0720	Rear-End	0	0	1	Day	Dry	Followed too Closely
860868080	99	1.276	08/12/15	Wed	1208	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860881890	100	0.917	12/16/15	Wed	1458	Angle	0	0	1	Day	Dry	Ran Stop Sign
849101370	101	1.214	02/12/15	Thu	0645	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
849098590	102	1.214	01/16/15	Fri	0735	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
849103000	103	1.214	02/28/15	Sat	1400	Rear-End	0	0	1	Day	Wet	Followed too Closely
860877750	104	1.214	11/10/15	Tue	1212	Sideswipe	0	0	1	Day	Dry	Improper Passing
849109330	105	1.214	05/01/15	Fri	1602	Sideswipe	0	0	1	Day	Dry	Improper Passing
849099380	106	1.214	01/26/15	Mon	0747	Right-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
860883070	107	1.214	12/29/15	Tue	2117	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
860863250	108	1.214	06/22/15	Mon	1140	Rear-End	0	0	1	Day	Dry	Followed too Closely
860869050	109	1.214	08/21/15	Fri	0845	Sideswipe	0	0	1	Day	Dry	Improper Passing
860864200	110	1.276	06/30/15	Tue	1359	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860877410	111	1.214	11/06/15	Fri	1030	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860875380	112	1.214	10/20/15	Tue	1543	Sideswipe	0	0	1	Day	Dry	Improper Passing
849098970	113	1.214	01/20/15	Tue	1728	Rear-End	0	0	1	Day	Dry	Followed too Closely
849111680	114	1.214	05/21/15	Thu	1555	Rear-End	0	1	0	Day	Dry	Followed too Closely
860875410	115	1.329	10/20/15	Tue	1640	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
849103770	116	1.214	03/07/15	Sat	1837	Sideswipe	0	0	1	Night	Wet	Improper Passing
860873700	117	1.214	10/07/15	Wed	0920	Rear-End	0	0	1	Day	Dry	Followed too Closely
849099910	118	1.214	01/29/15	Thu	1940	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
860876750	119	1.214	10/31/15	Sat	1259	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
860881030	120	1.214	12/10/15	Thu	1545	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
849105700	121	1.214	03/26/15	Thu	0925	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
849107390	122	0.852	04/14/15	Tue	1244	Sideswipe	0	0	1	Day	Dry	Improper Passing
860880850	123	1.214	12/09/15	Wed	1234	Rear-End	0	0	1	Day	Dry	Followed too Closely
860880130	124	1.214	12/02/15	Wed	1817	Sideswipe	0	0	1	Night	Wet	Improper Passing
849111480	125	1.473	05/20/15	Wed	0755	Sideswipe	0	1	0	Day	Dry	Improper Passing
860864000	126	1.473	06/29/15	Mon	0735	Sideswipe	0	0	1	Day	Dry	Improper Passing
860864330	127	1.339	07/02/15	Thu	1302	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
849102220	128	1.473	02/21/15	Sat	0911	Rear-End	0	0	1	Day	Dry	Followed too Closely
849111450	129	1.473	05/20/15	Wed	0450	Sideswipe	0	0	1	Night	Dry	Improper Passing
849101740	130	1.473	02/16/15	Mon	1150	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
860868860	131	1.473	08/19/15	Wed	1706	Rear-End	0	0	1	Day	Dry	Followed too Closely
860879850	132	1.473	11/30/15	Mon	1205	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
849101180	133	1.473	02/10/15	Tue	1236	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
860881900	134	1.473	12/16/15	Wed	1631	Sideswipe	0	0	1	Day	Dry	Improper Passing
860878160	135	1.473	11/13/15	Fri	1804	Sideswipe	0	0	1	Night	Dry	Improper Passing
860873530	136	0.000	10/05/15	Mon	1816	Angle	0	0	1	Day	Dry	Followed too Closely
860874770	137	1.473	10/14/15	Wed	1719	Rear-End	0	0	1	Day	Dry	Followed too Closely
849104240	138	1.473	03/12/15	Thu	1813	Sideswipe	0	0	1	Night	Dry	Improper Passing
849105070	139	0.000	03/23/15	Mon	1031	Rear-End	0	0	1	Day	Dry	Followed too Closely
849102640	140	1.473	02/26/15	Thu	1059	Rear-End	0	0	1	Day	Dry	Followed too Closely
849111460	141	1.473	05/19/15	Tue	1624	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
849102130	142	1.473	02/20/15	Fri	1427	Sideswipe	0	0	1	Day	Dry	Improper Passing
860862140	143	1.473	06/12/15	Fri	1518	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
860866140	144	1.473	07/22/15	Wed	1741	Sideswipe	0	0	1	Day	Dry	Improper Passing
860871830	145	1.473	09/18/15	Fri	1527	Sideswipe	0	0	1	Day	Dry	Improper Passing
860864790	146	1.473	07/08/15	Wed	2215	Rear-End	0	1	0	Night	Dry	Followed too Closely
860864810	147	1.473	07/09/15	Thu	1003	Rear-End	0	0	1	Day	Dry	Followed too Closely
860863420	148	1.473	06/23/15	Tue	1720	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
848291790	149	0.000	01/06/15	Tue	1943	Rear-End	0	0	1	Night	Dry	Followed too Closely
849102210	150	1.473	02/21/15	Sat	0139	Rear-End	0	1	0	Night	Dry	Followed too Closely
849111470	151	1.473	05/19/15	Tue	1712	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
849110800	152	1.374	05/14/15	Thu	0820	Sideswipe	0	0	1	Day	Wet	Improper Passing
860872130	153	1.473	09/21/15	Mon	1326	Sideswipe	0	0	1	Day	Dry	Improper Passing
860869140	154	1.473	08/22/15	Sat	1603	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
860867000	155	1.473	07/31/15	Fri	1404	Rear-End	0	0	1	Night	Wet	Followed too Closely
860880350	156	1.473	12/04/15	Fri	0640	Rear-End	0	0	1	Night	Wet	Followed too Closely
860881810	157	1.473	12/16/15	Wed	1015	Sideswipe	0	0	1	Day	Dry	Improper Passing
849106390	158	1.473	04/03/15	Fri	1539	Rear-End	0	0	1	Day	Dry	Followed too Closely
849100770	159	1.473	02/06/15	Fri	1452	Sideswipe	0	0	1	Day	Dry	Improper Passing
849106980	160	1.473	04/09/15	Thu	1255	Sideswipe	0	0	1	Day	Dry	Improper Passing
849098630	161	1.473	01/16/15	Fri	0839	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
849110280	162	1.473	05/09/15	Sat	1540	Angle	0	1	0	Day	Dry	Ran Red Light
849106630	163	1.473	04/06/15	Mon	1731	Rear-End	0	0	1	Day	Dry	Followed too Closely
860868600	164	1.473	08/17/15	Mon	1759	Rear-End	0	1	0	Day	Dry	Followed too Closely
849101880	165	1.473	02/17/15	Tue	1637	Rear-End	0	0	1	Day	Dry	Followed too Closely
860878010	166	1.473	11/12/15	Thu	1647	Rear-End	0	0	1	Day	Dry	Followed too Closely
860881610	167	1.473	12/15/15	Tue	1111	Rear-End	0	0	1	Day	Dry	Followed too Closely
860862350	168	0.000	06/15/15	Mon	0951	Rear-End	0	0	1	Day	Wet	Followed too Closely
849110550	169	1.473	05/12/15	Tue	1329	Sideswipe	0	0	1	Day	Dry	Improper Passing
860860860	170	1.473	06/01/15	Mon	1307	Rear-End	0	0	1	Day	Dry	Followed too Closely
860873120	171	1.473	10/01/15	Thu	1442	Sideswipe	0	0	1	Day	Dry	Improper Passing
860874930	172	1.473	10/15/15	Thu	1304	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
860869680	173	1.473	08/28/15	Fri	1046	Left-Turn	0	0	1	Day	Dry	Disregarded other Road Markings
860876670	174	1.473	10/30/15	Fri	1318	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: 87000181 STATE ROUTE: #N/A
 ROADWAY LIMITS: From NW 97 Avenue to SR 826/Palmetto Expressway M.P. 0.383 TO 0.809 ENGINEER: FDOT D6
 STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Miami-Dade

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)				
860882090	175	1.473	12/17/15	Thu	1717	Sideswipe	0	0	1	Night	Dry	Improper Passing				
860879470	176	0.000	11/25/15	Wed	1126	Sideswipe	0	0	1	Day	Dry	Improper Passing				
849101400	177	1.473	02/12/15	Thu	0844	Rear-End	0	0	1	Day	Dry	Improper Passing				
849100800	178	1.473	02/06/15	Fri	1542	Rear-End	0	0	1	Day	Dry	Followed too Closely				
860863180	179	1.473	06/21/15	Sun	1609	Angle	0	0	1	Day	Dry	Ran Red Light				
849098140	180	1.473	01/09/15	Fri	1807	Sideswipe	0	0	1	Day	Dry	Improper Passing				
860869600	181	1.473	08/27/15	Thu	1749	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner				
860874380	182	1.473	10/09/15	Fri	1535	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane				
860880820	183	1.473	12/09/15	Wed	1217	Sideswipe	0	0	1	Day	Dry	Improper Passing				
860868160	184	1.473	08/12/15	Wed	1655	Sideswipe	0	0	1	Day	Dry	Improper Passing				
860866770	185	1.473	07/29/15	Wed	1132	Rear-End	0	0	1	Day	Dry	Followed too Closely				
860867340	186	1.473	08/04/15	Tue	1304	Rear-End	0	0	1	Day	Dry	Followed too Closely				
860873180	187	1.473	10/01/15	Thu	1639	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way				
860861930	188	1.473	06/11/15	Thu	0701	Rear-End	0	0	1	Day	Wet	Followed too Closely				
860881800	189	1.473	12/16/15	Wed	1010	Sideswipe	0	1	0	Day	Dry	Improper Passing				
860874800	190	1.473	10/14/15	Wed	1732	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane				
860878620	191	1.473	11/18/15	Wed	1727	Sideswipe	0	0	1	Day	Dry	Improper Passing				
860870540	192	1.473	09/04/15	Fri	1318	Rear-End	0	0	1	Day	Dry	Followed too Closely				
860877140	193	1.473	11/04/15	Wed	0704	Rear-End	0	3	0	Day	Dry	Followed too Closely				
860870740	194	1.473	09/08/15	Tue	1133	Left-Turn	0	1	0	Day	Wet	Failed to Yield Right-Of-Way				
860883080	195	1.473	12/30/15	Wed	0754	Sideswipe	0	0	1	Day	Wet	Improper Passing				
860864490	196	1.473	07/05/15	Sun	1421	Rear-End	0	0	1	Day	Dry	Followed too Closely				
860862910	197	1.473	06/17/15	Wed	1100	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane				
860860180	198	1.473	05/27/15	Wed	1336	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane				
849098070	199	1.473	01/13/15	Tue	1444	Fell/Jumped from Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner				
848291930	200	1.473	01/08/15	Thu	0923	Sideswipe	0	0	1	Day	Dry	Improper Passing				
860862980	201	1.473	06/19/15	Fri	1529	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings				
849098510	202	1.473	01/14/15	Wed	1525	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings				
860878580	203	1.473	11/18/15	Wed	1059	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings				
860868870	204	1.473	08/19/15	Wed	1825	Sideswipe	0	0	1	Day	Dry	Improper Passing				
860880780	205	1.473	12/09/15	Wed	1016	Rear-End	0	0	1	Day	Dry	Followed too Closely				
860879350	206	1.473	11/24/15	Tue	1830	Rear-End	0	0	1	Night	Dry	Followed too Closely				
845644220	207	1.473	03/13/15	Fri	1105	Sideswipe	0	0	1	Day	Dry	Improper Passing				
851312260	208	0.000	08/27/15	Thu	0930	Concrete Traffic Barrier	0	0	1	Day	Wet	Swerved Or Avoided				
860862600	209	0.660	06/17/15	Wed	0751	Right-Turn	0	2	0	Day	Wet	Failed to Yield Right-Of-Way				
849109680	210	0.751	05/05/15	Tue	0625	Angle	0	0	1	Night	Wet	Over-Correcting/Over-Steering				
860860900	211	0.809	06/01/15	Mon	1804	Backed Into	0	0	1	Day	Dry	Improper Backing				
	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	211	0	30	181	79	0	25	12	13	77	1	1	0	2	0	0
	Percent	0.00%	14.22%	85.78%	37.44%	0.00%	11.85%	5.69%	6.16%	36.49%	0.47%	0.47%	0.00%	0.95%	0.00%	0.00%
	Contrib.	Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/Aggress	Ran off Road	Wrong Way
	Total	185	26	24	187	36	42	2	2	2	55	8	0	0	0	0
	Percent	87.68%	12.32%	11.37%	88.63%	17.06%	19.91%	0.95%	0.95%	0.95%	26.07%	3.79%	0.00%	0.00%	0.00%	0.00%
TOTAL ENTERING VEHICLES/ADT:							0									
SEGMENT CRASH RATE:										#DIV/0! CRASHES PER MILLION VEHICLE MILES						

State of Florida Department of Transportation CRASH SUMMARY													
SECTION:		87000181					STATE ROUTE:			#N/A			
ROADWAY LIMITS:		From NW 97 Avenue to SR 826/Palmetto Expressway					M.P.	0.383	TO	0.809	ENGINEER: FDOT D6		
STUDY PERIOD:		FROM		1/ 2016		TO		12/ 2016		COUNTY: Miami-Dade			
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)	
866940550	1	0.000	11/10/16	Thu	0844	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane	
860884390	2	0.591	01/15/16	Fri	1358	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way	
866933320	3	0.512	08/30/16	Tue	0927	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner	
860883450	4	0.512	01/05/16	Tue	1032	Sideswipe	0	0	1	Day	Wet	Swerved Or Avoided	
860885330	5	0.512	01/25/16	Mon	1450	Sideswipe	0	0	1	Day	Dry	Improper Turn	
866937040	6	0.591	10/07/16	Fri	1152	Backed Into	0	0	1	Day	Dry	Improper Backing	
866937670	7	0.512	10/14/16	Fri	0842	Rear-End	0	3	0	Day	Dry	Followed too Closely	
866935580	8	0.512	09/20/16	Tue	2110	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way	
866936930	9	0.512	10/05/16	Wed	1349	Sideswipe	0	0	1	Day	Wet	Other Contributing Action	
866935410	10	0.512	09/20/16	Tue	1150	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863811650	11	0.512	03/11/16	Fri	1138	Sideswipe	0	1	0	Day	Dry	Other Contributing Action	
866935930	12	0.512	09/26/16	Mon	0822	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions	
863822600	13	0.512	06/24/16	Fri	1115	Sideswipe	0	0	1	Day	Dry	Improper Turn	
863818890	14	0.512	05/17/16	Tue	2126	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane	
863823820	15	0.512	07/08/16	Fri	1113	Rear-End	0	0	1	Day	Dry	Drove too Fast for Conditions	
863811350	16	0.591	03/08/16	Tue	1143	Other Non-Fixed Object	0	0	1	Day	Dry	Wrong Side or Wrong Way	
866933800	17	0.512	09/03/16	Sat	1422	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863814570	18	0.512	04/08/16	Fri	0830	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action	
866936160	19	0.512	09/27/16	Tue	1437	Right-Turn	0	0	1	Day	Wet	Improper Turn	
863809830	20	0.591	02/23/16	Tue	0651	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
866944610	21	0.512	12/16/16	Fri	2112	Sideswipe	0	0	1	Night	Dry	Improper Turn	
863822800	22	0.591	06/27/16	Mon	1442	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way	
860885880	23	0.751	01/29/16	Fri	1007	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
866940610	24	0.512	11/10/16	Thu	1747	Sideswipe	0	0	1	Day	Dry	Improper Passing	
866935340	25	0.512	09/19/16	Mon	1721	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863809460	26	0.512	02/19/16	Fri	1201	Sideswipe	0	0	1	Day	Dry	Improper Passing	
866936600	27	0.512	09/30/16	Fri	0802	Rear-End	0	0	1	Day	Dry	Followed too Closely	
866935420	28	0.512	09/20/16	Tue	1200	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863824210	29	0.512	07/12/16	Tue	1627	Sideswipe	0	0	1	Day	Dry	Improper Passing	
866936020	30	0.512	09/26/16	Mon	1549	Sideswipe	0	0	1	Day	Dry	Improper Passing	
863825910	31	0.591	07/28/16	Thu	1809	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863824300	32	0.512	07/13/16	Wed	1013	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane	
863827590	33	0.642	08/16/16	Tue	1327	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863814690	34	0.546	04/08/16	Fri	1813	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
866932120	35	0.715	08/18/16	Thu	0857	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863811010	36	0.546	03/04/16	Fri	1239	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863810040	37	0.715	02/25/16	Thu	1010	Angle	0	0	1	Day	Dry	Wrong Side or Wrong Way	
863825880	38	0.715	07/28/16	Thu	0820	Rear-End	0	0	1	Day	Dry	Followed too Closely	
866938110	39	0.715	10/18/16	Tue	1519	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863822500	40	0.715	06/23/16	Thu	0926	Sideswipe	0	0	1	Day	Wet	Other Contributing Action	
866933040	41	0.642	08/26/16	Fri	1629	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863810650	42	0.546	03/01/16	Tue	1240	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
865258750	43	0.715	07/12/16	Tue	1008	Rear-End	0	1	0	Day	Dry	Followed too Closely	
866934820	44	0.715	09/14/16	Wed	1600	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863815200	45	0.715	04/14/16	Thu	0948	Rear-End	0	0	1	Day	Dry	Followed too Closely	
860885110	46	0.715	01/22/16	Fri	1640	Rear-End	0	0	1	Night	Wet	Swerved Or Avoided	
866942480	47	0.715	11/28/16	Mon	1236	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863825220	48	0.715	07/22/16	Fri	1155	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863817500	49	0.715	05/04/16	Wed	1545	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions	
863820100	50	0.715	05/27/16	Fri	1810	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner	
863816830	51	0.715	04/29/16	Fri	1413	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863816480	52	0.715	04/26/16	Tue	1601	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane	
863817760	53	0.715	05/06/16	Fri	1325	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863816360	54	0.715	04/26/16	Tue	0959	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863820930	55	0.715	06/07/16	Tue	1645	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863825360	56	0.715	07/23/16	Sat	1200	Sideswipe	0	0	1	Day	Dry	Improper Passing	
863825370	57	0.715	07/23/16	Sat	1223	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863813450	58	0.814	03/29/16	Tue	1435	Sideswipe	0	0	1	Day	Wet	Improper Passing	
866944440	59	0.715	12/15/16	Thu	2025	Sideswipe	0	1	0	Night	Dry	Improper Turn	
866940000	60	0.715	11/03/16	Thu	1922	Angle	0	0	1	Day	Wet	Wrong Side or Wrong Way	
863815540	61	0.715	04/17/16	Sun	0632	Rear-End	0	0	1	Night	Dry	Followed too Closely	
863813740	62	0.715	03/31/16	Thu	1922	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863812960	63	0.715	03/23/16	Wed	1239	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863810440	64	0.715	02/29/16	Mon	0805	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863815600	65	0.814	04/18/16	Mon	1610	Rear-End	0	1	0	Day	Dry	Followed too Closely	
863812920	66	0.715	03/23/16	Wed	0847	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863818630	67	0.715	05/16/16	Mon	0454	Left-Turn	0	0	1	Night	Dry	Ran Red Light	
863812460	68	0.715	03/18/16	Fri	0934	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane	
863815360	69	0.715	04/15/16	Fri	1525	Rear-End	0	0	1	Day	Dry	Followed too Closely	
860884130	70	0.715	01/12/16	Tue	1510	Rear-End	0	0	1	Day	Wet	Followed too Closely	
863818770	71	0.715	05/17/16	Tue	0955	Sideswipe	0	0	1	Day	Dry	Improper Passing	
863809510	72	0.715	02/19/16	Fri	1815	Rear-End	0	1	0	Night	Dry	Followed too Closely	
863827250	73	1.039	08/11/16	Thu	1739	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
866944770	74	0.715	12/19/16	Mon	0809	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
866944720	75	0.715	12/18/16	Sun	1450	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863821180	76	0.917	06/09/16	Thu	1653	Rear-End	0	0	1	Day	Wet	Followed too Closely	
866942540	77	0.917	11/30/16	Wed	1736	Rear-End	0	0	1	Day	Dry	Followed too Closely	
863825350	78	1.214	07/23/16	Sat	0857	Angle	0	0	1	Day	Dry	Other Contributing Action	
860885990	79	1.339	01/30/16	Sat	0901	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
866937810	80	1.214	10/15/16	Sat	1214	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863826860	81	1.214	08/06/16	Sat	1349	Rear-End	0	0	1	Day	Wet	Followed too Closely	
866935660	82	1.214	09/21/16	Wed	1842	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way	
863814230	83	1.214	04/05/16	Tue	1615	Rear-End	0	0	1	Day	Dry	Followed too Closely	

State of Florida Department of Transportation CRASH SUMMARY												
SECTION:		87000181					STATE ROUTE:			#N/A		
ROADWAY LIMITS:		From NW 97 Avenue to SR 826/Palmetto Expressway					M.P. 0.383 TO 0.809		ENGINEER: FDOT D6			
STUDY PERIOD:		FROM 1/ 2016		TO 12/ 2016		COUNTY: Miami-Dade						
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
866937500	84	1.276	10/13/16	Thu	0931	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863808580	85	1.276	02/10/16	Wed	1500	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863825930	86	1.214	07/29/16	Fri	0815	Angle	0	0	1	Day	Dry	Ran Red Light
863816210	87	1.214	04/25/16	Mon	0945	Rear-End	0	0	1	Day	Dry	Followed too Closely
866940960	88	1.214	11/15/16	Tue	1115	Sideswipe	0	0	1	Day	Dry	Improper Passing
863824610	89	1.214	07/15/16	Fri	1737	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863808380	90	1.100	02/09/16	Tue	1400	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
863827320	91	1.100	08/12/16	Fri	1644	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866942990	92	1.214	12/01/16	Thu	1334	Backed Into	0	0	1	Day	Dry	Careless or Negligent Manner
863810490	93	1.339	02/29/16	Mon	1404	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866943880	94	1.214	12/12/16	Mon	1203	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866945490	95	1.214	12/27/16	Tue	0841	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863825450	96	1.214	07/25/16	Mon	1014	Rear-End	0	2	0	Day	Dry	Followed too Closely
863824470	97	1.214	07/14/16	Thu	1337	Rear-End	0	1	0	Day	Dry	Followed too Closely
863820440	98	1.473	06/02/16	Thu	1238	Right-Turn	0	0	1	Day	Dry	Improper Turn
860884020	99	1.473	01/11/16	Mon	1219	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
863807760	100	1.473	02/02/16	Tue	1520	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
863810820	101	1.473	03/02/16	Wed	1635	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
866939580	102	1.473	10/31/16	Mon	1823	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
866942420	103	1.473	11/29/16	Tue	1644	Sideswipe	0	0	1	Day	Dry	Wrong Side or Wrong Way
866942070	104	1.473	11/23/16	Wed	1505	Rear-End	0	1	0	Day	Dry	Followed too Closely
866932950	105	1.473	08/26/16	Fri	0740	Sideswipe	0	0	1	Day	Wet	Improper Turn
863817460	106	1.473	05/04/16	Wed	1427	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
863816680	107	1.473	04/27/16	Wed	1557	Sideswipe	0	0	1	Day	Dry	Improper Passing
866938930	108	1.473	10/26/16	Wed	1017	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
863821750	109	1.473	06/16/16	Thu	1249	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866936370	110	1.473	09/29/16	Thu	0824	Sideswipe	0	0	1	Day	Dry	Improper Passing
860883740	111	0.000	01/08/16	Fri	0832	Sideswipe	0	0	1	Day	Wet	Improper Passing
866943190	112	0.000	12/06/16	Tue	0936	Rear-End	0	0	1	Day	Dry	Followed too Closely
863819140	113	1.473	05/19/16	Thu	1735	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
860884740	114	1.374	01/20/16	Wed	1420	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863821670	115	1.473	06/15/16	Wed	1910	Angle	0	0	1	Day	Dry	Ran Red Light
863820900	116	1.276	06/07/16	Tue	1451	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863813590	117	1.473	03/30/16	Wed	1524	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
866935390	118	1.473	09/20/16	Tue	1019	Sideswipe	0	0	1	Day	Dry	Improper Turn
866937440	119	1.473	10/12/16	Wed	1721	Rear-End	0	0	1	Day	Dry	Followed too Closely
863822440	120	1.473	06/22/16	Wed	1741	Sideswipe	0	0	1	Day	Dry	Improper Turn
863813280	121	1.473	03/28/16	Mon	0813	Sideswipe	0	0	1	Day	Dry	Followed too Closely
860883490	122	1.473	01/05/16	Tue	1740	Rear-End	0	0	1	Day	Dry	Followed too Closely
863810050	123	0.000	02/25/16	Thu	1036	Rear-End	0	0	1	Day	Dry	Followed too Closely
866935810	124	1.473	09/23/16	Fri	1140	Sideswipe	0	0	1	Day	Dry	Improper Passing
866944760	125	1.473	12/19/16	Mon	0750	Sideswipe	0	0	1	Day	Dry	Improper Passing
860884730	126	0.000	01/20/16	Wed	1105	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
863821580	127	1.473	06/15/16	Wed	0958	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866936680	128	1.473	10/03/16	Mon	1732	Sideswipe	0	0	1	Day	Dry	Improper Passing
866935920	129	1.473	09/06/16	Tue	1155	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
860883570	130	1.473	01/06/16	Wed	1621	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
863811190	131	1.473	03/07/16	Mon	1136	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
866932420	132	0.000	08/22/16	Mon	0943	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866943530	133	1.473	12/08/16	Thu	0736	Sideswipe	0	0	1	Day	Dry	Improper Passing
863822080	134	0.000	06/20/16	Mon	0803	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
863821910	135	1.473	06/17/16	Fri	1230	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863808500	136	0.000	02/10/16	Wed	0905	Sideswipe	0	0	1	Day	Dry	Improper Turn
863811590	137	1.339	03/10/16	Thu	1403	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863826370	138	1.473	08/02/16	Tue	1305	Angle	0	0	1	Day	Dry	Other Contributing Action
863826800	139	1.473	08/05/16	Fri	2249	Sideswipe	0	0	1	Night	Dry	Improper Passing
863823270	140	1.473	06/30/16	Thu	1122	Rear-End	0	1	0	Night	Dry	Followed too Closely
863815590	141	1.473	04/18/16	Mon	1454	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
863817140	142	1.473	05/02/16	Mon	1320	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
852743420	143	1.473	03/07/16	Mon	1705	Rear-End	0	0	1	Day	Dry	Followed too Closely
866935210	144	1.473	09/19/16	Mon	0653	Rear-End	0	0	1	Day	Dry	Followed too Closely
866943930	145	0.000	12/12/16	Mon	1657	Sideswipe	0	0	1	Day	Dry	Improper Passing
866933290	146	1.473	08/29/16	Mon	1823	Sideswipe	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
866943270	147	1.473	12/06/16	Tue	1325	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
866933030	148	1.473	08/26/16	Fri	1559	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
863818540	149	1.473	05/14/16	Sat	0840	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
863810030	150	1.473	02/24/16	Wed	2210	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
863819220	151	1.473	05/20/16	Fri	1208	Rear-End	0	0	1	Day	Dry	Followed too Closely
866932180	152	1.473	08/18/16	Thu	1145	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
866934360	153	1.473	09/09/16	Fri	1645	Sideswipe	0	0	1	Day	Dry	Wrong Side or Wrong Way
863814680	154	1.473	04/08/16	Fri	1815	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
863811490	155	1.473	03/09/16	Wed	1448	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
863824280	156	1.473	07/12/16	Tue	2153	Sideswipe	0	0	1	Night	Dry	Disregarded other Road Markings
866932020	157	1.473	08/16/16	Tue	1715	Backed Into	0	0	1	Day	Dry	Ran Red Light
863821980	158	1.473	06/18/16	Sat	0953	Rear-End	0	0	1	Day	Dry	Followed too Closely
863814840	159	1.473	04/11/16	Mon	0614	Sideswipe	0	0	1	Night	Dry	Improper Passing
863818110	160	1.473	05/09/16	Mon	1903	Rear-End	0	0	1	Day	Dry	Followed too Closely
863819680	161	1.473	05/24/16	Tue	1616	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
866942050	162	1.473	11/23/16	Wed	1700	Sideswipe	0	0	1	Night	Dry	Improper Passing
863824190	163	1.473	07/12/16	Tue	1429	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
866938990	164	1.473	10/26/16	Wed	1344	Sideswipe	0	0	1	Day	Dry	Improper Passing
863824440	165	1.473	07/14/16	Thu	1006	Rear-End	0	0	1	Day	Dry	Followed too Closely
863818560	166	1.473	05/14/16	Sat	1439	Angle	0	3	0	Day	Dry	Ran Red Light

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: **87000181** STATE ROUTE: **#N/A**
 ROADWAY LIMITS: **From NW 97 Avenue to SR 826/Palmetto Expressway** M.P. **0.383** TO **0.809** ENGINEER: **FDOT D6**
 STUDY PERIOD: **FROM 1/ 2016** TO **12/ 2016** COUNTY: **Miami-Dade**

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)			
866934020	167	1.473	09/06/16	Tue	1849	Sideswipe			0	0	1	Night	Wet	Disregarded other Road Markings			
866934590	168	1.473	09/13/16	Tue	1303	Struck by Falling/Shifting Cargo			0	0	1	Day	Dry	Other Contributing Action			
866932620	169	1.473	08/23/16	Tue	1543	Rear-End			0	0	1	Day	Dry	Followed too Closely			
863813920	170	1.473	04/03/16	Sun	1236	Angle			0	1	0	Day	Dry	Ran Red Light			
866945260	171	1.473	12/21/16	Wed	1900	Sideswipe			0	0	1	Night	Dry	Failed To Keep In Proper Lane			
866943180	172	1.473	12/06/16	Tue	0839	Rear-End			0	0	1	Day	Dry	Followed too Closely			
866940280	173	1.473	11/07/16	Mon	1014	Rear-End			0	0	1	Day	Dry	Followed too Closely			
863825440	174	1.473	07/25/16	Mon	0905	Sideswipe			0	0	1	Day	Dry	Failed to Yield Right-Of-Way			
863822510	175	1.473	06/23/16	Thu	1101	Sideswipe			0	0	1	Day	Dry	Failed To Keep In Proper Lane			
866941110	176	1.473	11/16/16	Wed	1058	Sideswipe			0	0	1	Day	Dry	Improper Passing			
863825660	177	1.473	07/26/16	Tue	2032	Rear-End			0	0	1	Night	Dry	Followed too Closely			
860885600	178	1.473	01/26/16	Tue	1659	Rear-End			0	0	1	Day	Dry	Followed too Closely			
863810320	179	1.473	02/26/16	Fri	1932	Sideswipe			0	0	1	Night	Dry	Disregarded other Road Markings			
866942230	180	1.473	11/26/16	Sat	2030	Rear-End			0	0	1	Night	Dry	Followed too Closely			
863811630	181	1.473	03/11/16	Fri	0945	Sideswipe			0	0	1	Day	Dry	Improper Passing			
860885960	182	1.473	01/29/16	Fri	1933	Sideswipe			0	2	0	Night	Dry	Disregarded other Road Markings			
863818790	183	1.473	05/17/16	Tue	1033	Sideswipe			0	0	1	Day	Dry	Failed To Keep In Proper Lane			
866941970	184	1.473	11/23/16	Wed	1629	Sideswipe			0	0	1	Day	Dry	Improper Passing			
866941720	185	1.473	11/18/16	Fri	1525	Sideswipe			0	0	1	Day	Dry	Disregarded other Road Markings			
866937740	186	1.473	10/14/16	Fri	1616	Sideswipe			0	0	1	Day	Dry	Failed to Yield Right-Of-Way			
863817150	187	1.473	05/02/16	Mon	0045	Sideswipe			0	0	1	Day	Dry	Improper Passing			
863816820	188	0.967	04/29/16	Fri	1321	Rear-End			0	1	0	Day	Dry	Followed too Closely			
863812290	189	1.214	03/16/16	Wed	1240	Sideswipe			0	0	1	Day	Dry	Improper Passing			
863821650	190	1.276	06/15/16	Wed	1729	Angle			0	0	1	Day	Dry	Failed to Yield Right-Of-Way			
866938810	191	0.546	10/25/16	Tue	1202	Sideswipe			0	0	1	Day	Dry	Failed To Keep In Proper Lane			
863811400	192	0.660	03/08/16	Tue	1123	Right-Turn			1	0	0	Day	Dry	Improper Turn			
863818460	193	0.642	05/13/16	Fri	1150	Left-Turn			0	0	1	Day	Dry	Failed to Yield Right-Of-Way			
863827490	194	1.276	08/15/16	Mon	1538	Left-Turn			0	0	1	Day	Dry	Failed to Yield Right-Of-Way			
863818940	195	0.967	05/18/16	Wed	1252	Angle			0	0	1	Day	Dry	Failed to Yield Right-Of-Way			
863827300	196	0.814	08/12/16	Fri	1230	Struck by Falling/Shifting Cargo			0	0	1	Day	Dry	No Contributing Action			
860885440	197	1.339	01/26/16	Tue	1202	Left-Turn			0	0	1	Day	Dry	Failed to Yield Right-Of-Way			
863817580	198	1.339	05/05/16	Thu	1243	Angle			0	0	1	Day	Dry	Failed to Yield Right-Of-Way			
	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other	
	198	1	20	177	57	0	23	16	9	85	3	1	1	0	0	0	
	Percent	0.51%	10.10%	89.39%	28.79%	0.00%	11.62%	8.08%	4.55%	42.93%	1.52%	0.51%	0.51%	0.00%	0.00%	0.00%	
	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/Aggress	Ran off Road	DUI	Wrong Way	
	Total	178	20	20	178	10	49	11	6	3	25	11	0	0	0	5	
	Percent	89.90%	10.10%	10.10%	89.90%	5.05%	24.75%	5.56%	3.03%	1.52%	12.63%	5.56%	0.00%	0.00%	0.00%	2.53%	
TOTAL ENTERING VEHICLES/ADT: 0									SEGMENT CRASH RATE: #DIV/0! CRASHES PER MILLION VEHICLE MILES								

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: 87000181 STATE ROUTE: #N/A
 ROADWAY LIMITS: From NW 97 Avenue to SR 826/Palmetto Expressway M.P. 0.383 TO 0.809 ENGINEER: FDOT D6
 STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Miami-Dade

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
873207230	1	1.473	06/21/17	Wed	1802	Rear-End	0	1	0	Day	Dry	Followed too Closely
855621640	2	0.000	08/25/17	Fri	0955	Rear-End	0	0	1	Day	Dry	Followed too Closely
866954080	3	0.512	03/25/17	Sat	2041	Rear-End	0	0	1	Night	Wet	Followed too Closely
866949650	4	0.512	02/09/17	Thu	1544	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870025140	5	0.512	10/11/17	Wed	1551	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
866948820	6	0.591	02/02/17	Thu	1445	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870015340	7	0.591	06/29/17	Thu	1636	Rear-End	0	0	1	Day	Wet	Followed too Closely
869049080	8	0.512	05/11/17	Thu	0900	Rear-End	0	0	1	Day	Dry	Followed too Closely
870021970	9	0.512	09/06/17	Wed	1455	Sideswipe	0	0	1	Day	Dry	Improper Passing
870032140	10	0.512	12/12/17	Tue	1813	Sideswipe	0	0	1	Night	Dry	Improper Passing
870033240	11	0.512	12/20/17	Wed	1351	Sideswipe	0	0	1	Day	Dry	Improper Passing
870014800	12	0.512	06/26/17	Mon	0843	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870029020	13	0.591	11/15/17	Wed	1835	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
870028230	14	0.591	11/08/17	Wed	1602	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870026500	15	0.591	10/23/17	Mon	1657	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
866951120	16	0.512	02/25/17	Sat	1451	Rear-End	0	0	1	Day	Dry	Followed too Closely
870015920	17	0.512	07/06/17	Thu	0820	Sideswipe	0	4	0	Day	Dry	Improper Passing
870028500	18	0.512	10/30/17	Mon	1830	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
870025360	19	0.512	10/13/17	Fri	0715	Rear-End	0	0	1	Day	Dry	Followed too Closely
870016620	20	0.591	07/13/17	Thu	1128	Left-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
870028940	21	0.512	11/15/17	Wed	1121	Sideswipe	0	0	1	Day	Wet	Improper Passing
870028560	22	0.512	11/12/17	Sun	1826	Rear-End	0	0	1	Night	Wet	Followed too Closely
870023960	23	0.512	09/29/17	Fri	1109	Sideswipe	0	0	1	Day	Dry	Improper Passing
866946940	24	0.512	01/14/17	Sat	0435	Traffic Sign Support	0	0	1	Night	Wet	Erratic, Reckless or Aggressive
866955430	25	0.591	04/07/17	Fri	1535	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870032280	26	0.591	12/13/17	Wed	1544	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870024880	27	0.632	10/09/17	Mon	1821	Rear-End	0	0	1	Day	Dry	Followed too Closely
870019910	28	0.512	08/18/17	Fri	1036	Rear-End	0	0	1	Day	Dry	Followed too Closely
866946860	29	0.591	01/13/17	Fri	1428	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866950460	30	0.512	02/17/17	Fri	2103	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
870028570	31	0.512	11/12/17	Sun	2013	Left-Turn	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
866948950	32	0.591	02/03/17	Fri	1301	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870018610	33	0.512	08/05/17	Sat	1154	Sideswipe	0	0	1	Day	Dry	Improper Passing
870026970	34	0.591	10/27/17	Fri	1549	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870017230	35	0.512	07/20/17	Thu	0651	Rear-End	0	2	0	Day	Dry	Followed too Closely
870018690	36	0.512	08/06/17	Sun	0035	Rear-End	0	1	0	Night	Dry	Followed too Closely
870016230	37	0.512	07/09/17	Sun	2328	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870028760	38	0.512	11/14/17	Tue	0912	Sideswipe	0	0	1	Day	Dry	Improper Passing
870022010	39	0.512	09/06/17	Wed	1702	Rear-End	0	0	1	Day	Dry	Followed too Closely
866951670	40	0.512	03/03/17	Fri	1712	Traffic Signal Support	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
866950900	41	0.591	02/23/17	Thu	1604	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870027240	42	0.715	10/30/17	Mon	1354	Sideswipe	0	0	1	Day	Dry	Improper Passing
866947870	43	0.715	01/24/17	Tue	1249	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870024570	44	0.642	10/06/17	Fri	0930	Rear-End	0	2	0	Day	Dry	Followed too Closely
870016830	45	0.715	07/15/17	Sat	1707	Sideswipe	0	0	1	Day	Dry	Failed to Keep In Proper Lane
870017510	46	0.715	07/24/17	Mon	1456	Rear-End	0	0	1	Day	Dry	Followed too Closely
870026330	47	0.715	10/21/17	Sat	0106	Angle	0	2	0	Night	Wet	Failed to Yield Right-Of-Way
870017070	48	0.715	07/18/17	Tue	1317	Rear-End	0	0	1	Day	Wet	Followed too Closely
870016180	49	0.715	07/09/17	Sun	0733	Rear-End	0	0	1	Day	Dry	Followed too Closely
870029740	50	0.715	11/22/17	Wed	1156	Sideswipe	0	0	1	Day	Dry	Improper Passing
870026570	51	0.715	10/24/17	Mon	0700	Sideswipe	0	0	1	Day	Dry	Improper Passing
870019450	52	0.642	08/14/17	Mon	0805	Sideswipe	0	0	1	Day	Dry	Improper Passing
870014620	53	0.715	06/23/17	Fri	1752	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866961620	54	0.715	06/09/17	Fri	1633	Rear-End	0	0	1	Day	Wet	Followed too Closely
870031220	55	0.715	12/04/17	Mon	1927	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
870028690	56	0.715	11/13/17	Mon	1545	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
870015910	57	0.715	07/06/17	Thu	0742	Rear-End	0	0	1	Day	Dry	Followed too Closely
866951280	58	0.642	02/28/17	Tue	0905	Sideswipe	0	0	1	Day	Dry	Improper Passing
870025780	59	0.642	10/16/17	Mon	1730	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866951140	60	0.715	02/25/17	Sat	1939	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
866961360	61	0.715	06/07/17	Wed	1210	Sideswipe	0	0	1	Day	Wet	Improper Passing
870032850	62	0.715	12/17/17	Sun	0555	Sideswipe	0	3	0	Night	Dry	Improper Passing
866949350	63	0.715	02/06/17	Mon	2241	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
866951060	64	0.715	02/24/17	Fri	1732	Sideswipe	0	0	1	Day	Dry	Improper Passing
866946820	65	0.814	01/13/17	Fri	1243	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
866961190	66	0.715	06/02/17	Fri	1159	Sideswipe	0	0	1	Day	Wet	Improper Passing
870025300	67	0.642	10/12/17	Thu	1351	Rear-End	0	0	1	Day	Wet	Followed too Closely
866954060	68	0.715	03/25/17	Sat	0133	Angle	0	2	0	Night	Dry	Ran Red Light
866954210	69	0.715	03/28/17	Tue	1159	Rear-End	0	0	1	Day	Dry	Followed too Closely
870026700	70	0.715	10/25/17	Wed	1459	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870027960	71	0.715	11/05/17	Sun	1855	Rear-End	0	0	1	Night	Dry	Followed too Closely
870018540	72	0.814	08/04/17	Fri	1253	Sideswipe	0	0	1	Day	Dry	Improper Passing
870030530	73	0.715	11/29/17	Wed	1409	Rear-End	0	0	1	Day	Dry	Followed too Closely
866952860	74	0.715	03/15/17	Wed	1036	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
866946020	75	0.642	01/05/17	Thu	1055	Sideswipe	0	0	1	Day	Dry	Improper Passing
870021550	76	0.715	09/01/17	Fri	2254	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
870027450	77	0.715	11/01/17	Wed	1319	Rear-End	0	0	1	Day	Dry	Followed too Closely
870013910	78	0.715	06/16/17	Fri	1335	Sideswipe	0	0	1	Day	Dry	Improper Passing
870026210	79	0.715	10/20/17	Fri	0851	Sideswipe	0	0	1	Day	Dry	Improper Passing
866953070	80	0.715	03/16/17	Thu	2247	Rear-End	0	0	1	Night	Dry	Followed too Closely
870015990	81	0.715	07/06/17	Thu	1600	Rear-End	0	0	1	Day	Dry	Followed too Closely
870019150	82	0.715	08/10/17	Thu	1647	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: 87000181 STATE ROUTE: #N/A
 ROADWAY LIMITS: From NW 97 Avenue to SR 826/Palmetto Expressway M.P. 0.383 TO 0.809 ENGINEER: FDOT D6
 STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Miami-Dade

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
866961100	83	0.715	06/02/17	Fri	1150	Sideswipe	0	0	1	Day	Wet	Improper Passing
866961050	84	0.715	06/02/17	Fri	1159	Sideswipe	0	0	1	Day	Wet	Improper Passing
870029170	85	0.715	11/16/17	Thu	1937	Right-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
870021790	86	0.715	09/05/17	Tue	1212	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870030100	87	0.715	11/25/17	Sat	1251	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
866954510	88	0.852	03/31/17	Fri	0841	Sideswipe	0	0	1	Day	Dry	Improper Passing
866947530	89	0.917	01/20/17	Fri	1311	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
866954150	90	0.917	03/27/17	Mon	1100	Sideswipe	0	0	1	Day	Dry	Improper Passing
870021020	91	0.917	08/28/17	Mon	1248	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
866950570	92	0.917	02/20/17	Mon	0632	Rear-End	0	0	1	Night	Dry	Followed too Closely
870027510	93	0.917	11/02/17	Thu	1217	Angle	0	0	1	Day	Dry	Swerved Or Avoided
866946560	94	1.214	01/11/17	Wed	1520	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870029550	95	1.214	11/20/17	Mon	1734	Right-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
870025840	96	1.276	10/17/17	Tue	1218	Left-Turn	0	0	1	Day	Dry	Disregarded other Road Markings
870032670	97	1.214	12/15/17	Fri	1717	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870022180	98	1.214	09/07/17	Thu	1638	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866950880	99	1.276	02/23/17	Thu	1353	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870020290	100	1.276	08/22/17	Tue	0749	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
870032270	101	1.276	12/13/17	Wed	1521	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866961940	102	0.917	06/13/17	Tue	0948	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
866946450	103	1.214	01/10/17	Tue	1208	Sideswipe	0	0	1	Day	Dry	Improper Passing
866948750	104	1.214	02/02/17	Thu	1204	Sideswipe	0	0	1	Day	Dry	Improper Passing
866950680	105	1.339	02/21/17	Tue	0925	Sideswipe	0	0	1	Day	Dry	Improper Passing
870019160	106	1.339	08/10/17	Thu	1819	Rear-End	0	0	1	Day	Dry	Improper Passing
870022630	107	1.276	09/18/17	Mon	1019	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
870026900	108	1.276	10/26/17	Thu	1743	Sideswipe	0	0	1	Day	Dry	Improper Passing
870029600	109	1.276	11/21/17	Tue	0934	Sideswipe	0	0	1	Day	Dry	Improper Passing
870031230	110	1.276	12/04/17	Mon	2057	Sideswipe	0	0	1	Night	Dry	Improper Passing
870016110	111	1.214	07/07/17	Fri	2245	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
870031910	112	1.214	12/11/17	Mon	1020	Rear-End	0	1	0	Day	Dry	Followed too Closely
866950220	113	1.276	02/15/17	Wed	0926	Rear-End	0	0	1	Day	Dry	Followed too Closely
866950700	114	1.473	02/22/17	Wed	0558	Rear-End	0	0	1	Night	Dry	Followed too Closely
866947990	115	1.374	01/26/17	Thu	0855	Rear-End	0	0	1	Day	Dry	Followed too Closely
870033380	116	1.473	12/21/17	Thu	0747	Sideswipe	0	0	1	Day	Dry	Improper Passing
870015830	117	1.473	07/05/17	Wed	1511	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
870016720	118	1.473	07/14/17	Fri	1840	Rear-End	0	0	1	Day	Dry	Followed too Closely
870032220	119	1.473	12/13/17	Wed	1255	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870026450	120	1.473	10/23/17	Mon	0830	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
866949500	121	1.473	02/08/17	Wed	0740	Sideswipe	0	0	1	Day	Dry	Improper Passing
870027810	122	1.473	11/04/17	Sat	0820	Sideswipe	0	0	1	Day	Wet	Improper Passing
866961960	123	0.000	06/13/17	Tue	1133	Sideswipe	0	0	1	Day	Dry	Improper Passing
866951600	124	1.473	03/02/17	Thu	2030	Sideswipe	0	0	1	Night	Dry	Improper Passing
870025190	125	1.473	10/11/17	Wed	1756	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870033780	126	1.473	12/24/17	Sun	1135	Angle	0	1	0	Day	Dry	Ran Red Light
866960070	127	1.473	05/23/17	Tue	2151	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
866948110	128	1.473	01/26/17	Thu	1738	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
866946760	129	1.473	01/13/17	Fri	0838	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
866950770	130	1.473	02/22/17	Wed	1441	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
870020330	131	1.473	08/22/17	Tue	1124	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870028280	132	1.473	11/09/17	Thu	0859	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870020970	133	0.000	08/27/17	Sun	0913	Rear-End	0	0	1	Day	Dry	Followed too Closely
870025690	134	1.473	10/16/17	Mon	1317	Rear-End	0	0	1	Day	Dry	Followed too Closely
870014670	135	1.473	06/24/17	Sat	1000	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
870016380	136	1.473	07/11/17	Tue	1206	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
866946790	137	1.473	01/13/17	Fri	0851	Angle	0	0	1	Day	Dry	Ran Red Light
866949590	138	1.473	02/09/17	Thu	1036	Sideswipe	0	0	1	Day	Dry	Improper Passing
866948180	139	1.473	01/27/17	Fri	1234	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
866951390	140	1.473	03/01/17	Wed	0935	Angle	0	2	0	Day	Dry	Ran Red Light
870020820	141	1.473	08/25/17	Fri	1853	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
870029930	142	1.473	11/23/17	Thu	1229	Angle	0	0	1	Day	Wet	Ran Red Light
870023670	143	1.473	09/26/17	Tue	1059	Sideswipe	0	0	1	Day	Dry	Improper Passing
866952000	144	1.473	03/07/17	Tue	0834	Sideswipe	0	0	1	Day	Dry	Improper Passing
866948010	145	1.473	01/26/17	Thu	1223	Rear-End	0	0	1	Day	Dry	Followed too Closely
870017080	146	1.473	07/18/17	Tue	1401	Right-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
870032920	147	1.473	12/18/17	Mon	0742	Rear-End	0	1	0	Day	Dry	Followed too Closely
870031500	148	1.473	12/06/17	Wed	1649	Sideswipe	0	0	1	Day	Dry	Improper Passing
866949390	149	1.374	02/07/17	Tue	1025	Sideswipe	0	0	1	Day	Dry	Improper Passing
870024180	150	1.473	10/02/17	Mon	1846	Rear-End	0	0	1	Night	Wet	Followed too Closely
870027430	151	1.473	11/01/17	Wed	0902	Angle	0	0	1	Day	Dry	Ran Red Light
866947630	152	1.473	01/21/17	Sat	1505	Angle	0	1	0	Day	Dry	Ran Red Light
866950430	153	1.473	02/17/17	Fri	1555	Rear-End	0	0	1	Day	Dry	Followed too Closely
866961630	154	1.473	06/09/17	Fri	1640	Right-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
870031510	155	1.473	12/06/17	Wed	1904	Sideswipe	0	0	1	Night	Dry	Improper Passing
870025570	156	1.473	10/15/17	Sun	2105	Right-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
866950450	157	1.473	02/17/17	Fri	1822	Sideswipe	0	0	1	Day	Dry	Improper Passing
866951620	158	1.374	03/03/17	Fri	0947	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870025250	159	1.473	10/12/17	Thu	1050	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
870030880	160	0.000	12/01/17	Fri	1904	Sideswipe	0	0	1	Night	Dry	Improper Passing
870017780	161	1.473	07/27/17	Thu	1645	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
870031410	162	1.473	12/06/17	Wed	0200	Sideswipe	0	0	1	Day	Dry	Improper Passing
870027200	163	1.473	10/30/17	Mon	0851	Sideswipe	0	0	1	Day	Dry	Improper Passing
870021070	164	1.473	08/22/17	Tue	1630	Curb	0	0	1	Day	Dry	Swerved Or Avoided

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: 87000181 STATE ROUTE: #N/A
 ROADWAY LIMITS: From NW 97 Avenue to SR 826/Palmetto Expressway M.P. 0.383 TO 0.809 ENGINEER: FDOT D6
 STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Miami-Dade

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
870016320	165	1.473	07/10/17	Mon	1511	Rear-End	0	0	1	Day	Dry	Followed too Closely
870023910	166	1.473	09/28/17	Thu	1708	Sideswipe	0	0	1	Day	Dry	Improper Passing
870020030	167	1.473	08/18/17	Fri	1746	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
870031950	168	1.473	12/11/17	Mon	1648	Sideswipe	0	3	0	Day	Dry	Failed To Keep In Proper Lane
870013810	169	1.473	06/15/17	Thu	1810	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
866954860	170	1.473	04/04/17	Tue	1113	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
870028130	171	1.473	11/07/17	Tue	1950	Right-Turn	0	1	0	Night	Dry	Ran Red Light
870027300	172	1.473	10/31/17	Tue	0931	Angle	0	0	1	Day	Dry	Ran Red Light
870022300	173	1.473	09/13/17	Wed	1910	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
866946150	174	1.473	01/06/17	Fri	1239	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870020040	175	1.374	08/18/17	Fri	1710	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
868949080	176	0.000	03/16/17	Thu	1050	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
870019600	177	1.374	08/15/17	Tue	1550	Rear-End	0	0	1	Day	Dry	Followed too Closely
870026780	178	1.473	10/25/17	Wed	1000	Angle	0	0	1	Day	Dry	Disregarded Other Traffic Sign
870017830	179	1.473	07/28/17	Fri	0847	Rear-End	0	0	1	Day	Dry	Followed too Closely
870031520	180	1.473	12/06/17	Wed	1906	Sideswipe	0	0	1	Night	Dry	Improper Passing
870016370	181	1.473	07/11/17	Tue	1056	Angle	0	4	0	Day	Dry	Ran Red Light
870016070	182	1.473	07/07/17	Fri	1839	Rear-End	0	0	1	Day	Dry	Followed too Closely
866947120	183	1.473	01/17/17	Tue	0840	Rear-End	0	0	1	Day	Dry	Followed too Closely
866948480	184	1.276	01/31/17	Tue	1301	Rear-End	0	2	0	Day	Dry	Followed too Closely
866950160	185	1.473	02/14/17	Tue	1830	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
866951110	186	1.374	02/25/17	Sat	0733	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870022040	187	1.473	09/06/17	Wed	2309	Angle	0	2	0	Night	Dry	Ran Red Light
870017540	188	1.473	07/24/17	Mon	1628	Rear-End	0	0	1	Day	Dry	Followed too Closely
870025560	189	1.374	10/15/17	Sun	1800	Rear-End	0	0	1	Day	Dry	Followed too Closely
870015280	190	1.374	06/29/17	Thu	0916	Left-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
866952650	191	1.473	03/13/17	Mon	1415	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870034170	192	1.473	12/29/17	Fri	1728	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
870017610	193	1.339	07/24/17	Mon	1425	Rear-End	0	0	1	Day	Dry	Followed too Closely
870026620	194	1.374	10/24/17	Tue	1410	Rear-End	0	0	1	Day	Wet	Followed too Closely
870028260	195	1.473	11/08/17	Wed	2348	Traffic Signal Support	0	0	1	Night	Wet	Swerved Or Avoided
870022490	196	1.473	09/15/17	Fri	2247	Rear-End	0	0	1	Day	Dry	Followed too Closely
870023830	197	1.473	09/27/17	Wed	2223	Other Non-Collision	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
870030160	198	1.473	11/27/17	Mon	0935	Sideswipe	0	0	1	Day	Dry	Improper Passing
870027310	199	1.473	10/31/17	Tue	1116	Sideswipe	0	0	1	Day	Dry	Improper Passing
870024430	200	1.374	10/04/17	Wed	1720	Left-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
870023900	201	0.852	09/28/17	Thu	1503	Sideswipe	0	0	1	Day	Dry	Improper Passing
866951970	202	0.917	03/06/17	Mon	1830	Sideswipe	0	0	1	Day	Dry	Improper Passing
870019200	203	1.214	08/11/17	Fri	0808	Rear-End	0	0	1	Day	Dry	Followed too Closely
870028850	204	1.276	11/14/17	Tue	1841	Sideswipe	0	0	1	Night	Dry	Improper Passing

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
204	0	27	177	78	0	25	14	11	70	0	1	0	4	0	0
Percent	0.00%	13.24%	86.76%	38.24%	0.00%	12.25%	6.86%	5.39%	34.31%	0.00%	0.49%	0.00%	1.96%	0.00%	0.00%
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/Aggress	Ran off Road	DUI	Wrong Way
Total	167	37	28	176	27	37	0	11	0	54	8	3	0	0	0
Percent	81.86%	18.14%	13.73%	86.27%	13.24%	18.14%	0.00%	5.39%	0.00%	26.47%	3.92%	1.47%	0.00%	0.00%	0.00%

TOTAL ENTERING VEHICLES/ADT: **0** SEGMENT CRASH RATE: **#DIV/0!** CRASHES PER MILLION VEHICLE MILES

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: 87000181 STATE ROUTE: #N/A
 ROADWAY LIMITS: From NW 97 Avenue to SR 826/Palmetto Expressway M.P. 0.383 TO 0.809 ENGINEER: FDOT D6
 STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Miami-Dade

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
872679470	1	0.000	09/10/18	Mon	1430	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
870034760	2	0.512	01/06/18	Sat	1007	Right-Turn	0	0	1	Day	Dry	Improper Turn
870035570	3	0.512	01/16/18	Tue	1055	Rear-End	0	0	1	Day	Dry	Followed too Closely
877241310	4	0.512	08/31/18	Fri	1337	Sideswipe	0	1	0	Day	Dry	Improper Passing
877251600	5	0.512	12/05/18	Wed	0810	Rear-End	0	0	1	Day	Dry	Followed too Closely
870039790	6	0.591	02/26/18	Mon	1641	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877229020	7	0.512	04/26/18	Thu	1518	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
877226550	8	0.512	04/04/18	Wed	1624	Left-Turn	0	0	1	Day	Dry	Ran Red Light
870038760	9	0.512	02/16/18	Fri	0952	Rear-End	0	0	1	Day	Dry	Followed too Closely
870035010	10	0.591	01/09/18	Tue	1312	Rear-End	0	4	0	Day	Dry	Followed too Closely
877252290	11	0.512	12/11/18	Tue	1132	Rear-End	0	0	1	Day	Dry	Followed too Closely
877226920	12	0.512	04/09/18	Mon	0924	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
877245900	13	0.512	10/13/18	Sat	2304	Rear-End	0	0	1	Night	Dry	Followed too Closely
877232620	14	0.512	06/02/18	Sat	1108	Rear-End	0	0	1	Day	Dry	Followed too Closely
870037460	15	0.632	02/02/18	Fri	0921	Rear-End	0	1	0	Day	Dry	Followed too Closely
877227770	16	0.591	04/16/18	Mon	1858	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877231260	17	0.591	05/17/18	Thu	1631	Right-Turn	0	1	0	Day	Wet	Improper Turn
877252430	18	0.512	12/11/18	Tue	2026	Rear-End	0	0	1	Night	Dry	Followed too Closely
877233040	19	0.591	06/06/18	Wed	1818	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
877232980	20	0.591	06/06/18	Wed	1534	Rear-End	0	0	1	Day	Dry	Followed too Closely
877242340	21	0.591	09/11/18	Tue	1857	Sideswipe	0	0	1	Day	Dry	Improper Passing
877229980	22	0.591	05/05/18	Sat	1042	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877224800	23	0.591	03/15/18	Thu	1840	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877225470	24	0.512	03/22/18	Thu	0303	Ran into Water/Canal	0	0	1	Night	Dry	Other Contributing Action
877228090	25	0.512	04/18/18	Wed	1351	Sideswipe	0	0	1	Day	Dry	Improper Passing
877224470	26	0.512	03/13/18	Tue	2048	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
877243020	27	0.512	09/18/18	Tue	0648	Rear-End	0	2	0	Day	Dry	Followed too Closely
877251510	28	0.512	12/04/18	Tue	1412	Rear-End	0	0	1	Day	Wet	Followed too Closely
877230420	29	0.512	05/09/18	Wed	1726	Backed Into	0	0	1	Day	Dry	Improper Backing
877243150	30	0.512	09/19/18	Wed	1134	Backed Into	0	0	1	Day	Dry	Improper Backing
877243910	31	0.591	09/25/18	Tue	1746	Rear-End	0	0	1	Day	Dry	Followed too Closely
877229930	32	0.660	05/04/18	Fri	1614	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877224320	33	0.512	03/12/18	Mon	1720	Rear-End	0	0	1	Day	Dry	Followed too Closely
877237080	34	0.751	07/23/18	Mon	1338	Rear-End	0	0	1	Day	Dry	Followed too Closely
877245780	35	0.512	10/12/18	Fri	1608	Right-Turn	0	0	1	Day	Dry	Improper Turn
877252870	36	0.715	12/14/18	Fri	2009	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
870038310	37	0.715	02/12/18	Mon	1457	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
877245220	38	0.715	10/08/18	Mon	0946	Rear-End	0	0	1	Day	Dry	Followed too Closely
877243090	39	0.715	09/18/18	Tue	1329	Rear-End	0	0	1	Day	Dry	Followed too Closely
877251650	40	0.715	12/05/18	Wed	1241	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877227560	41	0.715	04/13/18	Fri	1752	Sideswipe	0	0	1	Day	Dry	Improper Passing
888076870	42	0.715	12/26/18	Wed	1520	Rear-End	0	0	1	Day	Dry	Followed too Closely
877238550	43	0.715	08/06/18	Mon	0710	Rear-End	0	0	1	Day	Dry	Followed too Closely
877249900	44	0.715	11/19/18	Mon	0841	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
888076670	45	0.715	12/22/18	Sat	1937	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
877243800	46	0.715	09/25/18	Tue	1235	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
877247000	47	0.715	10/24/18	Wed	0723	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877229710	48	0.715	05/02/18	Wed	1602	Sideswipe	0	0	1	Day	Dry	Improper Passing
877237200	49	0.715	07/24/18	Tue	1830	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
877231080	50	0.715	05/16/18	Wed	1036	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877252890	51	0.715	12/14/18	Fri	1931	Rear-End	0	2	0	Night	Dry	Other Contributing Action
870037090	52	0.715	01/30/18	Tue	0926	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877247810	53	0.546	10/31/18	Wed	1909	Rear-End	0	1	0	Night	Dry	Followed too Closely
877239160	54	0.642	08/10/18	Fri	2105	Curb	0	0	1	Night	Wet	Swerved Or Avoided
877239630	55	0.715	08/16/18	Thu	1139	Rear-End	0	0	1	Day	Dry	Followed too Closely
870038290	56	0.715	02/12/18	Mon	0602	Left-Turn	0	1	0	Night	Dry	Other Contributing Action
877229300	57	0.715	04/29/18	Sun	0303	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
877228980	58	0.715	04/26/18	Thu	0804	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
877249120	59	0.715	11/13/18	Tue	1147	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877226600	60	0.715	04/05/18	Thu	1105	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
877233280	61	0.715	06/08/18	Fri	1539	Rear-End	0	0	1	Day	Dry	Followed too Closely
877234550	62	0.715	06/23/18	Sat	0956	Angle	0	0	1	Day	Dry	Ran Red Light
877223810	63	0.814	03/08/18	Thu	1214	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877240850	64	0.715	08/27/18	Mon	1928	Sideswipe	0	0	1	Day	Dry	Improper Passing
870035810	65	0.715	01/17/18	Wed	1825	Sideswipe	0	0	1	Night	Dry	Swerved Or Avoided
870039090	66	0.715	02/20/18	Tue	1334	Other Non-Fixed Object	0	0	1	Day	Dry	Other Contributing Action
877227910	67	0.715	04/17/18	Tue	1623	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
877246050	68	0.715	10/15/18	Mon	1954	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
877231520	69	0.917	05/21/18	Mon	1047	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
872472960	70	1.214	09/14/18	Fri	2100	Rear-End	0	0	1	Night	Dry	Followed too Closely
877237710	71	1.214	07/28/18	Sat	0022	Left-Turn	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
877229150	72	1.214	04/27/18	Fri	1150	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
888076240	73	1.276	12/19/18	Wed	1327	Angle	0	0	1	Day	Dry	Improper Turn
877245960	74	1.214	10/15/18	Mon	0837	Sideswipe	0	0	1	Day	Dry	Improper Passing
877250480	75	1.214	11/26/18	Mon	0902	Sideswipe	0	0	1	Day	Dry	Improper Passing
877237500	76	1.214	07/27/18	Fri	1014	Traffic Signal Support	0	0	1	Night	Wet	Improper Turn
877242520	77	1.214	09/13/18	Thu	1300	Sideswipe	0	0	1	Day	Dry	Improper Passing
877250190	78	1.214	11/21/18	Wed	0750	Rear-End	0	0	1	Day	Dry	Followed too Closely
877226010	79	1.214	03/28/18	Wed	1141	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870038400	80	1.214	02/13/18	Tue	1407	Pedestrian	0	4	0	Day	Dry	Other Contributing Action
877223140	81	1.214	03/02/18	Fri	1444	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
877237250	82	1.214	07/25/18	Wed	0543	Angle	0	1	0	Day	Dry	Ran Red Light

**State of Florida Department of Transportation
CRASH SUMMARY**

SECTION: 87000181 STATE ROUTE: #N/A
 ROADWAY LIMITS: From NW 97 Avenue to SR 826/Palmetto Expressway M.P. 0.383 TO 0.809 ENGINEER: FDOT D6
 STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Miami-Dade

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
877241030	83	1.214	08/29/18	Wed	1148	Sideswipe	0	0	1	Day	Dry	Improper Passing
877238960	84	1.214	08/09/18	Thu	0954	Rear-End	0	0	1	Day	Dry	Followed too Closely
877253070	85	1.214	12/17/18	Mon	1049	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
877236770	86	1.214	07/19/18	Thu	1745	Rear-End	0	1	0	Day	Dry	Followed too Closely
877228950	87	1.214	04/25/18	Wed	1910	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877236210	88	1.214	07/13/18	Fri	0908	Sideswipe	0	0	1	Day	Dry	Failed to Keep In Proper Lane
877247950	89	1.214	11/02/18	Fri	0845	Rear-End	0	0	1	Day	Dry	Followed too Closely
877234020	90	1.100	06/19/18	Tue	1256	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877232920	91	1.214	06/06/18	Wed	0638	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
877236070	92	1.214	06/27/18	Wed	0623	Angle	0	0	1	Night	Dry	Ran Red Light
877237700	93	1.214	07/28/18	Sat	0023	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
870037610	94	1.214	02/03/18	Sat	1825	Sideswipe	0	0	1	Night	Wet	Improper Passing
877243160	95	1.276	09/19/18	Wed	1359	Sideswipe	0	0	1	Day	Dry	Improper Turn
877225390	96	1.339	03/21/18	Wed	1713	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877231570	97	1.214	05/21/18	Mon	1342	Angle	0	1	0	Day	Dry	Other Contributing Action
877228420	98	1.214	04/20/18	Fri	1417	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870035440	99	1.214	01/13/18	Sat	1813	Angle	0	2	0	Night	Dry	Ran Red Light
888076200	100	1.214	12/19/18	Wed	1242	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870035380	101	1.214	01/12/18	Fri	1823	Sideswipe	0	0	1	Night	Wet	Followed too Closely
877242550	102	1.214	09/13/18	Thu	1726	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
877243770	103	1.214	09/25/18	Tue	1112	Rear-End	0	0	1	Day	Dry	Followed too Closely
877235920	104	1.339	07/10/18	Tue	1721	Rear-End	0	0	1	Day	Dry	Followed too Closely
877230830	105	1.214	05/14/18	Mon	0610	Rear-End	0	0	1	Night	Wet	Drove too Fast for Conditions
877241870	106	1.374	09/06/18	Thu	0745	Work Zone/Maintenance Equip.	0	0	1	Night	Dry	Other Contributing Action
877224510	107	1.473	03/14/18	Wed	1427	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
870036640	108	1.473	01/26/18	Fri	1043	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
877223180	109	1.473	03/02/18	Fri	1533	Rear-End	0	0	1	Day	Dry	Followed too Closely
877230800	110	1.473	05/13/18	Sun	0959	Rear-End	0	1	0	Day	Wet	Followed too Closely
877233840	111	1.473	06/15/18	Fri	1424	Angle	0	0	1	Day	Dry	Ran Red Light
877223720	112	1.473	03/07/18	Wed	0820	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
877230590	113	1.473	05/10/18	Thu	1806	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
870037030	114	1.473	01/29/18	Mon	1533	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
870037690	115	1.473	02/05/18	Mon	1433	Sideswipe	0	0	1	Day	Dry	Improper Passing
877228870	116	1.473	04/25/18	Wed	1157	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877246890	117	1.473	10/22/18	Mon	1714	Rear-End	0	0	1	Day	Dry	Followed too Closely
877240550	118	1.473	08/24/18	Fri	1603	Rear-End	0	0	1	Day	Dry	Followed too Closely
877226180	119	1.473	03/30/18	Fri	1720	Right-Turn	0	1	0	Day	Dry	Improper Turn
877237850	120	1.473	07/30/18	Mon	1514	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
877249160	121	1.473	11/13/18	Tue	1517	Rear-End	0	0	1	Day	Dry	Followed too Closely
877251420	122	1.473	12/03/18	Mon	1058	Rear-End	0	0	1	Day	Dry	Followed too Closely
888076300	123	1.473	12/19/18	Wed	1724	Sideswipe	0	0	1	Day	Dry	Improper Passing
870034810	124	1.473	01/07/18	Sun	1429	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877249070	125	1.473	11/12/18	Mon	2231	Left-Turn	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
877242840	126	1.473	09/16/18	Sun	1425	Angle	0	1	0	Day	Dry	Ran Red Light
877225060	127	1.473	03/19/18	Mon	1526	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
870034980	128	1.473	01/09/18	Tue	1020	Rear-End	0	0	1	Day	Wet	Followed too Closely
877231000	129	1.473	05/15/18	Tue	1051	Sideswipe	0	0	1	Day	Dry	Improper Passing
877234440	130	1.473	06/22/18	Fri	0948	Rear-End	0	0	1	Day	Dry	Followed too Closely
877247260	131	1.473	10/25/18	Thu	1837	Sideswipe	0	0	1	Day	Dry	Improper Passing
877238690	132	1.473	08/07/18	Tue	1458	Sideswipe	0	0	1	Day	Dry	Improper Passing
877232150	133	0.000	05/29/18	Tue	0818	Sideswipe	0	0	1	Day	Dry	Improper Passing
877252210	134	1.473	12/10/18	Mon	1623	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
877242710	135	1.473	09/14/18	Fri	1958	Sideswipe	0	0	1	Night	Dry	Improper Passing
877227750	136	1.473	04/16/18	Mon	1609	Rear-End	0	0	1	Day	Dry	Followed too Closely
877241960	137	1.473	09/07/18	Fri	0949	Angle	0	0	1	Day	Dry	Ran Red Light
877240240	138	1.473	08/21/18	Tue	1900	Angle	0	0	1	Night	Dry	Ran Red Light
877232520	139	1.473	06/01/18	Fri	1232	Sideswipe	0	0	1	Day	Dry	Improper Passing
877229210	140	1.473	04/27/18	Fri	1717	Sideswipe	0	0	1	Day	Dry	Improper Passing
877225900	141	0.000	03/26/18	Mon	1755	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
877235160	142	1.473	06/30/18	Sat	1353	Sideswipe	0	0	1	Day	Wet	Improper Passing
877244730	143	1.473	10/02/18	Tue	1842	Sideswipe	0	0	1	Day	Dry	Failed to Keep In Proper Lane
870038840	144	0.000	02/16/18	Fri	2150	Rear-End	0	0	1	Night	Dry	Followed too Closely
877248340	145	1.473	11/06/18	Tue	0428	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
877226410	146	1.473	04/03/18	Tue	1733	Rear-End	0	0	1	Day	Dry	Followed too Closely
870036170	147	1.473	01/22/18	Mon	1639	Sideswipe	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
877226150	148	1.473	03/30/18	Fri	1202	Rear-End	0	0	1	Day	Dry	Followed too Closely
877237760	149	1.473	07/29/18	Sun	1308	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
877225940	150	1.473	03/27/18	Tue	1524	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
870036400	151	1.473	01/24/18	Wed	1150	Rear-End	0	1	0	Day	Dry	Followed too Closely
877233690	152	1.473	06/14/18	Thu	0555	Sideswipe	0	1	0	Night	Dry	Improper Passing
877232960	153	1.473	06/06/18	Wed	1341	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
877234050	154	1.473	06/19/18	Tue	1459	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
877235210	155	1.473	07/01/18	Sun	1552	Angle	0	1	0	Day	Dry	Ran Red Light
877237490	156	1.473	07/27/18	Fri	0951	Angle	0	0	1	Day	Dry	Ran Red Light
888076130	157	1.473	12/18/18	Tue	2213	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
877243730	158	1.473	09/24/18	Mon	1756	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
877248650	159	1.473	11/08/18	Thu	0520	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
877250500	160	1.473	11/26/18	Mon	1027	Right-Turn	0	0	1	Day	Dry	Improper Turn
877232840	161	1.473	06/05/18	Tue	1451	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
877241750	162	1.473	09/05/18	Wed	1052	Sideswipe	0	0	1	Day	Dry	Improper Passing
877230000	163	1.473	05/05/18	Sat	1246	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
877237870	164	1.473	07/30/18	Mon	1522	Sideswipe	0	0	1	Day	Wet	Improper Passing

State of Florida Department of Transportation																					
CRASH SUMMARY																					
SECTION:		87000181								STATE ROUTE: #N/A											
ROADWAY LIMITS:		From NW 97 Avenue to SR 826/Palmetto Expressway					M.P. 0.383		TO 0.809		ENGINEER: FDOT D6										
STUDY PERIOD:		FROM 1/ 2018				TO 12/ 2018				COUNTY: Miami-Dade											
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)									
877230140	165	1.473	05/07/18	Mon	1458	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877227730	166	1.473	04/16/18	Mon	1339	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
888077050	167	1.473	12/28/18	Fri	1035	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings									
877226050	168	1.473	03/29/18	Thu	1241	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner									
870038250	169	1.473	02/10/18	Sat	0750	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane									
877251640	170	1.473	12/05/18	Wed	1147	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane									
877237630	171	1.473	07/27/18	Fri	1609	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877235140	172	0.000	06/30/18	Sat	1227	Sideswipe	0	0	1	Day	Wet	Improper Passing									
888075890	173	1.473	12/17/18	Mon	1124	Sideswipe	0	0	1	Day	Dry	Improper Passing									
877233580	174	1.347	06/12/18	Tue	1717	Sideswipe	0	0	1	Day	Dry	Improper Passing									
877225750	175	1.473	03/24/18	Sat	2135	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner									
877238660	176	1.473	08/07/18	Tue	0858	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way									
877231050	177	1.473	05/15/18	Tue	1801	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
870037220	178	1.473	01/31/18	Wed	0510	Sideswipe	0	0	1	Night	Dry	Improper Turn									
870037960	179	1.473	02/07/18	Wed	1725	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane									
888076160	180	1.473	12/19/18	Wed	0654	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877229240	181	1.473	04/27/18	Fri	2025	Sideswipe	0	0	1	Day	Wet	Disregarded other Road Markings									
877224210	182	1.473	03/11/18	Sun	1719	Angle	0	0	1	Day	Dry	Ran Red Light									
877225360	183	1.473	03/21/18	Wed	1504	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877224350	184	1.473	03/13/18	Tue	0742	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877244230	185	1.473	09/27/18	Thu	1819	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner									
877252230	186	1.473	12/10/18	Mon	1821	Sideswipe	0	0	1	Day	Dry	Improper Passing									
877241360	187	1.473	08/31/18	Fri	1728	Rear-End	0	0	1	Day	Dry	Improper Passing									
877250770	188	1.473	11/28/18	Wed	1148	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane									
870039160	189	1.473	02/21/18	Wed	0717	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877251570	190	1.473	12/04/18	Tue	1801	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way									
877236150	191	1.473	07/12/18	Thu	1648	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way									
877251620	192	1.473	12/05/18	Wed	0830	Angle	0	0	1	Day	Dry	Ran Red Light									
877237430	193	1.473	07/26/18	Thu	1705	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings									
877240640	194	1.473	08/25/18	Sat	1356	Sideswipe	0	0	1	Day	Wet	Improper Passing									
877234680	195	1.473	06/25/18	Mon	1031	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane									
877232260	196	1.473	05/29/18	Tue	1855	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane									
877231850	197	1.473	05/24/18	Thu	1114	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877226630	198	1.473	04/05/18	Thu	1344	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions									
870035550	199	1.473	01/15/18	Mon	1929	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way									
877233230	200	1.473	06/08/18	Fri	1302	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner									
877239360	201	1.473	08/13/18	Mon	1040	Sideswipe	0	0	1	Day	Wet	Improper Passing									
877252260	202	1.473	12/11/18	Tue	0905	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane									
877250580	203	1.473	11/26/18	Mon	1658	Backed Into	0	0	1	Day	Dry	Improper Backing									
877247590	204	1.473	10/29/18	Mon	1813	Sideswipe	0	0	1	Day	Dry	Improper Passing									
877239410	205	1.473	08/13/18	Mon	1538	Sideswipe	0	0	1	Day	Dry	Improper Passing									
877247360	206	1.473	10/26/18	Fri	2245	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner									
877227380	207	1.473	04/12/18	Thu	1745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877248810	208	1.473	11/09/18	Fri	1328	Sideswipe	0	0	1	Day	Dry	Improper Passing									
877247720	209	0.591	10/30/18	Tue	1835	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way									
877248940	210	1.100	11/12/18	Mon	0857	Rear-End	0	0	1	Day	Dry	Followed too Closely									
877246750	211	1.039	10/21/18	Sun	1808	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way									
877247130	212	1.473	10/24/18	Wed	2054	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner									
877227580	213	0.546	04/14/18	Sat	0621	Curb	0	0	1	Night	Dry	Other Contributing Action									
877237170	214	1.039	07/24/18	Tue	1720	Backed Into	0	0	1	Day	Dry	Careless or Negligent Manner									
877251130	215	0.546	11/30/18	Fri	0948	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner									
877228740	216	0.814	04/24/18	Tue	0838	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way									
877225720	217	0.967	03/20/18	Tue	0530	Backed Into	0	0	1	Night	Dry	Careless or Negligent Manner									
Total No.		Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other					
217		0	33	184	81	0	21	14	14	73	5	3	0	3	1	0					
Percent		0.00%	15.21%	84.79%	37.33%	0.00%	9.68%	6.45%	6.45%	33.64%	2.30%	1.38%	0.00%	1.38%	0.46%	0.00%					
Contrib. Cause		Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/Aggress	Ran off Road	DUI	Wrong Way					
Total		178	39	19	198	35	38	9	13	4	34	8	0	0	0	0					
Percent		82.03%	17.97%	8.76%	91.24%	16.13%	17.51%	4.15%	5.99%	1.84%	15.67%	3.69%	0.00%	0.00%	0.00%	0.00%					
TOTAL ENTERING VEHICLES/ADT:								0									SEGMENT CRASH RATE: #DIV/0! CRASHES PER MILLION VEHICLE MILES				

APPENDIX J – PEDESTRIAN COUNTS

Doral Boulevard from 300 feet East of NW 82 Avenue to 300 feet West of NW 79 Avenue

Tuesday, 11/02/2021

Start Time	Zone 1				Zone 2				Combined Hourly Total
	Pedestrians		Bicyclists		Pedestrians		Bicyclists		
	NB	SB	NB	SB	NB	SB	NB	SB	
7:00-7:15 AM							1		
7:15-7:30 AM									
7:30-7:45 AM									
7:45-8:00 AM							1		2
8:00-8:15 AM									1
8:15-8:30 AM		1				2			4
8:30-8:45 AM									4
8:45-9:00 AM						1			4
9:00-9:15 AM									4
9:15-9:30 AM									1
9:30-9:45 AM									1
9:45-10:00 AM						1			1
10:00-10:15 AM									1
10:15-10:30 AM									1
10:30-10:45 AM		1							2
10:45-11:00 AM									1
11:00-11:15 AM	2								3
11:15-11:30 AM						1			4
11:30-11:45 AM			1						4
11:45-12:00 AM			1						5
12:00-12:15 PM									3
12:15-12:30 PM									2
12:30-12:45 PM						1			2
12:45-13:00 PM									1
13:00-13:15 PM									1
13:15-13:30 PM					2				3
13:30-13:45 PM									2
13:45-14:00 PM					1				3
14:00-14:15 PM									3
14:15-14:30 PM									1
14:30-14:45 PM									1
14:45-15:00 PM		1				1			2
15:00-15:15 PM									2
15:15-15:30 PM									2
15:30-15:45 PM									2
15:45-16:00 PM									0
16:00-16:15 PM									0
16:15-16:30 PM						1			1
16:30-16:45 PM	4		1		1				7
16:45-17:00 PM									7
17:00-17:15 PM						1		1	9
17:15-17:30 PM									8
17:30-17:45 PM									2
17:45-18:00 PM									2
18:00-18:15 PM									0
18:15-18:30 PM									0
18:30-18:45 PM		4							4
18:45-19:00 PM			1						5
Total	6	7	4	0	4	9	2	1	33

NW 36 Street from 300 feet East of NW 82 Avenue to 300 feet West of NW 79 Avenue

Wednesday, 11/3/2021

Start Time	Zone 1				Zone 2				Combined Hourly Total
	Pedestrians		Bicyclists		Pedestrians		Bicyclists		
	NB	SB	NB	SB	NB	SB	NB	SB	
7:00-7:15 AM									
7:15-7:30 AM									
7:30-7:45 AM									
7:45-8:00 AM					1				1
8:00-8:15 AM									1
8:15-8:30 AM						1			2
8:30-8:45 AM									2
8:45-9:00 AM									1
9:00-9:15 AM									1
9:15-9:30 AM						1			1
9:30-9:45 AM		1				1		1	4
9:45-10:00 AM		1							5
10:00-10:15 AM	2	1				1			9
10:15-10:30 AM						1			9
10:30-10:45 AM		1							7
10:45-11:00 AM						1			7
11:00-11:15 AM									3
11:15-11:30 AM									2
11:30-11:45 AM	2								3
11:45-12:00 AM		1							3
12:00-12:15 PM	1								4
12:15-12:30 PM									4
12:30-12:45 PM									2
12:45-13:00 PM						1			2
13:00-13:15 PM									1
13:15-13:30 PM	1						1		3
13:30-13:45 PM									3
13:45-14:00 PM						3			5
14:00-14:15 PM	2	3							10
14:15-14:30 PM									8
14:30-14:45 PM					2				10
14:45-15:00 PM									7
15:00-15:15 PM									2
15:15-15:30 PM	1				1	1			5
15:30-15:45 PM									3
15:45-16:00 PM		2							5
16:00-16:15 PM						1			6
16:15-16:30 PM		2							5
16:30-16:45 PM					2				7
16:45-17:00 PM									5
17:00-17:15 PM	2	1	0					1	8
17:15-17:30 PM									6
17:30-17:45 PM									4
17:45-18:00 PM									4
18:00-18:15 PM									0
18:15-18:30 PM									0
18:30-18:45 PM									0
18:45-19:00 PM									0
Total	11	13	0	0	6	12	1	2	45

APPENDIX K- SYNCHRO ANALYSIS PRINT-OUTS

Lanes, Volumes, Timings
 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

05/05/2021

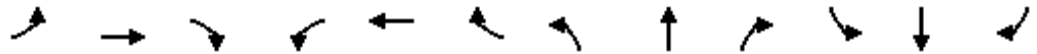


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔↔	↕↕↔		↔↔	↕↔		↔↔	↕↔	
Traffic Volume (vph)	70	1462	280	239	931	226	125	452	236	483	574	55
Future Volume (vph)	70	1462	280	239	931	226	125	452	236	483	574	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	150		0	80		0	175		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	80			25			125			50		
Satd. Flow (prot)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			41			46				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		430			804			475				429
Travel Time (s)		9.8			18.3			10.8				9.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1893	0	260	1258	0	136	748	0	525	684	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	22.0	86.0		22.0	86.0		33.0	39.0		33.0	39.0	
Total Split (%)	12.2%	47.8%		12.2%	47.8%		18.3%	21.7%		18.3%	21.7%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	9.5	79.4		15.4	85.3		12.7	32.0		26.0	45.3	
Actuated g/C Ratio	0.05	0.44		0.09	0.47		0.07	0.18		0.14	0.25	
v/c Ratio	0.43	0.89		0.92	0.55		0.58	1.22		1.10	0.80	
Control Delay	89.9	51.8		116.2	33.8		90.8	167.3		137.7	71.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	89.9	51.8		116.2	33.8		90.8	167.3		137.7	71.0	

Lanes, Volumes, Timings

4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

05/05/2021

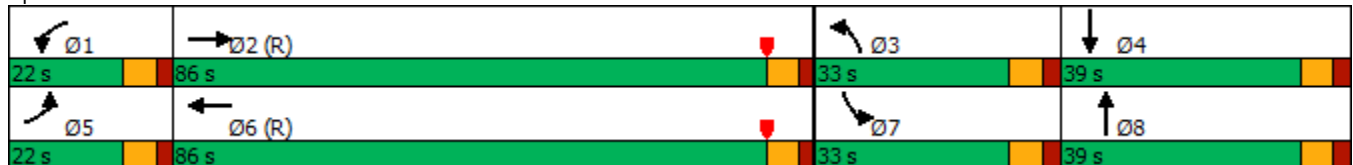


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D		F	C		F	F		F	E	
Approach Delay		53.3			47.9			155.5			100.0	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	45	740		160	372		81	~544		~359	400	
Queue Length 95th (ft)	75	807		#251	431		120	#682		#485	#495	
Internal Link Dist (ft)		350			724			395			349	
Turn Bay Length (ft)	175			150			80			175		
Base Capacity (vph)	283	2132		283	2283		479	614		479	853	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.89		0.92	0.55		0.28	1.22		1.10	0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 175 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 78.1
 Intersection LOS: E
 Intersection Capacity Utilization 97.8%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↕		↖		↖
Traffic Volume (vph)	108	1943	30	15	1204	27	8	0	9	45	0	32
Future Volume (vph)	108	1943	30	15	1204	27	8	0	9	45	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4901	0	0	1634	0	1711	0	1531
Flt Permitted	0.160			0.069				0.977		0.745		
Satd. Flow (perm)	288	4906	0	124	4901	0	0	1634	0	1341	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		780			2935			220				153
Travel Time (s)		17.7			66.7			5.0				3.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	2145	0	16	1338	0	0	19	0	49	0	35
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	22.0	49.4		22.0	49.4		18.6	18.6		18.6		18.6
Total Split (%)	24.4%	54.9%		24.4%	54.9%		20.7%	20.7%		20.7%		20.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	70.7	70.2		65.3	61.9			8.7		8.7		8.7
Actuated g/C Ratio	0.79	0.78		0.73	0.69			0.10		0.10		0.10
v/c Ratio	0.35	0.56		0.08	0.40			0.07		0.38		0.14
Control Delay	5.8	6.8		5.1	11.5			0.6		45.5		1.2
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	5.8	6.8		5.1	11.5			0.6		45.5		1.2

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 05/05/2021

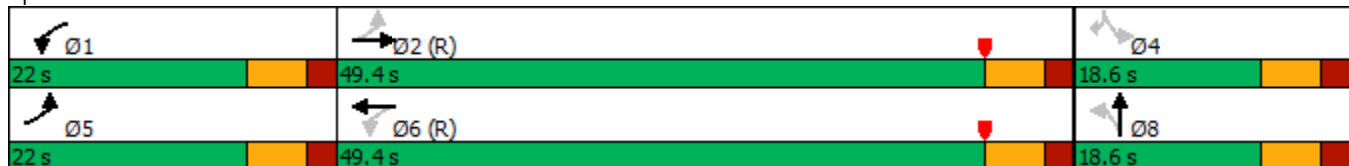


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	B			A		D		A
Approach Delay		6.8			11.4			0.6			27.1	
Approach LOS		A			B			A			C	
Queue Length 50th (ft)	13	143		3	243			0		27		0
Queue Length 95th (ft)	30	356		11	408			0		60		0
Internal Link Dist (ft)		700			2855			140			73	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	481	3826		380	3370			319		184		304
Starvation Cap Reductn	0	0		0	0			0		0		0
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.24	0.56		0.04	0.40			0.06		0.27		0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	64 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization:	65.2%
ICU Level of Service:	C
Analysis Period (min):	15

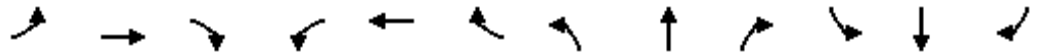
Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

05/05/2021

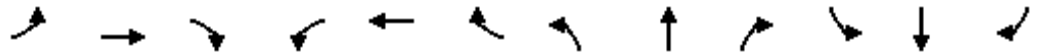


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗			↕	
Traffic Volume (vph)	12	1872	49	35	1218	3	41	0	112	3	0	2
Future Volume (vph)	12	1872	49	35	1218	3	41	0	112	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	1939	0
Flt Permitted	0.185			0.069			0.754				0.824	
Satd. Flow (perm)	333	4916	1531	124	4916	0	1358	1531	0	0	1646	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118		1			130			119	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2935			879			313			202	
Travel Time (s)		66.7			20.0			7.1			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	2035	53	38	1327	0	45	122	0	0	5	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3	33.3	
Total Split (s)	13.0	59.0	59.0	13.0	59.0		18.0	18.0		18.0	18.0	
Total Split (%)	14.4%	65.6%	65.6%	14.4%	65.6%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3			6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Act Effect Green (s)	61.5	58.0	58.0	64.4	63.1		11.7	11.7			11.7	
Actuated g/C Ratio	0.68	0.64	0.64	0.72	0.70		0.13	0.13			0.13	
v/c Ratio	0.04	0.64	0.05	0.20	0.39		0.26	0.39			0.02	
Control Delay	2.9	16.2	1.3	7.0	6.8		39.4	10.2			0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	2.9	16.2	1.3	7.0	6.8		39.4	10.2			0.0	

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

05/05/2021

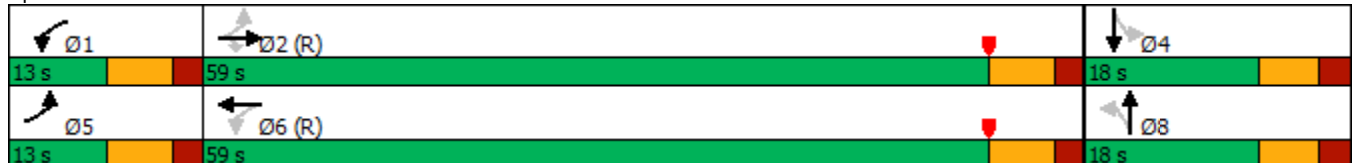


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B	A	A	A		D	B			A	
Approach Delay		15.7			6.8			18.1				
Approach LOS		B			A			B				
Queue Length 50th (ft)	3	400	0	9	131		23	0			0	
Queue Length 95th (ft)	m0	484	m5	m14	m191		57	44			0	
Internal Link Dist (ft)		2855			799			233			122	
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	330	3167	1028	204	3446		176	312			317	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.04	0.64	0.05	0.19	0.39		0.26	0.39			0.02	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 12.5 Intersection LOS: B
 Intersection Capacity Utilization 53.7% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑↑	
Traffic Volume (vph)	342	1375	350	483	887	197	331	753	319	167	720	207
Future Volume (vph)	342	1375	350	483	887	197	331	753	319	167	720	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4754	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		30				223		36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		879			705			649			569	
Travel Time (s)		20.0			16.0			14.8			12.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	372	1495	380	525	1178	0	360	818	347	182	1008	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	47.0	75.0	75.0	43.0	71.0		21.0	44.0	44.0	18.0	41.0	
Total Split (%)	26.1%	41.7%	41.7%	23.9%	39.4%		11.7%	24.4%	24.4%	10.0%	22.8%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	40.0	71.4	71.4	32.6	64.0		14.1	37.1	37.1	11.1	34.1	
Actuated g/C Ratio	0.22	0.40	0.40	0.18	0.36		0.08	0.21	0.21	0.06	0.19	
v/c Ratio	0.50	0.77	0.54	0.88	0.69		1.39	1.16	0.71	0.89	1.09	
Control Delay	69.5	40.5	23.7	100.4	43.8		252.4	147.3	31.5	122.0	118.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	69.5	40.5	23.7	100.4	43.8		252.4	147.3	31.5	122.0	118.7	

Lanes, Volumes, Timings
 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

05/05/2021

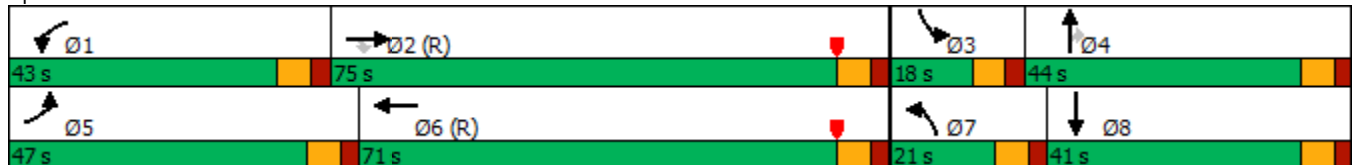


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	D	C	F	D		F	F	C	F	F	
Approach Delay		42.5			61.3			145.8				119.2
Approach LOS		D			E			F				F
Queue Length 50th (ft)	234	447	185	337	426		-289	-598	141	112		-473
Queue Length 95th (ft)	292	546	233	401	369		#403	#736	270	#189		#573
Internal Link Dist (ft)		799			625			569				489
Turn Bay Length (ft)	150		175	325						180		
Base Capacity (vph)	737	1951	706	663	1719		259	705	492	204		929
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0		0
Reduced v/c Ratio	0.50	0.77	0.54	0.79	0.69		1.39	1.16	0.71	0.89		1.09

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 165 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 84.6
 Intersection LOS: F
 Intersection Capacity Utilization 91.5%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖			↖	↖	↖	↖	↖
Traffic Volume (vph)	79	1710	18	20	1456	126	12	0	3	15	0	8
Future Volume (vph)	79	1710	18	20	1456	126	12	0	3	15	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4857	0	0	1711	1531	1625	1499	0
Flt Permitted	0.111			0.097				0.950		0.950	0.988	
Satd. Flow (perm)	200	4906	0	175	4857	0	0	1711	1531	1625	1499	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14				92			92
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)										18%		
Lane Group Flow (vph)	86	1879	0	22	1720	0	0	13	3	13	12	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	11.2
Total Split (s)	16.0	116.0		16.0	116.0		24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	8.9%	64.4%		8.9%	64.4%		13.3%	13.3%	13.3%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effect Green (s)	154.5	152.2		150.1	144.2			7.0	7.0	7.1	7.1	
Actuated g/C Ratio	0.86	0.85		0.83	0.80			0.04	0.04	0.04	0.04	
v/c Ratio	0.38	0.45		0.11	0.44			0.20	0.02	0.21	0.08	
Control Delay	12.7	2.3		4.5	7.4			89.9	0.3	90.4	1.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	12.7	2.3		4.5	7.4			89.9	0.3	90.4	1.1	

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	A		A	A			F	A	F	A	
Approach Delay		2.8			7.4			73.1			47.5	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	8	75		4	263			15	0	15	0	
Queue Length 95th (ft)	m20	100		11	333			42	0	44	0	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			75								
Base Capacity (vph)	257	4149		235	3894			169	234	160	231	
Starvation Cap Reductn	0	0		0	0			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.33	0.45		0.09	0.44			0.08	0.01	0.08	0.05	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 33 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 5.5
 Intersection LOS: A
 Intersection Capacity Utilization 60.1%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

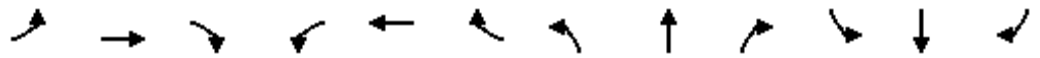
Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑↑			↑	↗			↗
Traffic Volume (vph)	0	1676	47	122	1600	17	26	3	53	0	0	4
Future Volume (vph)	0	1676	47	122	1600	17	26	3	53	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	225		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		1
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	0	4916	1531	1711	4906	0	0	1723	1531	0	0	1558
Flt Permitted				0.098				0.957				
Satd. Flow (perm)	0	4916	1531	176	4906	0	0	1723	1531	0	0	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75		2				58			87
Link Speed (mph)		30			30			30				30
Link Distance (ft)		969			630			428				136
Travel Time (s)		22.0			14.3			9.7				3.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1822	51	133	1757	0	0	31	58	0	0	4
Turn Type		NA	Perm	pm+pt	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2	6					8			4
Detector Phase		2	2	1	6		8	8	1			4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0			5.0
Minimum Split (s)		11.0	11.0	11.2	11.0		31.2	31.2	11.2			22.5
Total Split (s)		143.0	143.0	20.0	163.0		17.0	17.0	20.0			22.5
Total Split (%)		70.6%	70.6%	9.9%	80.5%		8.4%	8.4%	9.9%			11.1%
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0			3.5
All-Red Time (s)		2.0	2.0	2.2	2.0		2.2	2.2	2.2			1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.0	6.0	6.2	6.0			6.2	6.2			4.5
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None			None
Act Effect Green (s)		166.5	166.5	181.4	182.8			9.0	21.8			5.5
Actuated g/C Ratio		0.82	0.82	0.90	0.90			0.04	0.11			0.03
v/c Ratio		0.45	0.04	0.59	0.40			0.41	0.27			0.03
Control Delay		6.5	0.5	15.3	2.4			108.6	17.8			0.5
Queue Delay		0.3	0.0	0.0	0.4			0.0	0.0			0.0
Total Delay		6.8	0.5	15.3	2.9			108.6	17.8			0.5

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A	A	B	A			F	B			A
Approach Delay		6.6			3.8			49.4			0.5	
Approach LOS		A			A			D			A	
Queue Length 50th (ft)		211	0	16	106			41	0			0
Queue Length 95th (ft)		391	6	63	215			84	49			0
Internal Link Dist (ft)		889			550			348			56	
Turn Bay Length (ft)			100	225					100			
Base Capacity (vph)		4042	1272	263	4429			94	253			217
Starvation Cap Reductn		1257	0	0	1951			0	0			0
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.65	0.04	0.51	0.71			0.33	0.23			0.02

Intersection Summary

Area Type:	Other
Cycle Length:	202.5
Actuated Cycle Length:	202.5
Offset:	46 (23%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization	58.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard

Ø1	Ø2 (R)	Ø4	Ø8
20 s	143 s	22.5 s	17 s
Ø6 (R)			
163 s			

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	86	1511	151	278	1602	119	63	95	157	99	139	70
Future Volume (vph)	86	1511	151	278	1602	119	63	95	157	99	139	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			25			50			50		
Satd. Flow (prot)	1711	4847	0	1711	4867	0	1711	1801	1531	1711	1711	0
Flt Permitted	0.104			0.070			0.256			0.608		
Satd. Flow (perm)	187	4847	0	126	4867	0	461	1801	1531	1095	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			13				21			12
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1806	0	302	1870	0	68	103	171	108	227	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	95.0		45.0	124.0		40.0	40.0	45.0	40.0		40.0
Total Split (%)	8.9%	52.8%		25.0%	68.9%		22.2%	22.2%	25.0%	22.2%		22.2%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Act Effect Green (s)	111.4	103.5		140.2	125.9		27.4	27.4	63.7	27.4		27.4
Actuated g/C Ratio	0.62	0.58		0.78	0.70		0.15	0.15	0.35	0.15		0.15
v/c Ratio	0.51	0.65		0.83	0.55		0.97	0.38	0.31	0.65		0.84
Control Delay	24.7	28.8		63.4	14.4		174.4	71.3	36.1	89.0		95.3
Queue Delay	0.0	2.2		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	24.7	31.0		63.4	14.4		174.4	71.3	36.1	89.0		95.3

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

05/05/2021

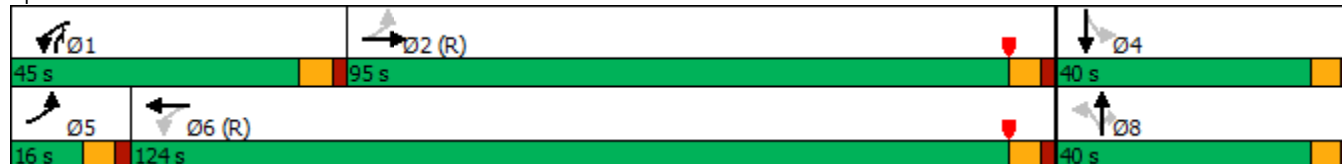


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C		E	B		F	E	D	F	F	
Approach Delay		30.7			21.2			74.2				93.3
Approach LOS		C			C			E				F
Queue Length 50th (ft)	24	520		249	372		81	111	127	122		251
Queue Length 95th (ft)	57	678		363	471		#177	171	171	190		345
Internal Link Dist (ft)		550			453			339				280
Turn Bay Length (ft)	175						200			100		
Base Capacity (vph)	198	2793		438	3409		87	340	625	206		332
Starvation Cap Reductn	0	806		0	0		0	0	0	0		0
Spillback Cap Reductn	0	0		0	0		0	0	0	0		0
Storage Cap Reductn	0	0		0	0		0	0	0	0		0
Reduced v/c Ratio	0.47	0.91		0.69	0.55		0.78	0.30	0.27	0.52		0.68

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 32 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 33.9
 Intersection LOS: C
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

05/05/2021

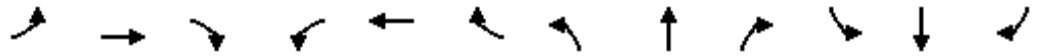


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1635	53	310	1950	412	40	116	163	475	217	82
Future Volume (vph)	79	1635	53	310	1950	412	40	116	163	475	217	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			43			6	63			25
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			463			536				465
Travel Time (s)		8.9			10.5			12.2				10.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)									20%			
Lane Group Flow (vph)	86	1835	0	337	2568	0	43	161	142	516	325	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	16.0	88.0		38.0	110.0		22.0	22.0	38.0	32.0	32.0	
Total Split (%)	8.9%	48.9%		21.1%	61.1%		12.2%	12.2%	21.1%	17.8%	17.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Act Effect Green (s)	9.6	89.7		23.5	103.6		15.0	15.0	45.5	25.0	25.0	
Actuated g/C Ratio	0.05	0.50		0.13	0.58		0.08	0.08	0.25	0.14	0.14	
v/c Ratio	0.95	0.60		0.78	0.93		0.30	1.13	0.34	1.12	0.68	
Control Delay	161.1	33.6		88.2	41.1		83.7	179.3	31.5	146.2	75.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	161.1	33.6		88.2	41.1		83.7	179.3	31.5	146.2	75.9	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	C		F	D		F	F	C	F	E	
Approach Delay		39.3			46.6			106.8			119.1	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	103	443		202	974		49	~223	78	~359	180	
Queue Length 95th (ft)	#228	510		252	1041		95	#400	147	#484	240	
Internal Link Dist (ft)		310			383			456			385	
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	91	3073		582	2774		142	143	477	460	477	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.95	0.60		0.58	0.93		0.30	1.13	0.30	1.12	0.68	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 39 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 57.8 Intersection LOS: E
 Intersection Capacity Utilization 96.5% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings
 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔↔	↕↕↔		↔↔	↕↔		↔↔	↕↔	
Traffic Volume (vph)	74	1537	294	251	989	238	131	475	248	508	603	58
Future Volume (vph)	74	1537	294	251	989	238	131	475	248	508	603	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	150		0	80		0	175		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	80			25			125			50		
Satd. Flow (prot)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			40			46				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		430			804			475				429
Travel Time (s)		9.8			18.3			10.8				9.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	1991	0	273	1334	0	142	786	0	552	718	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	22.0	86.0		22.0	86.0		33.0	39.0		33.0	39.0	
Total Split (%)	12.2%	47.8%		12.2%	47.8%		18.3%	21.7%		18.3%	21.7%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	9.7	79.4		15.4	85.1		13.1	32.0		26.0	44.9	
Actuated g/C Ratio	0.05	0.44		0.09	0.47		0.07	0.18		0.14	0.25	
v/c Ratio	0.45	0.93		0.96	0.59		0.59	1.28		1.15	0.85	
Control Delay	90.1	56.3		124.9	34.9		90.6	190.3		154.5	74.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	90.1	56.3		124.9	34.9		90.6	190.3		154.5	74.2	

Lanes, Volumes, Timings

4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	C		F	F		F	E	
Approach Delay		57.6			50.2			175.0			109.1	
Approach LOS		E			D			F			F	
Queue Length 50th (ft)	48	806		169	405		85	~593		~393	427	
Queue Length 95th (ft)	78	876		#269	467		124	#733		#521	#557	
Internal Link Dist (ft)		350			724			395			349	
Turn Bay Length (ft)	175			150			80			175		
Base Capacity (vph)	283	2132		283	2277		479	614		479	846	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.93		0.96	0.59		0.30	1.28		1.15	0.85	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 175 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 85.2

Intersection LOS: F

Intersection Capacity Utilization 101.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

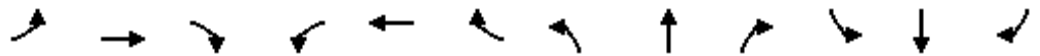
Queue shown is maximum after two cycles.

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↑↑↑		↶	↑↑↑			↕		↶		↶
Traffic Volume (vph)	114	2042	32	16	1266	28	8	0	10	47	0	34
Future Volume (vph)	114	2042	32	16	1266	28	8	0	10	47	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4901	0	0	1631	0	1711	0	1531
Flt Permitted	0.144			0.070				0.978		0.744		
Satd. Flow (perm)	259	4906	0	126	4901	0	0	1631	0	1340	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		780			2935			220				153
Travel Time (s)		17.7			66.7			5.0				3.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	2255	0	17	1406	0	0	20	0	51	0	37
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	22.0	49.4		22.0	49.4		18.6	18.6		18.6		18.6
Total Split (%)	24.4%	54.9%		24.4%	54.9%		20.7%	20.7%		20.7%		20.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	69.9	67.7		63.9	58.1			8.8		8.8		8.8
Actuated g/C Ratio	0.78	0.75		0.71	0.65			0.10		0.10		0.10
v/c Ratio	0.39	0.61		0.09	0.44			0.08		0.39		0.15
Control Delay	6.7	8.9		5.4	13.0			0.6		45.7		1.3
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	6.7	8.9		5.4	13.0			0.6		45.7		1.3

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	B			A		D		A
Approach Delay		8.8			12.9			0.6			27.0	
Approach LOS		A			B			A			C	
Queue Length 50th (ft)	14	159		3	278			0		28		0
Queue Length 95th (ft)	32	390		11	441			0		61		0
Internal Link Dist (ft)		700			2855			140			73	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	463	3690		381	3165			318		184		304
Starvation Cap Reductn	0	0		0	0			0		0		0
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.27	0.61		0.04	0.44			0.06		0.28		0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	64 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization:	67.2%
ICU Level of Service:	C
Analysis Period (min):	15

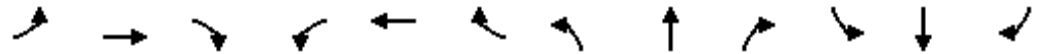
Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court

Ø1	Ø2 (R)	Ø4
22 s	49.4 s	18.6 s
Ø5	Ø6 (R)	Ø8
22 s	49.4 s	18.6 s

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗			↕	
Traffic Volume (vph)	13	1968	52	37	1280	3	43	0	118	3	0	2
Future Volume (vph)	13	1968	52	37	1280	3	43	0	118	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	1939	0
Flt Permitted	0.169			0.069			0.754				0.822	
Satd. Flow (perm)	304	4916	1531	124	4916	0	1358	1531	0	0	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118		1			128				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2935			879			313				202
Travel Time (s)		66.7			20.0			7.1				4.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	2139	57	40	1394	0	47	128	0	0	5	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3		33.3
Total Split (s)	13.0	59.0	59.0	13.0	59.0		18.0	18.0		18.0		18.0
Total Split (%)	14.4%	65.6%	65.6%	14.4%	65.6%		20.0%	20.0%		20.0%		20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3				6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max		Max
Act Effect Green (s)	61.5	58.0	58.0	64.4	63.1		11.7	11.7				11.7
Actuated g/C Ratio	0.68	0.64	0.64	0.72	0.70		0.13	0.13				0.13
v/c Ratio	0.05	0.68	0.06	0.21	0.40		0.27	0.41				0.02
Control Delay	2.0	15.1	1.0	6.6	6.5		39.7	11.3				0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	2.0	15.1	1.0	6.6	6.5		39.7	11.3				0.0

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

05/05/2021

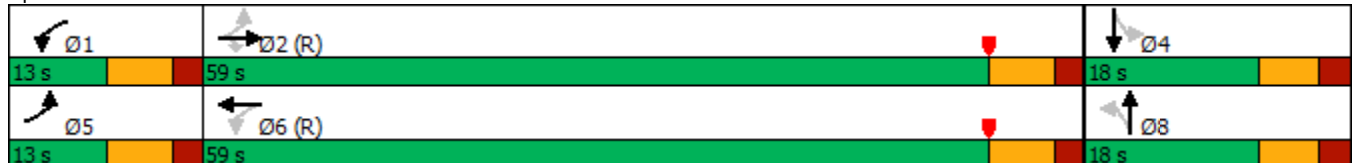


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B	A	A	A		D	B			A	
Approach Delay		14.7			6.5			19.0				
Approach LOS		B			A			B				
Queue Length 50th (ft)	3	434	0	7	123		25	0			0	
Queue Length 95th (ft)	m1	525	m4	m13	m257		58	50			0	
Internal Link Dist (ft)		2855			799			233			122	
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	312	3166	1027	204	3446		176	310			316	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.04	0.68	0.06	0.20	0.40		0.27	0.41			0.02	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 11.8
 Intersection LOS: B
 Intersection Capacity Utilization 55.9%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

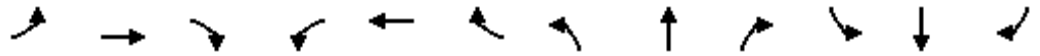
Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/15/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑	↖	↖↗	↑↑↑	
Traffic Volume (vph)	359	1445	368	508	932	207	348	792	335	176	842	218
Future Volume (vph)	359	1445	368	508	932	207	348	792	335	176	842	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161		31				223			32
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		879			705			649			569	
Travel Time (s)		20.0			16.0			14.8			12.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	390	1571	400	552	1238	0	378	861	364	191	1152	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	47.0	75.0	75.0	43.0	71.0		21.0	44.0	44.0	18.0	41.0	
Total Split (%)	26.1%	41.7%	41.7%	23.9%	39.4%		11.7%	24.4%	24.4%	10.0%	22.8%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	40.0	70.4	70.4	33.6	64.0		14.1	37.1	37.1	11.1	34.1	
Actuated g/C Ratio	0.22	0.39	0.39	0.19	0.36		0.08	0.21	0.21	0.06	0.19	
v/c Ratio	0.53	0.82	0.57	0.89	0.72		1.46	1.22	0.74	0.94	1.24	
Control Delay	69.4	42.7	24.7	93.3	59.8		278.7	168.8	35.2	130.0	172.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	69.4	42.7	24.7	93.3	59.8		278.7	168.8	35.2	130.0	172.9	

Lanes, Volumes, Timings
 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/15/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	D	C	F	E		F	F	D	F	F	
Approach Delay		44.1			70.1			164.4				166.8
Approach LOS		D			E			F				F
Queue Length 50th (ft)	246	557	197	354	445		~312	~654	164	118		~606
Queue Length 95th (ft)	304	597	247	419	541		#427	#793	299	#203		#706
Internal Link Dist (ft)		799			625			569				489
Turn Bay Length (ft)	150		175	325						180		
Base Capacity (vph)	737	1924	696	663	1720		259	705	492	204		928
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0		0
Reduced v/c Ratio	0.53	0.82	0.57	0.83	0.72		1.46	1.22	0.74	0.94		1.24

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 165 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 101.0 Intersection LOS: F
 Intersection Capacity Utilization 96.6% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖			↖	↖	↖	↖	↖
Traffic Volume (vph)	83	1797	19	21	1530	132	13	0	3	16	0	8
Future Volume (vph)	83	1797	19	21	1530	132	13	0	3	16	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4857	0	0	1711	1531	1625	1499	0
Flt Permitted	0.099			0.086				0.950		0.950	0.988	
Satd. Flow (perm)	178	4906	0	155	4857	0	0	1711	1531	1625	1499	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14				92			92
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	90	1974	0	23	1806	0	0	14	3	14	12	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	11.2
Total Split (s)	16.0	116.0		16.0	116.0		24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	8.9%	64.4%		8.9%	64.4%		13.3%	13.3%	13.3%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effect Green (s)	154.5	152.0		149.8	143.9			7.1	7.1	7.2	7.2	
Actuated g/C Ratio	0.86	0.84		0.83	0.80			0.04	0.04	0.04	0.04	
v/c Ratio	0.42	0.48		0.13	0.46			0.21	0.02	0.22	0.08	
Control Delay	18.1	2.4		4.3	5.3			90.3	0.3	90.8	1.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	18.1	2.4		4.3	5.4			90.3	0.3	90.8	1.1	

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	A		A	A			F	A	F	A	
Approach Delay		3.1			5.4			74.4			49.4	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	14	83		4	145			16	0	16	0	
Queue Length 95th (ft)	m24	107		10	209			45	0	47	0	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			75								
Base Capacity (vph)	239	4143		218	3885			169	234	160	231	
Starvation Cap Reductn	0	0		0	248			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.38	0.48		0.11	0.50			0.08	0.01	0.09	0.05	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 33 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 4.8
 Intersection LOS: A
 Intersection Capacity Utilization 61.9%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑↑			↑	↗			
Traffic Volume (vph)	0	1762	49	128	1682	18	27	3	56	0	0	4
Future Volume (vph)	0	1762	49	128	1682	18	27	3	56	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	225		0	0		100	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	0	4916	1531	1711	4906	0	0	1723	1531	0	0	0
Flt Permitted				0.089				0.957				
Satd. Flow (perm)	0	4916	1531	160	4906	0	0	1723	1531	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57		5				37			93
Link Speed (mph)		30			30			30				30
Link Distance (ft)		969			630			428				196
Travel Time (s)		22.0			14.3			9.7				4.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1915	53	139	1848	0	0	32	61	0	4	0
Turn Type		NA	Perm	pm+pt	NA		Split	NA	pm+ov			
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2	6					8			
Detector Phase		2	2	1	6		8	8	1			
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0			
Minimum Split (s)		11.0	11.0	11.2	11.0		31.2	31.2	11.2			
Total Split (s)		143.0	143.0	20.0	163.0		17.0	17.0	20.0			
Total Split (%)		79.4%	79.4%	11.1%	90.6%		9.4%	9.4%	11.1%			
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0			
All-Red Time (s)		2.0	2.0	2.2	2.0		2.2	2.2	2.2			
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			
Total Lost Time (s)		6.0	6.0	6.2	6.0			6.2	6.2			
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None			
Act Effect Green (s)		146.8	146.8	161.4	162.8			8.5	21.0			0.0
Actuated g/C Ratio		0.82	0.82	0.90	0.90			0.05	0.12			0.00
v/c Ratio		0.48	0.04	0.64	0.42			0.40	0.29			0.04
Control Delay		1.6	0.1	40.1	0.6			96.6	34.4			0.0
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay		1.6	0.1	40.1	0.6			96.6	34.4			0.0

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A	A	D	A			F	C		A	
Approach Delay		1.6			3.4			55.8				
Approach LOS		A			A			E				
Queue Length 50th (ft)		30	1	38	27			37	26		0	
Queue Length 95th (ft)		34	0	m115	27			79	72		0	
Internal Link Dist (ft)		889			550			348			116	
Turn Bay Length (ft)			100	225					100			
Base Capacity (vph)		4010	1259	262	4438			103	254		93	
Starvation Cap Reductn		67	0	0	414			0	0		0	
Spillback Cap Reductn		0	0	0	0			0	0		0	
Storage Cap Reductn		0	0	0	0			0	0		0	
Reduced v/c Ratio		0.49	0.04	0.53	0.46			0.31	0.24		0.04	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	46 (26%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	3.7
Intersection LOS:	A
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	1588	159	292	1684	125	66	100	165	104	146	74
Future Volume (vph)	90	1588	159	292	1684	125	66	100	165	104	146	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			25			50			50		
Satd. Flow (prot)	1711	4847	0	1711	4867	0	1711	1801	1531	1711	1711	0
Flt Permitted	0.092			0.056			0.242			0.596		
Satd. Flow (perm)	166	4847	0	101	4867	0	436	1801	1531	1073	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			13				21			12
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	1899	0	317	1966	0	72	109	179	113	239	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	95.0		45.0	124.0		40.0	40.0	45.0	40.0		40.0
Total Split (%)	8.9%	52.8%		25.0%	68.9%		22.2%	22.2%	25.0%	22.2%		22.2%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Act Effect Green (s)	108.1	100.0		139.1	124.6		28.5	28.5	67.2	28.5		28.5
Actuated g/C Ratio	0.60	0.56		0.77	0.69		0.16	0.16	0.37	0.16		0.16
v/c Ratio	0.58	0.70		0.86	0.58		1.04	0.38	0.31	0.66		0.85
Control Delay	34.8	17.1		72.1	15.7		191.7	70.6	34.5	89.4		95.9
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	34.8	17.2		72.1	15.7		191.7	70.6	34.5	89.4		95.9

Lanes, Volumes, Timings
 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B		E	B		F	E	C	F	F	
Approach Delay		18.0			23.6			76.9				93.8
Approach LOS		B			C			E				F
Queue Length 50th (ft)	40	248		289	416		-90	117	129	127		265
Queue Length 95th (ft)	99	349		409	510		#195	179	180	199		365
Internal Link Dist (ft)		550			453			339				280
Turn Bay Length (ft)	175						200			100		
Base Capacity (vph)	183	2697		423	3372		82	340	634	202		332
Starvation Cap Reductn	0	65		0	0		0	0	0	0		0
Spillback Cap Reductn	0	0		0	0		0	0	0	0		0
Storage Cap Reductn	0	0		0	0		0	0	0	0		0
Reduced v/c Ratio	0.54	0.72		0.75	0.58		0.88	0.32	0.28	0.56		0.72

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 32 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 30.1
 Intersection LOS: C
 Intersection Capacity Utilization 87.4%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

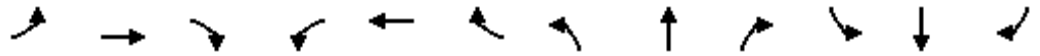
Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	1719	56	326	2050	433	42	122	171	499	228	86
Future Volume (vph)	83	1719	56	326	2050	433	42	122	171	499	228	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			43			6	63			25
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)									20%			
Lane Group Flow (vph)	90	1929	0	354	2699	0	46	170	149	542	341	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	16.0	88.0		38.0	110.0		22.0	22.0	38.0	32.0	32.0	
Total Split (%)	8.9%	48.9%		21.1%	61.1%		12.2%	12.2%	21.1%	17.8%	17.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Act Effect Green (s)	9.6	88.8		24.4	103.6		15.0	15.0	46.4	25.0	25.0	
Actuated g/C Ratio	0.05	0.49		0.14	0.58		0.08	0.08	0.26	0.14	0.14	
v/c Ratio	0.99	0.63		0.79	0.97		0.32	1.19	0.35	1.18	0.71	
Control Delay	172.0	35.2		87.9	47.9		84.4	197.4	32.4	163.8	77.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	172.0	35.2		87.9	47.9		84.4	197.4	32.4	163.8	77.7	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D		F	D		F	F	C	F	E	
Approach Delay		41.3			52.5			115.8			130.6	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	108	481		212	1089		52	~246	86	~392	191	
Queue Length 95th (ft)	#241	553		263	1161		100	#426	155	#518	252	
Internal Link Dist (ft)		310			844			370			385	
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	91	3041		582	2774		142	143	477	460	477	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.99	0.63		0.61	0.97		0.32	1.19	0.31	1.18	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 39 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 63.5 Intersection LOS: E
 Intersection Capacity Utilization 100.3% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings
4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔↔	↕↕↔		↔↔	↕↕		↔↔	↕↕	
Traffic Volume (vph)	174	1537	294	320	989	238	131	475	248	508	603	58
Future Volume (vph)	174	1537	294	320	989	238	131	475	248	508	603	58
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	475		0	80		0	175		0
Storage Lanes	1		0	2		0	2		0	1		0
Taper Length (ft)	50			100			125			50		
Satd. Flow (prot)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			40			46				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		585			1584			475				429
Travel Time (s)		13.3			36.0			10.8				9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	1991	0	348	1334	0	142	786	0	552	718	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	22.0	86.0		22.0	86.0		33.0	39.0		33.0	39.0	
Total Split (%)	12.2%	47.8%		12.2%	47.8%		18.3%	21.7%		18.3%	21.7%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	14.3	79.4		15.4	80.5		13.1	32.0		26.0	44.9	
Actuated g/C Ratio	0.08	0.44		0.09	0.45		0.07	0.18		0.14	0.25	
v/c Ratio	0.72	0.93		1.23	0.62		0.59	1.28		1.15	0.85	
Control Delay	96.7	56.3		191.9	26.1		90.6	190.3		154.5	74.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	96.7	56.3		191.9	26.1		90.6	190.3		154.5	74.2	
LOS	F	E		F	C		F	F		F	E	
Approach Delay		59.8			60.4			175.0			109.1	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	113	806		~265	320		85	~593		~393	427	
Queue Length 95th (ft)	160	876		#380	305		124	#733		#521	#557	
Internal Link Dist (ft)		505			1504			395			349	
Turn Bay Length (ft)	315			475			80			175		
Base Capacity (vph)	283	2132		283	2157		479	614		479	846	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.67	0.93		1.23	0.62		0.30	1.28		1.15	0.85	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	175 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.28
Intersection Signal Delay:	87.9
Intersection LOS:	F
Intersection Capacity Utilization	103.6%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑			↕		↘		↗
Traffic Volume (vph)	114	2042	32	16	1266	28	8	0	10	47	0	34
Future Volume (vph)	114	2042	32	16	1266	28	8	0	10	47	0	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4901	0	0	1631	0	1711	0	1531
Flt Permitted	0.144			0.070				0.978		0.744		
Satd. Flow (perm)	259	4906	0	126	4901	0	0	1631	0	1340	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1584			2935			220				153
Travel Time (s)		36.0			66.7			5.0				3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	2255	0	17	1406	0	0	20	0	51	0	37
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	22.0	49.4		22.0	49.4		18.6	18.6		18.6		18.6
Total Split (%)	24.4%	54.9%		24.4%	54.9%		20.7%	20.7%		20.7%		20.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	69.9	67.7		63.9	58.1			8.8		8.8		8.8
Actuated g/C Ratio	0.78	0.75		0.71	0.65			0.10		0.10		0.10
v/c Ratio	0.39	0.61		0.09	0.44			0.08		0.39		0.15
Control Delay	4.0	12.6		5.4	13.7			0.6		45.7		1.3
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	4.0	12.6		5.4	13.7			0.6		45.7		1.3
LOS	A	B		A	B			A		D		A
Approach Delay		12.2			13.6			0.6				27.0
Approach LOS		B			B			A				C
Queue Length 50th (ft)	24	461		3	279			0		28		0
Queue Length 95th (ft)	m27	m653		m10	442			0		61		0
Internal Link Dist (ft)		1504			2855			140				73
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	463	3690		381	3165			318		184		304
Starvation Cap Reductn	0	0		0	0			0		0		0

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.27	0.61		0.04	0.44			0.06		0.28		0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	64 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	13.0
Intersection LOS:	B
Intersection Capacity Utilization	67.2%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

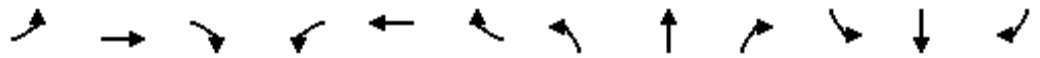
Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗			↕	
Traffic Volume (vph)	27	1968	52	53	1280	3	43	0	118	3	0	2
Future Volume (vph)	27	1968	52	53	1280	3	43	0	118	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	1939	0
Flt Permitted	0.167			0.071			0.754				0.822	
Satd. Flow (perm)	301	4916	1531	128	4916	0	1358	1531	0	0	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118		1			128				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2935			879			313				202
Travel Time (s)		66.7			20.0			7.1				4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	2139	57	58	1394	0	47	128	0	0	5	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3		33.3
Total Split (s)	13.0	59.0	59.0	13.0	59.0		18.0	18.0		18.0		18.0
Total Split (%)	14.4%	65.6%	65.6%	14.4%	65.6%		20.0%	20.0%		20.0%		20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3				6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max		Max
Act Effct Green (s)	60.2	55.4	55.4	63.2	60.5		11.7	11.7				11.7
Actuated g/C Ratio	0.67	0.62	0.62	0.70	0.67		0.13	0.13				0.13
v/c Ratio	0.10	0.71	0.06	0.29	0.42		0.27	0.41				0.02
Control Delay	2.6	16.4	0.7	10.2	8.7		39.7	11.3				0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	2.6	16.4	0.7	10.2	8.7		39.7	11.3				0.0
LOS	A	B	A	B	A		D	B				A
Approach Delay		15.8			8.8			19.0				
Approach LOS		B			A			B				
Queue Length 50th (ft)	6	671	1	17	153		25	0				0
Queue Length 95th (ft)	m0	548	m4	m21	m274		58	50				0
Internal Link Dist (ft)		2855			799			233				122
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	306	3026	987	205	3306		176	310				316

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.09	0.71	0.06	0.28	0.42		0.27	0.41			0.02	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 13.3

Intersection LOS: B

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

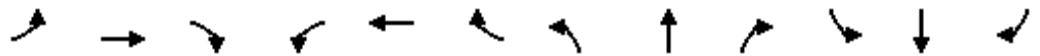
Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	1445	368	508	932	207	348	792	335	176	842	218
Future Volume (vph)	359	1445	368	508	932	207	348	792	335	176	842	218
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161		31				223			32
Link Speed (mph)		30			30			30				30
Link Distance (ft)		879			705			649				569
Travel Time (s)		20.0			16.0			14.8				12.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	390	1571	400	552	1238	0	378	861	364	191	1152	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	47.0	75.0	75.0	43.0	71.0		21.0	44.0	44.0	18.0	41.0	
Total Split (%)	26.1%	41.7%	41.7%	23.9%	39.4%		11.7%	24.4%	24.4%	10.0%	22.8%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	40.0	70.4	70.4	33.6	64.0		14.1	37.1	37.1	11.1	34.1	
Actuated g/C Ratio	0.22	0.39	0.39	0.19	0.36		0.08	0.21	0.21	0.06	0.19	
v/c Ratio	0.53	0.82	0.57	0.89	0.72		1.46	1.22	0.74	0.94	1.24	
Control Delay	74.0	32.0	17.3	100.5	44.5		278.7	168.8	35.2	130.0	172.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	74.0	32.0	17.3	100.5	44.5		278.7	168.8	35.2	130.0	172.9	
LOS	E	C	B	F	D		F	F	D	F	F	
Approach Delay		36.5			61.7			164.4			166.8	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	246	276	112	353	455		~312	~654	164	118	~606	
Queue Length 95th (ft)	304	507	221	419	363		#427	#793	299	#203	#706	
Internal Link Dist (ft)		799			625			569			489	
Turn Bay Length (ft)	450		175	325						180		
Base Capacity (vph)	737	1924	696	663	1720		259	705	492	204	928	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.82	0.57	0.83	0.72		1.46	1.22	0.74	0.94	1.24	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 165 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.46

Intersection Signal Delay: 96.4

Intersection LOS: F

Intersection Capacity Utilization 96.6%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

Ø1 43 s	Ø2 (R) 75 s	Ø3 18 s	Ø4 44 s
Ø5 47 s	Ø6 (R) 71 s	Ø7 21 s	Ø8 41 s

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗		↕	↖	↗	↕	↖
Traffic Volume (vph)	91	1797	19	31	1530	132	13	0	3	16	0	8
Future Volume (vph)	91	1797	19	31	1530	132	13	0	3	16	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4857	0	0	1711	1531	1625	1499	0
Flt Permitted	0.100			0.085				0.950		0.950	0.988	
Satd. Flow (perm)	180	4906	0	153	4857	0	0	1711	1531	1625	1499	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14				92			92
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	99	1974	0	34	1806	0	0	14	3	14	12	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	
Total Split (s)	16.0	116.0		16.0	116.0		24.0	24.0	24.0	24.0	24.0	
Total Split (%)	8.9%	64.4%		8.9%	64.4%		13.3%	13.3%	13.3%	13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effect Green (s)	153.5	148.4		149.6	143.5			7.1	7.1	7.2	7.2	
Actuated g/C Ratio	0.85	0.82		0.83	0.80			0.04	0.04	0.04	0.04	
v/c Ratio	0.46	0.49		0.19	0.47			0.21	0.02	0.22	0.08	
Control Delay	20.7	2.6		5.7	8.0			90.3	0.3	90.8	1.1	
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0	0.0	0.0	
Total Delay	20.7	2.6		5.7	8.1			90.3	0.3	90.8	1.1	
LOS	C	A		A	A			F	A	F	A	
Approach Delay		3.4			8.1			74.4			49.4	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	11	83		6	287			16	0	16	0	
Queue Length 95th (ft)	m35	108		15	374			45	0	47	0	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			190								
Base Capacity (vph)	241	4044		217	3875			169	234	160	231	
Starvation Cap Reductn	0	0		0	893			0	0	0	0	

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/28/2021

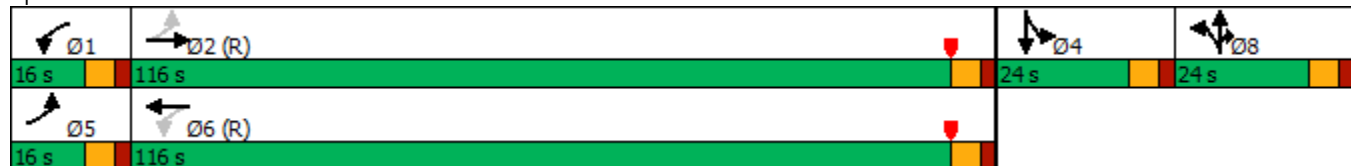


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.41	0.49		0.16	0.61			0.08	0.01	0.09	0.05	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	33 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization	61.9%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

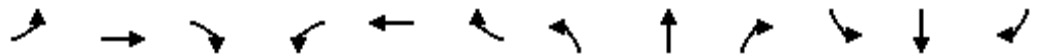
Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/28/2021

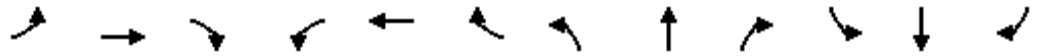


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑↑			↖	↗			↗
Traffic Volume (vph)	0	1787	49	128	1682	18	27	3	56	0	0	4
Future Volume (vph)	0	1787	49	128	1682	18	27	3	56	0	0	4
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	225		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		1
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	0	4916	1531	1711	4906	0	0	1723	1531	0	0	1558
Flt Permitted				0.084				0.957				
Satd. Flow (perm)	0	4916	1531	151	4906	0	0	1723	1531	0	0	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75		2				61			83
Link Speed (mph)		30			30			30				30
Link Distance (ft)		969			630			428				184
Travel Time (s)		22.0			14.3			9.7				4.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1942	53	139	1848	0	0	32	61	0	0	4
Turn Type		NA	Perm	pm+pt	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2	6					8			4
Detector Phase		2	2	1	6		8	8	1			4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0			5.0
Minimum Split (s)		11.0	11.0	11.2	11.0		31.2	31.2	11.2			22.5
Total Split (s)		143.0	143.0	20.0	163.0		17.0	17.0	20.0			22.5
Total Split (%)		70.6%	70.6%	9.9%	80.5%		8.4%	8.4%	9.9%			11.1%
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0			3.5
All-Red Time (s)		2.0	2.0	2.2	2.0		2.2	2.2	2.2			1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.0	6.0	6.2	6.0			6.2	6.2			4.5
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None			None
Act Effect Green (s)		164.6	164.6	181.3	182.7			9.2	23.7			5.5
Actuated g/C Ratio		0.81	0.81	0.90	0.90			0.05	0.12			0.03
v/c Ratio		0.49	0.04	0.64	0.42			0.41	0.26			0.03
Control Delay		7.6	0.6	23.8	2.6			108.5	16.5			0.5
Queue Delay		0.3	0.0	0.0	0.5			0.0	0.0			0.0
Total Delay		7.9	0.6	23.8	3.0			108.5	16.5			0.5
LOS		A	A	C	A			F	B			A
Approach Delay		7.7			4.5			48.2			0.5	
Approach LOS		A			A			D			A	
Queue Length 50th (ft)		258	0	16	116			42	0			0
Queue Length 95th (ft)		462	7	102	233			85	49			0
Internal Link Dist (ft)		889			550			348			104	
Turn Bay Length (ft)			100	225					100			
Base Capacity (vph)		3996	1258	247	4426			94	261			214
Starvation Cap Reductn		1162	0	0	1890			0	0			0

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.69	0.04	0.56	0.73			0.34	0.23			0.02

Intersection Summary

Area Type:	Other
Cycle Length:	202.5
Actuated Cycle Length:	202.5
Offset:	46 (23%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	7.1
Intersection LOS:	A
Intersection Capacity Utilization	61.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard

Ø1	Ø2 (R)	Ø4	Ø8
20 s	143 s	22.5 s	17 s
Ø6 (R)			
163 s			

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1588	159	311	1684	125	66	100	165	104	146	74
Future Volume (vph)	115	1588	159	311	1684	125	66	100	165	104	146	74
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	360		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1711	4847	0	1711	4867	0	1711	1801	1531	1711	1711	0
Flt Permitted	0.093			0.054			0.242			0.596		
Satd. Flow (perm)	167	4847	0	97	4867	0	436	1801	1531	1073	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			13				21			12
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	1899	0	338	1966	0	72	109	179	113	239	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	95.0		45.0	124.0		40.0	40.0	45.0	40.0		40.0
Total Split (%)	8.9%	52.8%		25.0%	68.9%		22.2%	22.2%	25.0%	22.2%		22.2%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Act Effct Green (s)	107.2	98.3		139.1	123.8		28.5	28.5	68.9	28.5		28.5
Actuated g/C Ratio	0.60	0.55		0.77	0.69		0.16	0.16	0.38	0.16		0.16
v/c Ratio	0.71	0.72		0.88	0.59		1.04	0.38	0.30	0.66		0.85
Control Delay	48.2	33.6		76.3	16.1		191.7	70.6	33.6	89.4		95.9
Queue Delay	0.0	6.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	48.2	39.6		76.3	16.1		191.7	70.6	33.6	89.4		95.9
LOS	D	D		E	B		F	E	C	F		F
Approach Delay		40.1			24.9			76.4				93.8
Approach LOS		D			C			E				F
Queue Length 50th (ft)	35	621		316	430		-90	117	126	127		265
Queue Length 95th (ft)	#140	733		#467	510		#195	179	180	199		365
Internal Link Dist (ft)		550			453			339				280
Turn Bay Length (ft)	175			360			200			100		
Base Capacity (vph)	182	2654		421	3352		82	340	634	202		332
Starvation Cap Reductn	0	702		0	0		0	0	0	0		0

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

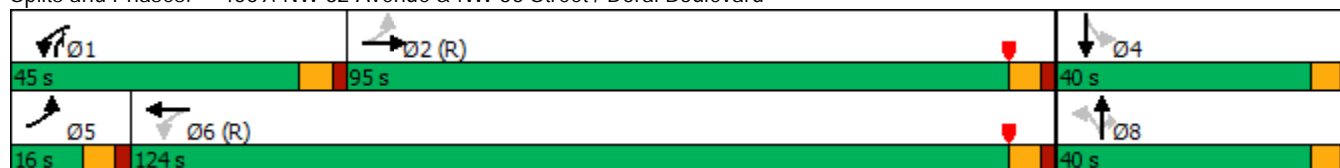


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.97		0.80	0.59		0.88	0.32	0.28	0.56	0.72	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	32 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	39.5
Intersection LOS:	D
Intersection Capacity Utilization	88.5%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

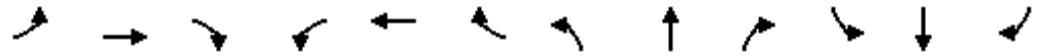
Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1719	56	326	2050	433	42	122	171	499	228	86
Future Volume (vph)	112	1719	56	326	2050	433	42	122	171	499	228	86
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			43			6	63			25
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)									20%			
Lane Group Flow (vph)	122	1929	0	354	2699	0	46	170	149	542	341	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	16.0	88.0		38.0	110.0		22.0	22.0	38.0	32.0	32.0	
Total Split (%)	8.9%	48.9%		21.1%	61.1%		12.2%	12.2%	21.1%	17.8%	17.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Act Effect Green (s)	9.6	88.8		24.4	103.6		15.0	15.0	46.4	25.0	25.0	
Actuated g/C Ratio	0.05	0.49		0.14	0.58		0.08	0.08	0.26	0.14	0.14	
v/c Ratio	1.34	0.63		0.79	0.97		0.32	1.19	0.35	1.18	0.71	
Control Delay	267.7	35.2		87.9	47.9		84.4	197.4	32.4	163.8	77.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	267.7	35.2		87.9	47.9		84.4	197.4	32.4	163.8	77.7	
LOS	F	D		F	D		F	F	C	F	E	
Approach Delay		49.0			52.5			115.8				130.6
Approach LOS		D			D			F				F
Queue Length 50th (ft)	~187	481		212	1089		52	~246	86	~392	191	
Queue Length 95th (ft)	#336	553		263	1161		100	#426	155	#518	252	
Internal Link Dist (ft)		310			844			370				385
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	91	3041		582	2774		142	143	477	460	477	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.34	0.63		0.61	0.97		0.32	1.19	0.31	1.18	0.71	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	39 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.34
Intersection Signal Delay:	65.9
Intersection LOS:	E
Intersection Capacity Utilization	101.9%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings
 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔↔	↕↕↔		↔↔	↕↔		↔↔	↕↔	
Traffic Volume (vph)	74	1537	294	264	989	238	131	475	248	508	603	58
Future Volume (vph)	74	1537	294	264	989	238	131	475	248	508	603	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	150		0	80		0	175		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	80			25			125			50		
Satd. Flow (prot)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			40			46				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		430			804			475				429
Travel Time (s)		9.8			18.3			10.8				9.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	1991	0	287	1334	0	142	786	0	552	718	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	22.0	86.0		22.0	86.0		33.0	39.0		33.0	39.0	
Total Split (%)	12.2%	47.8%		12.2%	47.8%		18.3%	21.7%		18.3%	21.7%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	9.7	79.4		15.4	85.1		13.1	32.0		26.0	44.9	
Actuated g/C Ratio	0.05	0.44		0.09	0.47		0.07	0.18		0.14	0.25	
v/c Ratio	0.45	0.93		1.01	0.59		0.59	1.28		1.15	0.85	
Control Delay	90.1	56.3		135.5	34.9		90.6	190.3		154.5	74.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	90.1	56.3		135.5	34.9		90.6	190.3		154.5	74.2	

Lanes, Volumes, Timings

4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	C		F	F		F	E	
Approach Delay		57.6			52.7			175.0			109.1	
Approach LOS		E			D			F			F	
Queue Length 50th (ft)	48	806		~180	405		85	~593		~393	427	
Queue Length 95th (ft)	78	876		#288	467		124	#733		#521	#557	
Internal Link Dist (ft)		350			724			395			349	
Turn Bay Length (ft)	175			150			80			175		
Base Capacity (vph)	283	2132		283	2277		479	614		479	846	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.93		1.01	0.59		0.30	1.28		1.15	0.85	

Intersection Summary

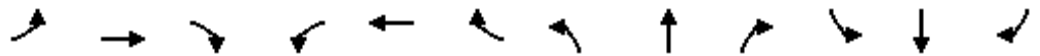
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 175 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 85.9
 Intersection LOS: F
 Intersection Capacity Utilization 102.0%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↕		↖		↖
Traffic Volume (vph)	122	2042	32	16	1266	28	8	0	10	47	0	34
Future Volume (vph)	122	2042	32	16	1266	28	8	0	10	47	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4901	0	0	1631	0	1711	0	1531
Flt Permitted	0.143			0.071				0.978		0.744		
Satd. Flow (perm)	257	4906	0	128	4901	0	0	1631	0	1340	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		780			2935			220				153
Travel Time (s)		17.7			66.7			5.0				3.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	2255	0	17	1406	0	0	20	0	51	0	37
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	22.0	49.4		22.0	49.4		18.6	18.6		18.6		18.6
Total Split (%)	24.4%	54.9%		24.4%	54.9%		20.7%	20.7%		20.7%		20.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	70.0	67.7		63.7	57.9			8.8		8.8		8.8
Actuated g/C Ratio	0.78	0.75		0.71	0.64			0.10		0.10		0.10
v/c Ratio	0.42	0.61		0.09	0.45			0.08		0.39		0.15
Control Delay	7.1	8.9		5.4	13.2			0.6		45.7		1.3
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	7.1	8.9		5.4	13.2			0.6		45.7		1.3

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/29/2021

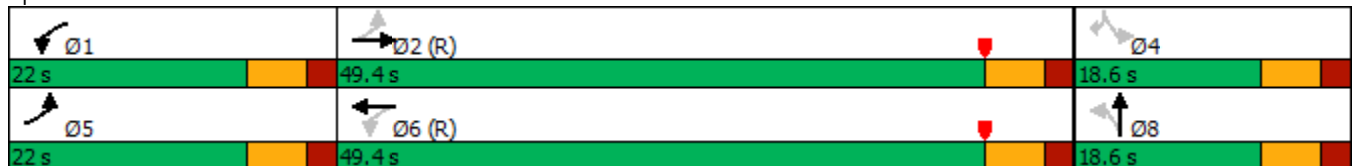


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A		A	B			A		D		A
Approach Delay		8.8			13.1			0.6			27.0	
Approach LOS		A			B			A			C	
Queue Length 50th (ft)	15	159		3	279			0		28		0
Queue Length 95th (ft)	34	390		11	443			0		61		0
Internal Link Dist (ft)		700			2855			140			73	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	462	3690		382	3154			318		184		304
Starvation Cap Reductn	0	0		0	0			0		0		0
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.29	0.61		0.04	0.45			0.06		0.28		0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	64 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization	67.2%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021

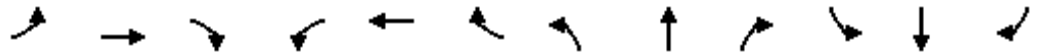


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗			↕	
Traffic Volume (vph)	13	1968	52	53	1280	3	43	0	118	3	0	2
Future Volume (vph)	13	1968	52	53	1280	3	43	0	118	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	1939	0
Flt Permitted	0.173			0.069			0.754				0.822	
Satd. Flow (perm)	312	4916	1531	124	4916	0	1358	1531	0	0	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118		1			128				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2935			879			313				202
Travel Time (s)		66.7			20.0			7.1				4.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	2139	57	58	1394	0	47	128	0	0	5	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3		33.3
Total Split (s)	13.0	59.0	59.0	13.0	59.0		18.0	18.0		18.0		18.0
Total Split (%)	14.4%	65.6%	65.6%	14.4%	65.6%		20.0%	20.0%		20.0%		20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3				6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max		Max
Act Effect Green (s)	60.0	55.4	55.4	64.4	63.1		11.7	11.7				11.7
Actuated g/C Ratio	0.67	0.62	0.62	0.72	0.70		0.13	0.13				0.13
v/c Ratio	0.05	0.71	0.06	0.29	0.40		0.27	0.41				0.02
Control Delay	2.0	17.3	1.0	10.6	7.4		39.7	11.3				0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	2.0	17.3	1.0	10.6	7.4		39.7	11.3				0.0

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021

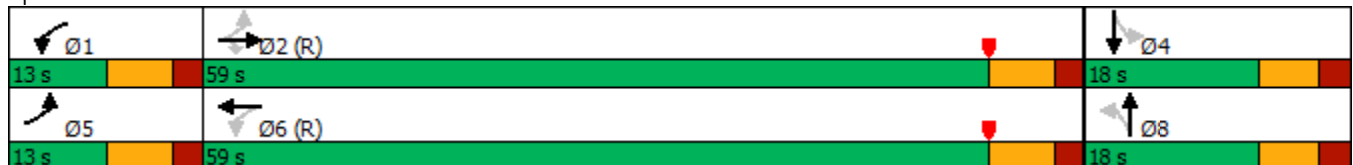


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B	A	B	A		D	B			A	
Approach Delay		16.8			7.5			19.0				
Approach LOS		B			A			B				
Queue Length 50th (ft)	3	438	0	17	153		25	0			0	
Queue Length 95th (ft)	m1	525	m4	m21	m257		58	50			0	
Internal Link Dist (ft)		2855			799			233			122	
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	312	3026	987	204	3446		176	310			316	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.04	0.71	0.06	0.28	0.40		0.27	0.41			0.02	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 13.4
 Intersection LOS: B
 Intersection Capacity Utilization 61.9%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑↑	
Traffic Volume (vph)	359	1445	368	508	932	207	348	792	335	176	842	218
Future Volume (vph)	359	1445	368	508	932	207	348	792	335	176	842	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161		31				223		32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		879			705			649			569	
Travel Time (s)		20.0			16.0			14.8			12.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	390	1571	400	552	1238	0	378	861	364	191	1152	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	47.0	75.0	75.0	43.0	71.0		21.0	44.0	44.0	18.0	41.0	
Total Split (%)	26.1%	41.7%	41.7%	23.9%	39.4%		11.7%	24.4%	24.4%	10.0%	22.8%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	40.0	70.4	70.4	33.6	64.0		14.1	37.1	37.1	11.1	34.1	
Actuated g/C Ratio	0.22	0.39	0.39	0.19	0.36		0.08	0.21	0.21	0.06	0.19	
v/c Ratio	0.53	0.82	0.57	0.89	0.72		1.46	1.22	0.74	0.94	1.24	
Control Delay	67.6	40.8	24.1	100.7	44.6		278.7	168.8	35.2	130.0	172.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.6	40.8	24.1	100.7	44.6		278.7	168.8	35.2	130.0	172.9	

Lanes, Volumes, Timings
 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

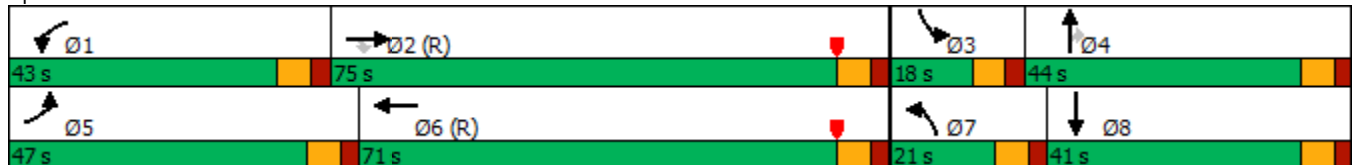


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	D	C	F	D		F	F	D	F	F	
Approach Delay		42.4			61.9			164.4				166.8
Approach LOS		D			E			F				F
Queue Length 50th (ft)	246	549	197	353	455		~312	~654	164	118		~606
Queue Length 95th (ft)	304	597	247	419	387		#427	#793	299	#203		#706
Internal Link Dist (ft)		799			625			569				489
Turn Bay Length (ft)	150		175	325						180		
Base Capacity (vph)	737	1924	696	663	1720		259	705	492	204		928
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0		0
Reduced v/c Ratio	0.53	0.82	0.57	0.83	0.72		1.46	1.22	0.74	0.94		1.24

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 165 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 98.4
 Intersection LOS: F
 Intersection Capacity Utilization 96.6%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕			↕	↗	↖	↕	
Traffic Volume (vph)	83	1797	19	31	1530	132	13	0	3	16	0	8
Future Volume (vph)	83	1797	19	31	1530	132	13	0	3	16	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4857	0	0	1711	1531	1625	1499	0
Flt Permitted	0.100			0.085				0.950		0.950	0.988	
Satd. Flow (perm)	180	4906	0	153	4857	0	0	1711	1531	1625	1499	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14				92			92
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	90	1974	0	34	1806	0	0	14	3	14	12	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	11.2
Total Split (s)	16.0	116.0		16.0	116.0		24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	8.9%	64.4%		8.9%	64.4%		13.3%	13.3%	13.3%	13.3%	13.3%	13.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effect Green (s)	153.1	148.4		149.9	143.9			7.1	7.1	7.2	7.2	
Actuated g/C Ratio	0.85	0.82		0.83	0.80			0.04	0.04	0.04	0.04	
v/c Ratio	0.42	0.49		0.19	0.46			0.21	0.02	0.22	0.08	
Control Delay	17.7	2.6		5.6	7.8			90.3	0.3	90.8	1.1	
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0	0.0	0.0	
Total Delay	17.7	2.6		5.6	8.0			90.3	0.3	90.8	1.1	

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	A		A	A			F	A	F	A	
Approach Delay		3.2			7.9			74.4			49.4	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	13	83		6	286			16	0	16	0	
Queue Length 95th (ft)	m23	108		15	364			45	0	47	0	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			75								
Base Capacity (vph)	240	4044		217	3884			169	234	160	231	
Starvation Cap Reductn	0	0		0	901			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.38	0.49		0.16	0.61			0.08	0.01	0.09	0.05	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 33 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 6.0 Intersection LOS: A
 Intersection Capacity Utilization 61.9% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

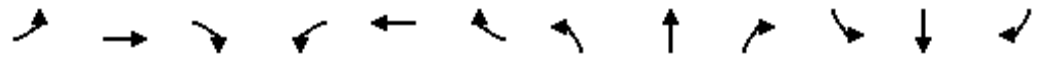
Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑↑			↑	↗			↗
Traffic Volume (vph)	0	1762	49	128	1682	18	27	3	56	0	0	4
Future Volume (vph)	0	1762	49	128	1682	18	27	3	56	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	225		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		1
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	0	4916	1531	1711	4906	0	0	1723	1531	0	0	1558
Flt Permitted				0.087				0.957				
Satd. Flow (perm)	0	4916	1531	157	4906	0	0	1723	1531	0	0	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75		2				61			83
Link Speed (mph)		30			30			30				30
Link Distance (ft)		969			630			428				155
Travel Time (s)		22.0			14.3			9.7				3.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1915	53	139	1848	0	0	32	61	0	0	4
Turn Type		NA	Perm	pm+pt	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2	6					8			4
Detector Phase		2	2	1	6		8	8	1			4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0			5.0
Minimum Split (s)		11.0	11.0	11.2	11.0		31.2	31.2	11.2			22.5
Total Split (s)		143.0	143.0	20.0	163.0		17.0	17.0	20.0			22.5
Total Split (%)		70.6%	70.6%	9.9%	80.5%		8.4%	8.4%	9.9%			11.1%
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0			3.5
All-Red Time (s)		2.0	2.0	2.2	2.0		2.2	2.2	2.2			1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.0	6.0	6.2	6.0			6.2	6.2			4.5
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None			None
Act Effect Green (s)		164.8	164.8	181.3	182.7			9.2	23.5			5.5
Actuated g/C Ratio		0.81	0.81	0.90	0.90			0.05	0.12			0.03
v/c Ratio		0.48	0.04	0.63	0.42			0.41	0.26			0.03
Control Delay		7.5	0.6	21.5	2.6			108.5	16.6			0.5
Queue Delay		0.3	0.0	0.0	0.5			0.0	0.0			0.0
Total Delay		7.7	0.6	21.5	3.0			108.5	16.6			0.5

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A	A	C	A			F	B			A
Approach Delay		7.6			4.3			48.2			0.5	
Approach LOS		A			A			D			A	
Queue Length 50th (ft)		250	0	16	116			42	0			0
Queue Length 95th (ft)		449	7	95	233			85	49			0
Internal Link Dist (ft)		889			550			348			75	
Turn Bay Length (ft)			100	225					100			
Base Capacity (vph)		4000	1259	252	4426			94	260			214
Starvation Cap Reductn		1177	0	0	1890			0	0			0
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.68	0.04	0.55	0.73			0.34	0.23			0.02

Intersection Summary

Area Type:	Other
Cycle Length:	202.5
Actuated Cycle Length:	202.5
Offset:	46 (23%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	6.9
Intersection LOS:	A
Intersection Capacity Utilization:	60.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard

Ø1	Ø2 (R)	Ø4	Ø8
20 s	143 s	22.5 s	17 s
Ø6 (R)			
163 s			

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗	↗	↗	↗	↗	↗
Traffic Volume (vph)	115	1588	159	311	1684	125	66	100	165	104	146	74
Future Volume (vph)	115	1588	159	311	1684	125	66	100	165	104	146	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			25			50			50		
Satd. Flow (prot)	1711	4847	0	1711	4867	0	1711	1801	1531	1711	1711	0
Flt Permitted	0.093			0.054			0.242			0.596		
Satd. Flow (perm)	167	4847	0	97	4867	0	436	1801	1531	1073	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			13				21			12
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	1899	0	338	1966	0	72	109	179	113	239	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	95.0		45.0	124.0		40.0	40.0	45.0	40.0		40.0
Total Split (%)	8.9%	52.8%		25.0%	68.9%		22.2%	22.2%	25.0%	22.2%		22.2%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Act Effect Green (s)	107.2	98.3		139.1	123.8		28.5	28.5	68.9	28.5		28.5
Actuated g/C Ratio	0.60	0.55		0.77	0.69		0.16	0.16	0.38	0.16		0.16
v/c Ratio	0.71	0.72		0.88	0.59		1.04	0.38	0.30	0.66		0.85
Control Delay	48.2	33.6		76.3	16.1		191.7	70.6	33.6	89.4		95.9
Queue Delay	0.0	6.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	48.2	39.6		76.3	16.1		191.7	70.6	33.6	89.4		95.9

Lanes, Volumes, Timings
 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

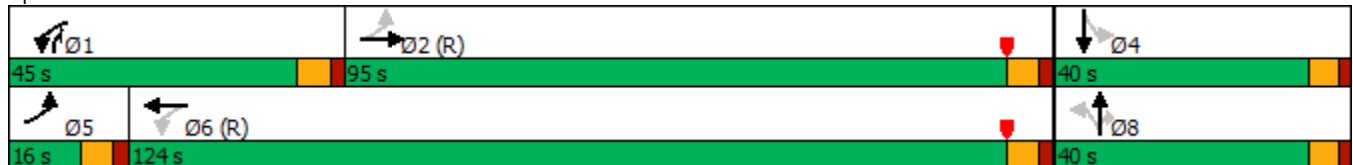


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	D		E	B		F	E	C	F	F	
Approach Delay		40.1			24.9			76.4				93.8
Approach LOS		D			C			E				F
Queue Length 50th (ft)	35	621		316	430		-90	117	126	127	265	
Queue Length 95th (ft)	#140	733		#467	510		#195	179	180	199	365	
Internal Link Dist (ft)		550			453			339			280	
Turn Bay Length (ft)	175						200			100		
Base Capacity (vph)	182	2654		421	3352		82	340	634	202	332	
Starvation Cap Reductn	0	702		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.69	0.97		0.80	0.59		0.88	0.32	0.28	0.56	0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 32 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 39.5
 Intersection LOS: D
 Intersection Capacity Utilization 88.5%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

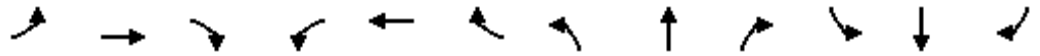
Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

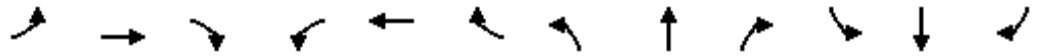


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1719	56	326	2050	433	42	122	171	499	228	86
Future Volume (vph)	112	1719	56	326	2050	433	42	122	171	499	228	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			43			6	63			25
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)									20%			
Lane Group Flow (vph)	122	1929	0	354	2699	0	46	170	149	542	341	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	16.0	88.0		38.0	110.0		22.0	22.0	38.0	32.0	32.0	
Total Split (%)	8.9%	48.9%		21.1%	61.1%		12.2%	12.2%	21.1%	17.8%	17.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Act Effect Green (s)	9.6	88.8		24.4	103.6		15.0	15.0	46.4	25.0	25.0	
Actuated g/C Ratio	0.05	0.49		0.14	0.58		0.08	0.08	0.26	0.14	0.14	
v/c Ratio	1.34	0.63		0.79	0.97		0.32	1.19	0.35	1.18	0.71	
Control Delay	267.7	35.2		87.9	47.9		84.4	197.4	32.4	163.8	77.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	267.7	35.2		87.9	47.9		84.4	197.4	32.4	163.8	77.7	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D		F	D		F	F	C	F	E	
Approach Delay		49.0			52.5			115.8			130.6	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	~187	481		212	1089		52	~246	86	~392	191	
Queue Length 95th (ft)	#336	553		263	1161		100	#426	155	#518	252	
Internal Link Dist (ft)		310			844			370			385	
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	91	3041		582	2774		142	143	477	460	477	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	1.34	0.63		0.61	0.97		0.32	1.19	0.31	1.18	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 39 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 65.9
 Intersection LOS: E
 Intersection Capacity Utilization 101.9%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings
4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔↔	↕↕↔		↔↔	↕↔		↔↔	↕↔	
Traffic Volume (vph)	174	1537	294	320	989	238	131	475	248	508	603	58
Future Volume (vph)	174	1537	294	320	989	238	131	475	248	508	603	58
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	150		0	80		0	175		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	80			25			125			50		
Satd. Flow (prot)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4798	0	3319	4773	0	3319	3243	0	3319	3377	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			40			46				5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		430			804			475				429
Travel Time (s)		9.8			18.3			10.8				9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	1991	0	348	1334	0	142	786	0	552	718	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	22.0	86.0		22.0	86.0		33.0	39.0		33.0	39.0	
Total Split (%)	12.2%	47.8%		12.2%	47.8%		18.3%	21.7%		18.3%	21.7%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	14.3	79.4		15.4	80.5		13.1	32.0		26.0	44.9	
Actuated g/C Ratio	0.08	0.44		0.09	0.45		0.07	0.18		0.14	0.25	
v/c Ratio	0.72	0.93		1.23	0.62		0.59	1.28		1.15	0.85	
Control Delay	96.7	56.3		193.3	38.4		90.6	190.3		154.5	74.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	96.7	56.3		193.3	38.4		90.6	190.3		154.5	74.2	
LOS	F	E		F	D		F	F		F	E	
Approach Delay		59.8			70.5			175.0			109.1	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	113	806		~259	431		85	~593		~393	427	
Queue Length 95th (ft)	160	876		#371	482		124	#733		#521	#557	
Internal Link Dist (ft)		350			724			395			349	
Turn Bay Length (ft)	175			150			80			175		
Base Capacity (vph)	283	2132		283	2157		479	614		479	846	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings
 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021

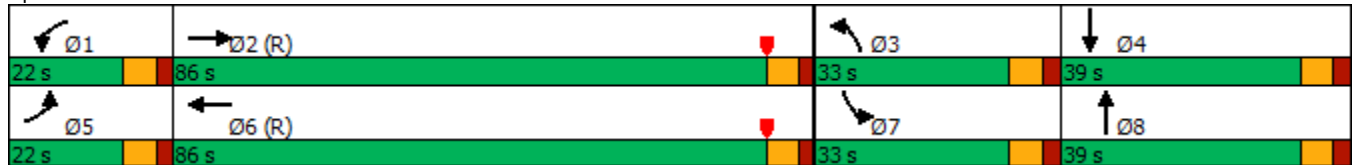


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.67	0.93		1.23	0.62		0.30	1.28		1.15	0.85	

Intersection Summary

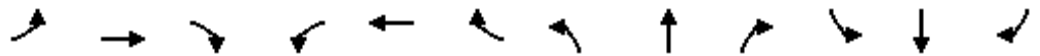
Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	175 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.28
Intersection Signal Delay:	90.7
Intersection LOS:	F
Intersection Capacity Utilization	103.6%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑			↕		↘		↗
Traffic Volume (vph)	114	2042	32	16	1266	28	8	0	10	47	0	34
Future Volume (vph)	114	2042	32	16	1266	28	8	0	10	47	0	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4901	0	0	1631	0	1711	0	1531
Flt Permitted	0.144			0.070				0.978		0.744		
Satd. Flow (perm)	259	4906	0	126	4901	0	0	1631	0	1340	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		780			2935			220				153
Travel Time (s)		17.7			66.7			5.0				3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	2255	0	17	1406	0	0	20	0	51	0	37
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	22.0	49.4		22.0	49.4		18.6	18.6		18.6		18.6
Total Split (%)	24.4%	54.9%		24.4%	54.9%		20.7%	20.7%		20.7%		20.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	69.9	67.7		63.9	58.1			8.8		8.8		8.8
Actuated g/C Ratio	0.78	0.75		0.71	0.65			0.10		0.10		0.10
v/c Ratio	0.39	0.61		0.09	0.44			0.08		0.39		0.15
Control Delay	6.7	8.9		5.4	13.8			0.6		45.7		1.3
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	6.7	8.9		5.4	13.8			0.6		45.7		1.3
LOS	A	A		A	B			A		D		A
Approach Delay		8.8			13.7			0.6				27.0
Approach LOS		A			B			A				C
Queue Length 50th (ft)	14	159		3	279			0		28		0
Queue Length 95th (ft)	32	390		m10	442			0		61		0
Internal Link Dist (ft)		700			2855			140				73
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	463	3690		381	3165			318		184		304
Starvation Cap Reductn	0	0		0	0			0		0		0

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.27	0.61		0.04	0.44			0.06		0.28		0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	64 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	10.9
Intersection LOS:	B
Intersection Capacity Utilization	67.2%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021

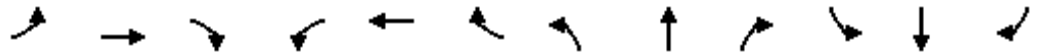


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘	↗			↕	
Traffic Volume (vph)	16	1968	52	53	1280	3	43	0	118	3	0	2
Future Volume (vph)	16	1968	52	53	1280	3	43	0	118	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	1939	0
Flt Permitted	0.168			0.070			0.754				0.822	
Satd. Flow (perm)	303	4916	1531	126	4916	0	1358	1531	0	0	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118		1			128				119
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2935			879			313				202
Travel Time (s)		66.7			20.0			7.1				4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	2139	57	58	1394	0	47	128	0	0	5	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3		33.3
Total Split (s)	13.0	59.0	59.0	13.0	59.0		18.0	18.0		18.0		18.0
Total Split (%)	14.4%	65.6%	65.6%	14.4%	65.6%		20.0%	20.0%		20.0%		20.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3				6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max		Max
Act Effct Green (s)	60.1	55.4	55.4	63.3	60.6		11.7	11.7				11.7
Actuated g/C Ratio	0.67	0.62	0.62	0.70	0.67		0.13	0.13				0.13
v/c Ratio	0.06	0.71	0.06	0.29	0.42		0.27	0.41				0.02
Control Delay	2.1	17.3	1.0	10.5	8.6		39.7	11.3				0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Delay	2.1	17.3	1.0	10.5	8.6		39.7	11.3				0.0
LOS	A	B	A	B	A		D	B				A
Approach Delay		16.8			8.7			19.0				
Approach LOS		B			A			B				
Queue Length 50th (ft)	4	438	0	17	153		25	0				0
Queue Length 95th (ft)	m0	525	m4	m21	m262		58	50				0
Internal Link Dist (ft)		2855			799			233				122
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	307	3026	987	205	3311		176	310				316

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.06	0.71	0.06	0.28	0.42		0.27	0.41			0.02	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	57 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	13.8
Intersection LOS:	B
Intersection Capacity Utilization	61.9%
ICU Level of Service	B
Analysis Period (min)	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	1445	368	544	932	207	348	792	335	176	842	218
Future Volume (vph)	359	1445	368	544	932	207	348	792	335	176	842	218
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4783	0	3319	3421	1531	3319	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		31				223			32
Link Speed (mph)		30			30			30				30
Link Distance (ft)		879			705			649				569
Travel Time (s)		20.0			16.0			14.8				12.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	390	1571	400	591	1238	0	378	861	364	191	1152	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	47.0	75.0	75.0	43.0	71.0		21.0	44.0	44.0	18.0	41.0	
Total Split (%)	26.1%	41.7%	41.7%	23.9%	39.4%		11.7%	24.4%	24.4%	10.0%	22.8%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	40.0	69.3	69.3	34.7	64.0		14.1	37.1	37.1	11.1	34.1	
Actuated g/C Ratio	0.22	0.38	0.38	0.19	0.36		0.08	0.21	0.21	0.06	0.19	
v/c Ratio	0.53	0.83	0.58	0.92	0.72		1.46	1.22	0.74	0.94	1.24	
Control Delay	67.6	42.0	24.6	102.9	44.8		278.7	168.8	35.2	130.0	172.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.6	42.0	24.6	102.9	44.8		278.7	168.8	35.2	130.0	172.9	
LOS	E	D	C	F	D		F	F	D	F	F	
Approach Delay		43.3			63.5			164.4			166.8	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	246	571	198	379	454		~312	~654	164	118	~606	
Queue Length 95th (ft)	304	597	248	#464	383		#427	#793	299	#203	#706	
Internal Link Dist (ft)		799			625			569			489	
Turn Bay Length (ft)	150		175	325						180		
Base Capacity (vph)	737	1892	686	663	1720		259	705	492	204	928	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

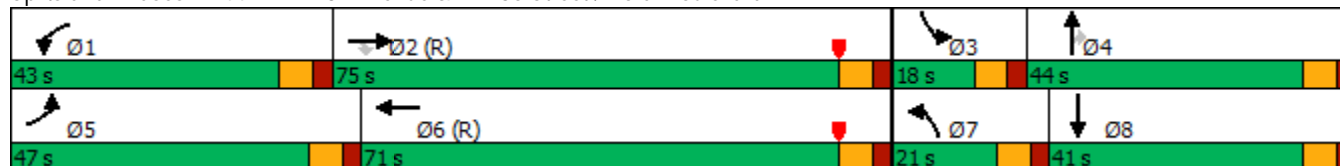


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.83	0.58	0.89	0.72		1.46	1.22	0.74	0.94	1.24	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	165 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.46
Intersection Signal Delay:	98.9
Intersection LOS:	F
Intersection Capacity Utilization	97.7%
ICU Level of Service	F
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

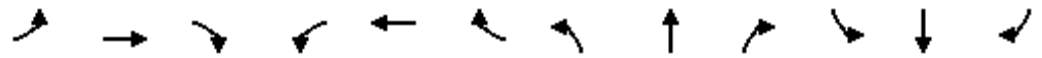
Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/29/2021

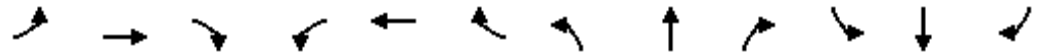


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕			↕	↗	↖	↕↕	
Traffic Volume (vph)	88	1797	19	64	1530	132	13	0	3	16	0	8
Future Volume (vph)	88	1797	19	64	1530	132	13	0	3	16	0	8
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4906	0	1711	4857	0	0	1711	1531	1625	1499	0
Flt Permitted	0.101			0.082				0.950		0.950	0.988	
Satd. Flow (perm)	182	4906	0	148	4857	0	0	1711	1531	1625	1499	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			14				92			92
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	96	1974	0	70	1806	0	0	14	3	14	12	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	
Total Split (s)	16.0	116.0		16.0	116.0		24.0	24.0	24.0	24.0	24.0	
Total Split (%)	8.9%	64.4%		8.9%	64.4%		13.3%	13.3%	13.3%	13.3%	13.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effect Green (s)	151.1	143.7		150.8	143.5			7.1	7.1	7.2	7.2	
Actuated g/C Ratio	0.84	0.80		0.84	0.80			0.04	0.04	0.04	0.04	
v/c Ratio	0.45	0.50		0.38	0.47			0.21	0.02	0.22	0.08	
Control Delay	19.6	2.8		8.9	8.0			90.3	0.3	90.8	1.1	
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0	0.0	0.0	
Total Delay	19.6	2.8		8.9	8.1			90.3	0.3	90.8	1.1	
LOS	B	A		A	A			F	A	F	A	
Approach Delay		3.6			8.2			74.4			49.4	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	18	83		13	287			16	0	16	0	
Queue Length 95th (ft)	m26	109		27	374			45	0	47	0	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			75								
Base Capacity (vph)	241	3917		214	3875			169	234	160	231	
Starvation Cap Reductn	0	0		0	893			0	0	0	0	

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/29/2021

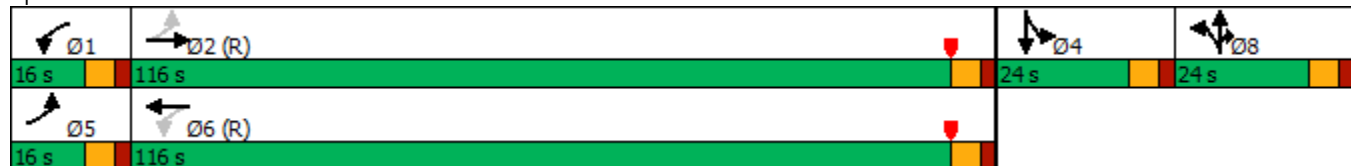


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.40	0.50		0.33	0.61			0.08	0.01	0.09	0.05	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	33 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	6.3
Intersection LOS:	A
Intersection Capacity Utilization	61.9%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

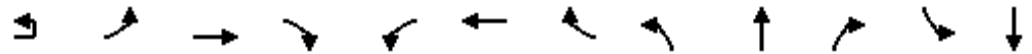
Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑↑	↗	↘	↑↑↑			↖	↗		
Traffic Volume (vph)	55	0	1762	49	128	1682	18	27	3	56	0	0
Future Volume (vph)	55	0	1762	49	128	1682	18	27	3	56	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		100	225		0	0		100	0	
Storage Lanes		1		1	1		0	0		1	0	
Taper Length (ft)		50			50			25			25	
Satd. Flow (prot)	1711	0	4916	1531	1711	4906	0	0	1723	1531	0	0
Flt Permitted	0.950				0.091				0.957			
Satd. Flow (perm)	1711	0	4916	1531	164	4906	0	0	1723	1531	0	0
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				75		2				61		
Link Speed (mph)			30			30			30			30
Link Distance (ft)			969			630			428			236
Travel Time (s)			22.0			14.3			9.7			5.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	0	1915	53	139	1848	0	0	32	61	0	0
Turn Type	Prot		NA	Perm	pm+pt	NA		Split	NA	pm+ov		
Protected Phases	5		2		1	6		8	8	1		
Permitted Phases				2	6					8		
Detector Phase	5		2	2	1	6		8	8	1		
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0		
Minimum Split (s)	11.2		11.0	11.0	11.2	11.0		31.2	31.2	11.2		
Total Split (s)	20.0		143.0	143.0	20.0	143.0		17.0	17.0	20.0		
Total Split (%)	9.9%		70.6%	70.6%	9.9%	70.6%		8.4%	8.4%	9.9%		
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0		
All-Red Time (s)	2.2		2.0	2.0	2.2	2.0		2.2	2.2	2.2		
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0		
Total Lost Time (s)	6.2		6.0	6.0	6.2	6.0		6.2	6.2	6.2		
Lead/Lag	Lead		Lag	Lag	Lead	Lag				Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes				Yes		
Recall Mode	None		C-Max	C-Max	None	C-Max		None	None	None		
Act Effect Green (s)	12.4		164.2	164.2	173.7	162.9		9.2	24.1			
Actuated g/C Ratio	0.06		0.81	0.81	0.86	0.80		0.05	0.12			
v/c Ratio	0.58		0.48	0.04	0.62	0.47		0.41	0.26			
Control Delay	112.7		7.7	0.6	22.0	7.8		108.5	16.4			
Queue Delay	0.0		0.3	0.0	0.0	0.7		0.0	0.0			
Total Delay	112.7		8.0	0.6	22.0	8.5		108.5	16.4			
LOS	F		A	A	C	A		F	B			
Approach Delay			10.9			9.5		48.1				0.5
Approach LOS			B			A		D				A
Queue Length 50th (ft)	80		257	0	16	256		42	0			
Queue Length 95th (ft)	136		453	7	94	423		85	49			
Internal Link Dist (ft)			889			550		348				156
Turn Bay Length (ft)	200			100	225					100		
Base Capacity (vph)	123		3986	1255	255	3945		94	261			
Starvation Cap Reductn	0		1166	0	0	1594		0	0			

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

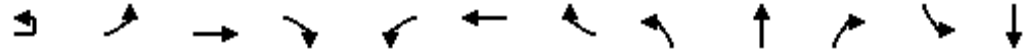
06/29/2021

Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	1558
Flt Permitted	
Satd. Flow (perm)	1558
Right Turn on Red	Yes
Satd. Flow (RTOR)	89
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Lane Group Flow (vph)	4
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	11.1%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	5.5
Actuated g/C Ratio	0.03
v/c Ratio	0.03
Control Delay	0.5
Queue Delay	0.0
Total Delay	0.5
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	219
Starvation Cap Reductn	0

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Spillback Cap Reductn	0		0	0	0	0			0	0		
Storage Cap Reductn	0		0	0	0	0			0	0		
Reduced v/c Ratio	0.49		0.68	0.04	0.55	0.79			0.34	0.23		

Intersection Summary

Area Type:	Other
Cycle Length:	202.5
Actuated Cycle Length:	202.5
Offset:	46 (23%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization	64.5%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard

Ø1	Ø2 (R)	Ø4	Ø8
20 s	143 s	22.5 s	17 s
Ø5	Ø6 (R)		
20 s	143 s		

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	90	1588	159	311	1684	125	66	100	165	104	146	74
Future Volume (vph)	90	1588	159	311	1684	125	66	100	165	104	146	74
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			25			50			50		
Satd. Flow (prot)	1711	4847	0	1711	4867	0	1711	1801	1531	1711	1711	0
Flt Permitted	0.094			0.054			0.242			0.596		
Satd. Flow (perm)	169	4847	0	97	4867	0	436	1801	1531	1073	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			13				21			12
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	1899	0	338	1966	0	72	109	179	113	239	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	95.0		45.0	124.0		40.0	40.0	45.0	40.0		40.0
Total Split (%)	8.9%	52.8%		25.0%	68.9%		22.2%	22.2%	25.0%	22.2%		22.2%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Act Effect Green (s)	106.4	98.3		139.1	124.6		28.5	28.5	68.9	28.5		28.5
Actuated g/C Ratio	0.59	0.55		0.77	0.69		0.16	0.16	0.38	0.16		0.16
v/c Ratio	0.58	0.72		0.88	0.58		1.04	0.38	0.30	0.66		0.85
Control Delay	33.5	33.6		76.3	15.7		191.7	70.6	33.6	89.4		95.9
Queue Delay	0.0	6.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	33.5	39.6		76.3	15.7		191.7	70.6	33.6	89.4		95.9
LOS	C	D		E	B		F	E	C	F		F
Approach Delay		39.3			24.6			76.4				93.8
Approach LOS		D			C			E				F
Queue Length 50th (ft)	26	621		316	416		-90	117	126	127		265
Queue Length 95th (ft)	75	733		#467	510		#195	179	180	199		365
Internal Link Dist (ft)		550			453			339				280
Turn Bay Length (ft)	175						200			100		
Base Capacity (vph)	183	2654		421	3372		82	340	634	202		332
Starvation Cap Reductn	0	702		0	0		0	0	0	0		0

Lanes, Volumes, Timings
 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.97		0.80	0.58		0.88	0.32	0.28	0.56	0.72	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	32 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	39.0
Intersection LOS:	D
Intersection Capacity Utilization	88.5%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



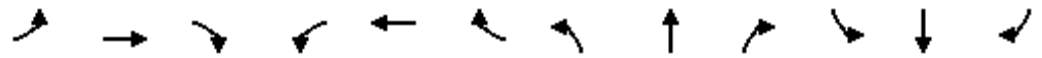


Lane Group	SBR
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.02
Intersection Summary	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1719	56	326	2050	433	42	122	171	499	228	86
Future Volume (vph)	112	1719	56	326	2050	433	42	122	171	499	228	86
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6163	0	3319	4788	0	1711	1654	1454	3319	3281	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			43			6	63			25
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)									20%			
Lane Group Flow (vph)	122	1929	0	354	2699	0	46	170	149	542	341	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	16.0	88.0		38.0	110.0		22.0	22.0	38.0	32.0	32.0	
Total Split (%)	8.9%	48.9%		21.1%	61.1%		12.2%	12.2%	21.1%	17.8%	17.8%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Act Effect Green (s)	9.6	88.8		24.4	103.6		15.0	15.0	46.4	25.0	25.0	
Actuated g/C Ratio	0.05	0.49		0.14	0.58		0.08	0.08	0.26	0.14	0.14	
v/c Ratio	1.34	0.63		0.79	0.97		0.32	1.19	0.35	1.18	0.71	
Control Delay	267.7	35.2		87.9	47.9		84.4	197.4	32.4	163.8	77.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	267.7	35.2		87.9	47.9		84.4	197.4	32.4	163.8	77.7	
LOS	F	D		F	D		F	F	C	F	E	
Approach Delay		49.0			52.5			115.8			130.6	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	~187	481		212	1089		52	~246	86	~392	191	
Queue Length 95th (ft)	#336	553		263	1161		100	#426	155	#518	252	
Internal Link Dist (ft)		310			844			370			385	
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	91	3041		582	2774		142	143	477	460	477	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

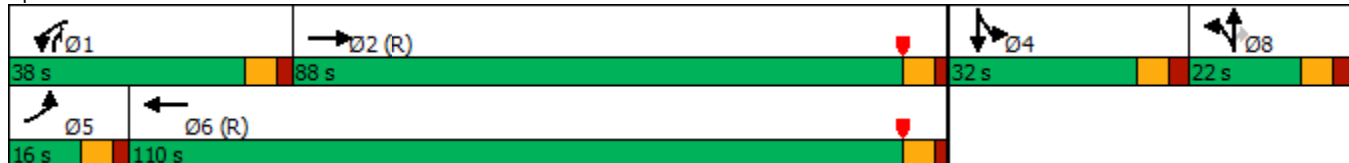


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.34	0.63		0.61	0.97		0.32	1.19	0.31	1.18	0.71	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	39 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.34
Intersection Signal Delay:	65.9
Intersection LOS:	E
Intersection Capacity Utilization	101.9%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings
4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↔		↔↔	↑↔	
Traffic Volume (vph)	96	1013	145	188	1701	239	264	625	193	348	842	131
Future Volume (vph)	96	1013	145	188	1701	239	264	625	193	348	842	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	150		0	80		0	175		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	80			25			125			50		
Satd. Flow (prot)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			15			24				10
Link Speed (mph)		30			30			30				30
Link Distance (ft)		430			804			475				429
Travel Time (s)		9.8			18.3			10.8				9.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1259	0	204	2109	0	287	889	0	378	1057	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	24.0	61.0		24.0	61.0		30.0	65.0		30.0	65.0	
Total Split (%)	13.3%	33.9%		13.3%	33.9%		16.7%	36.1%		16.7%	36.1%	
Maximum Green (s)	17.4	54.4		17.4	54.4		23.0	58.0		23.0	58.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)								7.0				7.0

Lanes, Volumes, Timings
 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

05/05/2021

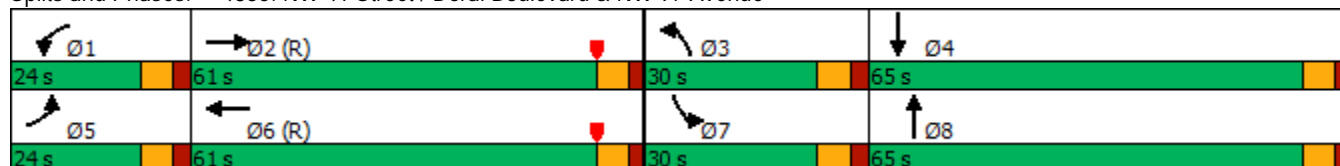


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)								22.0				22.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)	11.0	58.1		15.5	62.6		20.2	56.6		22.6		59.0
Actuated g/C Ratio	0.06	0.32		0.09	0.35		0.11	0.31		0.13		0.33
v/c Ratio	0.51	0.80		0.71	1.25		0.77	0.84		0.91		0.96
Control Delay	90.6	60.5		94.1	163.6		91.8	64.4		103.1		76.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	90.6	60.5		94.1	163.6		91.8	64.4		103.1		76.3
LOS	F	E		F	F		F	E		F		E
Approach Delay		62.8			157.5			71.0				83.4
Approach LOS		E			F			E				F
Queue Length 50th (ft)	62	507		122	~1154		172	501		230		635
Queue Length 95th (ft)	96	573		170	#1276		225	590		#323		#797
Internal Link Dist (ft)		350			724			395				349
Turn Bay Length (ft)	175			150			80			175		
Base Capacity (vph)	320	1566		320	1689		424	1079		424		1110
Starvation Cap Reductn	0	0		0	0		0	0		0		0
Spillback Cap Reductn	0	0		0	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0	0		0		0
Reduced v/c Ratio	0.33	0.80		0.64	1.25		0.68	0.82		0.89		0.95

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 94 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 103.9 Intersection LOS: F
 Intersection Capacity Utilization 100.0% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕		↘		↗
Traffic Volume (vph)	103	1431	10	9	1857	30	51	0	20	24	0	33
Future Volume (vph)	103	1431	10	9	1857	30	51	0	20	24	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4906	0	0	1672	0	1711	0	1531
Flt Permitted	0.062			0.151				0.966		0.826		
Satd. Flow (perm)	112	4911	0	272	4906	0	0	1672	0	1487	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		780			2935			220				153
Travel Time (s)		17.7			66.7			5.0				3.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	1566	0	10	2051	0	0	77	0	26	0	36
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	11.0	59.4		11.0	59.4		19.6	19.6		19.6		19.6
Total Split (%)	12.2%	66.0%		12.2%	66.0%		21.8%	21.8%		21.8%		21.8%
Maximum Green (s)	5.0	53.4		5.0	53.4		13.4	13.4		13.4		13.4
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Walk Time (s)												

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 05/05/2021

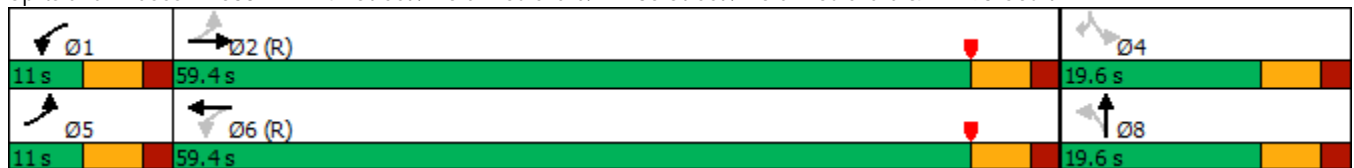


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	72.3	71.7		65.2	59.6			7.3		7.3		7.3
Actuated g/C Ratio	0.80	0.80		0.72	0.66			0.08		0.08		0.08
v/c Ratio	0.51	0.40		0.03	0.63			0.33		0.22		0.16
Control Delay	19.3	4.6		3.1	11.0			7.4		42.3		1.5
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	19.3	4.6		3.1	11.0			7.4		42.3		1.5
LOS	B	A		A	B			A		D		A
Approach Delay		5.6			10.9			7.4			18.6	
Approach LOS		A			B			A			B	
Queue Length 50th (ft)	11	77		1	236			0		14		0
Queue Length 95th (ft)	69	196		4	328			22		39		0
Internal Link Dist (ft)		700			2855			140			73	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	219	3912		287	3249			341		221		320
Starvation Cap Reductn	0	0		0	0			0		0		0
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.51	0.40		0.03	0.63			0.23		0.12		0.11

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	6 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	8.7
Intersection LOS:	A
Intersection Capacity Utilization:	68.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

05/05/2021

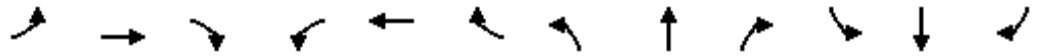


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗			↕	
Traffic Volume (vph)	3	1478	43	74	1808	0	46	0	32	0	0	0
Future Volume (vph)	3	1478	43	74	1808	0	46	0	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	2111	0
Flt Permitted	0.078			0.106			0.757					
Satd. Flow (perm)	140	4916	1531	191	4916	0	1363	1531	0	0	2111	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111					139				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2935			879			313			202	
Travel Time (s)		66.7			20.0			7.1			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1607	47	80	1965	0	50	35	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3	33.3	
Total Split (s)	13.0	62.0	62.0	13.0	62.0		20.0	20.0		20.0	20.0	
Total Split (%)	13.7%	65.3%	65.3%	13.7%	65.3%		21.1%	21.1%		21.1%	21.1%	
Maximum Green (s)	6.6	55.6	55.6	6.6	55.6		13.7	13.7		13.7	13.7	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		23.0	23.0		23.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effect Green (s)	62.7	58.3	58.3	67.5	66.2		13.7	13.7				
Actuated g/C Ratio	0.66	0.61	0.61	0.71	0.70		0.14	0.14				
v/c Ratio	0.02	0.53	0.05	0.34	0.57		0.26	0.10				
Control Delay	4.0	12.0	0.1	6.1	7.1		40.0	0.6				
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay	4.0	12.0	0.1	6.1	7.1		40.0	0.6				
LOS	A	B	A	A	A		D	A				
Approach Delay		11.6			7.1			23.8				
Approach LOS		B			A			C				
Queue Length 50th (ft)	1	202	0	15	191		27	0				
Queue Length 95th (ft)	3	243	0	m22	m430		63	0				
Internal Link Dist (ft)		2855			799			233			122	
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	202	3014	982	241	3424		196	339				
Starvation Cap Reductn	0	0	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.01	0.53	0.05	0.33	0.57		0.26	0.10				

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 65 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 9.4 Intersection LOS: A
 Intersection Capacity Utilization 59.2% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

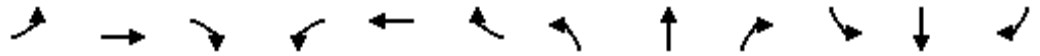
Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑	↔	↔↔	↑↑↑	
Traffic Volume (vph)	251	1145	254	483	1303	223	473	892	392	188	924	254
Future Volume (vph)	251	1145	254	483	1303	223	473	892	392	188	924	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4758	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		20				236		34	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		879			705			649			569	
Travel Time (s)		20.0			16.0			14.8			12.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	1245	276	525	1658	0	514	970	426	204	1280	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	27.0	64.0	64.0	43.0	80.0		33.0	57.0	57.0	26.0	50.0	
Total Split (%)	14.2%	33.7%	33.7%	22.6%	42.1%		17.4%	30.0%	30.0%	13.7%	26.3%	
Maximum Green (s)	20.0	57.0	57.0	36.0	73.0		26.1	50.1	50.1	19.1	43.1	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	

Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0			23.0	23.0			25.0
Pedestrian Calls (#/hr)		0	0		0			0	0			0
Act Effect Green (s)	20.0	59.3	59.3	33.7	73.0		26.1	52.7	52.7	16.5		43.1
Actuated g/C Ratio	0.11	0.31	0.31	0.18	0.38		0.14	0.28	0.28	0.09		0.23
v/c Ratio	0.78	0.81	0.46	0.89	0.89		1.13	1.02	0.72	0.71		1.16
Control Delay	87.2	55.1	20.2	87.5	73.1		152.2	100.2	34.5	98.1		141.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	87.2	55.1	20.2	87.5	73.1		152.2	100.2	34.5	98.1		141.7
LOS	F	E	C	F	E		F	F	C	F		F
Approach Delay		54.6			76.5			99.5				135.7
Approach LOS		D			E			F				F
Queue Length 50th (ft)	174	535	105	331	629		~380	~680	227	129		~677
Queue Length 95th (ft)	#234	600	157	405	837		#506	#847	380	176		#775
Internal Link Dist (ft)		799			625			569				489
Turn Bay Length (ft)	150		175	325						180		
Base Capacity (vph)	349	1535	603	628	1859		455	949	595	333		1105
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0		0
Reduced v/c Ratio	0.78	0.81	0.46	0.84	0.89		1.13	1.02	0.72	0.61		1.16

Intersection Summary

Area Type: Other

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 165 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 89.1

Intersection LOS: F

Intersection Capacity Utilization 97.5%

ICU Level of Service F

Analysis Period (min) 15

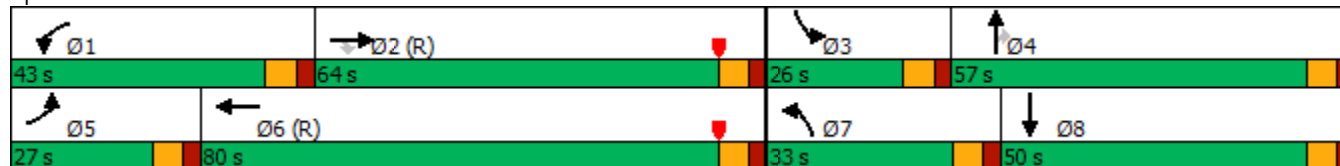
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

05/05/2021

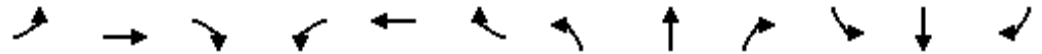


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗			↖	↗	↖	↗	
Traffic Volume (vph)	8	1721	11	14	1722	8	11	0	17	15	0	223
Future Volume (vph)	8	1721	11	14	1722	8	11	0	17	15	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4911	0	0	1711	1531	1625	1456	0
Flt Permitted	0.094			0.092				0.950		0.950		
Satd. Flow (perm)	169	4911	0	166	4911	0	0	1711	1531	1625	1456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1				87			235
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	9	1883	0	15	1881	0	0	12	18	14	244	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	
Total Split (s)	12.0	110.0		12.0	110.0		31.0	31.0	31.0	37.0	37.0	
Total Split (%)	6.3%	57.9%		6.3%	57.9%		16.3%	16.3%	16.3%	19.5%	19.5%	
Maximum Green (s)	6.0	104.0		6.0	104.0		24.8	24.8	24.8	30.8	30.8	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)												

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	155.5	152.0		156.9	154.4			6.9	6.9	10.2	10.2	
Actuated g/C Ratio	0.82	0.80		0.83	0.81			0.04	0.04	0.05	0.05	
v/c Ratio	0.05	0.48		0.08	0.47			0.19	0.13	0.16	0.81	
Control Delay	1.4	7.6		5.4	7.8			95.3	1.9	86.2	31.2	
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0	0.0	0.0	
Total Delay	1.4	7.6		5.4	8.0			95.3	1.9	86.2	31.2	
LOS	A	A		A	A			F	A	F	C	
Approach Delay		7.5			8.0			39.3			34.2	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	1	624		3	204			15	0	17	11	
Queue Length 95th (ft)	m0	746		12	449			41	0	45	117	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			75								
Base Capacity (vph)	187	3927		186	3990			223	275	263	432	
Starvation Cap Reductn	0	0		0	1119			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.05	0.48		0.08	0.66			0.05	0.07	0.05	0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 92 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 9.7 Intersection LOS: A
 Intersection Capacity Utilization 60.3% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑↑			↑	↗			↗
Traffic Volume (vph)	0	1743	74	141	1628	26	61	0	81	0	0	0
Future Volume (vph)	0	1743	74	141	1628	26	61	0	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	225		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		1
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	0	4916	1531	1711	4906	0	0	1711	1531	0	0	1801
Flt Permitted				0.089				0.950				
Satd. Flow (perm)	0	4916	1531	160	4906	0	0	1711	1531	0	0	1801
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71		3				88			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		969			630			428				220
Travel Time (s)		22.0			14.3			9.7				5.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1895	80	153	1798	0	0	66	88	0	0	0
Turn Type		NA	Perm	pm+pt	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2	6					8			4
Detector Phase		2	2	1	6		8	8	1			4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0			5.0
Minimum Split (s)		11.0	11.0	11.2	11.0		31.2	31.2	11.2			22.5
Total Split (s)		150.0	150.0	16.0	166.0		24.0	24.0	16.0			22.5
Total Split (%)		70.6%	70.6%	7.5%	78.1%		11.3%	11.3%	7.5%			10.6%
Maximum Green (s)		144.0	144.0	9.8	160.0		17.8	17.8	9.8			18.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0			3.5
All-Red Time (s)		2.0	2.0	2.2	2.0		2.2	2.2	2.2			1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0				0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.2	6.0				6.2	6.2		4.5
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0			3.0
Minimum Gap (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0			3.0
Time Before Reduce (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Time To Reduce (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None			None
Walk Time (s)							5.0	5.0				7.0

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)							20.0	20.0				11.0
Pedestrian Calls (#/hr)							0	0				0
Act Effect Green (s)		167.1	167.1	186.6	186.8			13.5	33.2			
Actuated g/C Ratio		0.79	0.79	0.88	0.88			0.06	0.16			
v/c Ratio		0.49	0.07	0.64	0.42			0.61	0.28			
Control Delay		8.9	1.7	24.0	2.9			119.1	13.2			
Queue Delay		0.4	0.0	0.0	0.6			0.0	0.0			
Total Delay		9.3	1.7	24.0	3.5			119.1	13.2			
LOS		A	A	C	A			F	B			
Approach Delay		9.0			5.1			58.6				
Approach LOS		A			A			E				
Queue Length 50th (ft)		307	3	23	142			92	0			
Queue Length 95th (ft)		421	20	111	193			152	57			
Internal Link Dist (ft)		889			550			348			140	
Turn Bay Length (ft)			100	225					100			
Base Capacity (vph)		3866	1219	239	4312			145	314			
Starvation Cap Reductn		1203	0	0	1951			0	0			
Spillback Cap Reductn		0	0	0	0			0	0			
Storage Cap Reductn		0	0	0	0			0	0			
Reduced v/c Ratio		0.71	0.07	0.64	0.76			0.46	0.28			

Intersection Summary

Area Type: Other

Cycle Length: 212.5

Actuated Cycle Length: 212.5

Offset: 189 (89%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 9.0

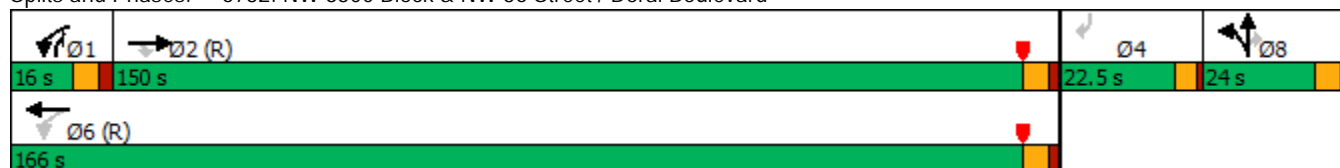
Intersection LOS: A

Intersection Capacity Utilization 61.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	64	1755	86	220	1653	74	129	158	445	99	153	98
Future Volume (vph)	64	1755	86	220	1653	74	129	158	445	99	153	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			25			50			50		
Satd. Flow (prot)	1711	4881	0	1711	4886	0	1711	1801	1531	1711	1694	0
Flt Permitted	0.084			0.052			0.294			0.494		
Satd. Flow (perm)	151	4881	0	94	4886	0	529	1801	1531	890	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			7				20			16
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	2001	0	239	1877	0	140	172	484	108	273	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	119.0		24.0	127.0		47.0	47.0	24.0	47.0		47.0
Total Split (%)	8.4%	62.6%		12.6%	66.8%		24.7%	24.7%	12.6%	24.7%		24.7%
Maximum Green (s)	9.6	112.6		17.6	120.6		41.0	41.0	17.6	41.0		41.0
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Walk Time (s)							2.0	2.0		2.0		2.0

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)							19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effect Green (s)	120.4	112.6		136.6	122.4		41.0	41.0	64.6	41.0	41.0	
Actuated g/C Ratio	0.63	0.59		0.72	0.64		0.22	0.22	0.34	0.22	0.22	
v/c Ratio	0.44	0.69		1.10	0.60		1.23	0.44	0.91	0.56	0.72	
Control Delay	18.2	28.2		137.9	20.5		215.1	68.9	79.0	79.3	77.1	
Queue Delay	0.0	17.5		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	18.2	45.7		137.9	20.5		215.1	68.9	79.0	79.3	77.1	
LOS	B	D		F	C		F	E	E	E	E	
Approach Delay		44.8			33.7			100.7				77.7
Approach LOS		D			C			F				E
Queue Length 50th (ft)	24	613		~260	475		~214	189	562	122	304	
Queue Length 95th (ft)	41	661		#458	528		#377	274	#788	200	420	
Internal Link Dist (ft)		550			453			339				280
Turn Bay Length (ft)	175						200			100		
Base Capacity (vph)	175	2895		217	3151		114	388	533	192	378	
Starvation Cap Reductn	0	941		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.40	1.02		1.10	0.60		1.23	0.44	0.91	0.56	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 177 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 51.1

Intersection LOS: D

Intersection Capacity Utilization 89.9%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

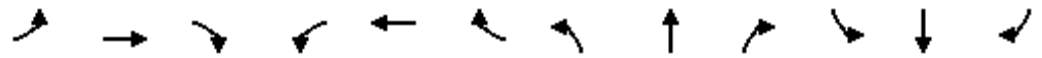
Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	2150	54	226	1809	313	114	127	366	749	237	122
Future Volume (vph)	97	2150	54	226	1809	313	114	127	366	749	237	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			26			22	60			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)									35%			
Lane Group Flow (vph)	105	2396	0	246	2306	0	124	277	259	814	391	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	17.0	89.0		30.0	102.0		30.0	30.0	30.0	41.0	41.0	
Total Split (%)	8.9%	46.8%		15.8%	53.7%		15.8%	15.8%	15.8%	21.6%	21.6%	
Maximum Green (s)	10.6	82.6		23.6	95.6		23.0	23.0	23.6	34.0	34.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Walk Time (s)		7.0			7.0					5.0	5.0	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

05/05/2021

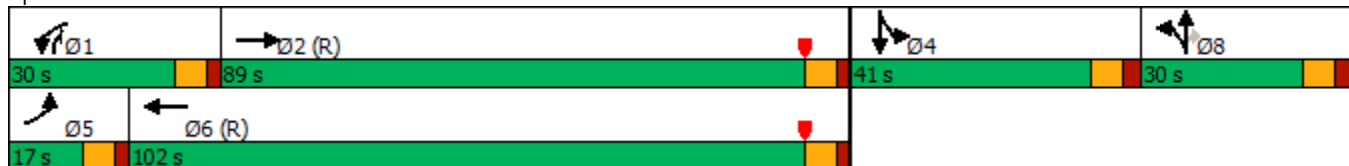


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		13.0			13.0					22.0	22.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	10.6	87.0		19.2	95.6		23.0	23.0	49.2	34.0	34.0	
Actuated g/C Ratio	0.06	0.46		0.10	0.50		0.12	0.12	0.26	0.18	0.18	
v/c Ratio	1.11	0.85		0.73	0.95		0.60	1.32	0.62	1.37	0.64	
Control Delay	198.8	49.6		95.9	53.9		92.1	226.4	53.5	231.5	69.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	198.8	49.6		95.9	53.9		92.1	226.4	53.5	231.5	69.5	
LOS	F	D		F	D		F	F	D	F	E	
Approach Delay		55.9			57.9			133.3			178.9	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	~148	766		156	985		150	~442	235	~688	216	
Queue Length 95th (ft)	#290	842		204	1052		231	#658	340	#824	280	
Internal Link Dist (ft)		310			844			370			385	
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	95	2826		412	2432		207	210	453	593	615	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	1.11	0.85		0.60	0.95		0.60	1.32	0.57	1.37	0.64	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 166 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.37
 Intersection Signal Delay: 85.5 Intersection LOS: F
 Intersection Capacity Utilization 105.1% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔↔	↕↕↔		↔↔	↕↔		↔↔	↕↔	
Traffic Volume (vph)	101	1065	152	198	1788	251	278	657	203	366	885	138
Future Volume (vph)	101	1065	152	198	1788	251	278	657	203	366	885	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	150		0	80		0	175		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	80			25			125			50		
Satd. Flow (prot)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			15			24			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		430			804			475			429	
Travel Time (s)		9.8			18.3			10.8			9.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	1323	0	215	2216	0	302	935	0	398	1112	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	24.0	61.0		24.0	61.0		30.0	65.0		30.0	65.0	
Total Split (%)	13.3%	33.9%		13.3%	33.9%		16.7%	36.1%		16.7%	36.1%	
Maximum Green (s)	17.4	54.4		17.4	54.4		23.0	58.0		23.0	58.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)								7.0			7.0	

Lanes, Volumes, Timings
 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

05/05/2021

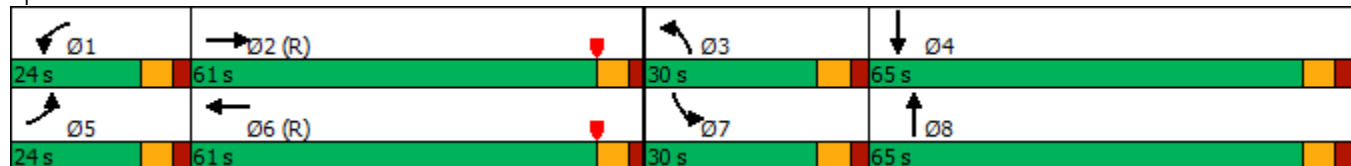


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)								22.0				22.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)	11.3	56.0		15.8	60.5		20.7	58.0		23.0	60.3	
Actuated g/C Ratio	0.06	0.31		0.09	0.34		0.12	0.32		0.13	0.34	
v/c Ratio	0.53	0.88		0.74	1.36		0.79	0.87		0.94	0.98	
Control Delay	90.6	65.8		95.3	209.1		93.0	65.4		107.4	80.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	90.6	65.8		95.3	209.1		93.0	65.4		107.4	80.8	
LOS	F	E		F	F		F	E		F	F	
Approach Delay		67.7			199.0			72.2			87.8	
Approach LOS		E			F			E			F	
Queue Length 50th (ft)	66	546		129	~1254		181	537		244	691	
Queue Length 95th (ft)	101	613		178	#1375		236	632		#351	#869	
Internal Link Dist (ft)		350			724			395			349	
Turn Bay Length (ft)	175			150			80			175		
Base Capacity (vph)	320	1509		320	1631		424	1079		424	1130	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.88		0.67	1.36		0.71	0.87		0.94	0.98	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 94 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 121.4 Intersection LOS: F
 Intersection Capacity Utilization 103.8% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑			↕		↘		↘
Traffic Volume (vph)	108	1504	11	9	1952	32	54	0	21	25	0	35
Future Volume (vph)	108	1504	11	9	1952	32	54	0	21	25	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4906	0	0	1672	0	1711	0	1531
Flt Permitted	0.062			0.137				0.965		0.807		
Satd. Flow (perm)	112	4911	0	247	4906	0	0	1672	0	1453	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		780			2935			220				153
Travel Time (s)		17.7			66.7			5.0				3.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1647	0	10	2157	0	0	82	0	27	0	38
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	11.0	59.4		11.0	59.4		19.6	19.6		19.6		19.6
Total Split (%)	12.2%	66.0%		12.2%	66.0%		21.8%	21.8%		21.8%		21.8%
Maximum Green (s)	5.0	53.4		5.0	53.4		13.4	13.4		13.4		13.4
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Walk Time (s)												

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 05/05/2021

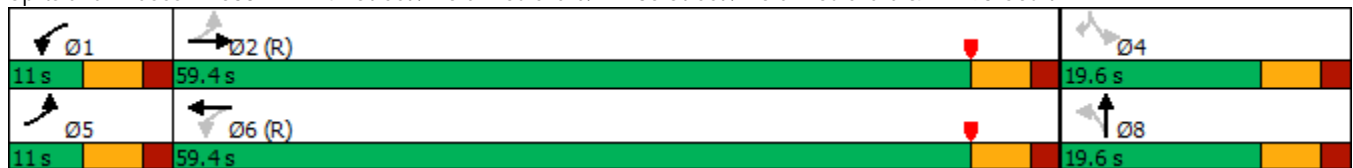


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	72.1	71.6		65.0	59.3			7.4		7.4		7.4
Actuated g/C Ratio	0.80	0.80		0.72	0.66			0.08		0.08		0.08
v/c Ratio	0.53	0.42		0.04	0.67			0.35		0.23		0.17
Control Delay	20.6	4.8		3.2	11.7			8.4		42.5		1.6
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	20.6	4.8		3.2	11.7			8.4		42.5		1.6
LOS	C	A		A	B			A		D		A
Approach Delay		5.8			11.7			8.4				18.6
Approach LOS		A			B			A				B
Queue Length 50th (ft)	14	84		1	261			0		15		0
Queue Length 95th (ft)	74	212		4	357			26		40		0
Internal Link Dist (ft)		700			2855			140				73
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	222	3907		270	3236			341		216		320
Starvation Cap Reductn	0	0		0	0			0		0		0
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.53	0.42		0.04	0.67			0.24		0.13		0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	6 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	9.2
Intersection LOS:	A
Intersection Capacity Utilization:	70.5%
ICU Level of Service:	C
Analysis Period (min):	15

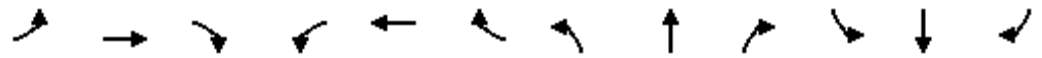
Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

05/05/2021

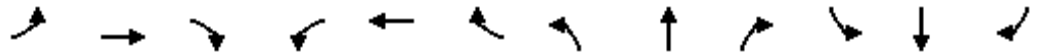


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗			↕	
Traffic Volume (vph)	3	1554	45	78	1900	0	48	0	34	0	0	0
Future Volume (vph)	3	1554	45	78	1900	0	48	0	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	2111	0
Flt Permitted	0.070			0.094			0.757					
Satd. Flow (perm)	126	4916	1531	169	4916	0	1363	1531	0	0	2111	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111					135				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2935			879			313				202
Travel Time (s)		66.7			20.0			7.1				4.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1689	49	85	2065	0	52	37	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3		33.3
Total Split (s)	13.0	62.0	62.0	13.0	62.0		20.0	20.0		20.0		20.0
Total Split (%)	13.7%	65.3%	65.3%	13.7%	65.3%		21.1%	21.1%		21.1%		21.1%
Maximum Green (s)	6.6	55.6	55.6	6.6	55.6		13.7	13.7		13.7		13.7
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3		6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0		3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0		3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max		Max
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0		5.0

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		23.0	23.0		23.0		22.0	22.0		22.0	22.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effect Green (s)	62.7	58.3	58.3	67.5	66.2		13.7	13.7				
Actuated g/C Ratio	0.66	0.61	0.61	0.71	0.70		0.14	0.14				
v/c Ratio	0.02	0.56	0.05	0.38	0.60		0.27	0.11				
Control Delay	4.3	12.3	0.1	7.2	7.9		40.2	0.7				
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay	4.3	12.3	0.1	7.2	7.9		40.2	0.7				
LOS	A	B	A	A	A		D	A				
Approach Delay		12.0			7.8			23.8				
Approach LOS		B			A			C				
Queue Length 50th (ft)	1	219	0	19	305		28	0				
Queue Length 95th (ft)	3	262	0	m22	m447		65	0				
Internal Link Dist (ft)		2855			799			233			122	
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	194	3014	982	227	3424		196	336				
Starvation Cap Reductn	0	0	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.02	0.56	0.05	0.37	0.60		0.27	0.11				

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 65 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 10.0 Intersection LOS: B
 Intersection Capacity Utilization 61.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

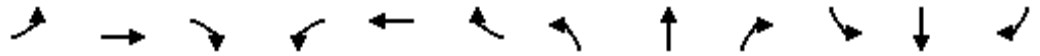
Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/15/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑	↔	↔↔	↑↑↑	
Traffic Volume (vph)	264	1204	267	474	1370	234	497	938	412	198	971	254
Future Volume (vph)	264	1204	267	474	1370	234	497	938	412	198	971	254
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		20				236		32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		879			705			649			569	
Travel Time (s)		20.0			16.0			14.8			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	1309	290	515	1743	0	540	1020	448	215	1331	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	27.0	64.0	64.0	43.0	80.0		33.0	57.0	57.0	26.0	50.0	
Total Split (%)	14.2%	33.7%	33.7%	22.6%	42.1%		17.4%	30.0%	30.0%	13.7%	26.3%	
Maximum Green (s)	20.0	57.0	57.0	36.0	73.0		26.1	50.1	50.1	19.1	43.1	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		22.0	22.0		22.0			23.0	23.0		25.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	20.0	59.8	59.8	33.2	73.0		26.1	52.3	52.3	16.9	43.1	
Actuated g/C Ratio	0.11	0.31	0.31	0.17	0.38		0.14	0.28	0.28	0.09	0.23	
v/c Ratio	0.82	0.85	0.48	0.89	0.94		1.19	1.08	0.76	0.73	1.20	
Control Delay	89.8	56.4	20.9	85.5	77.5		170.0	116.5	38.4	98.8	158.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	89.8	56.4	20.9	85.5	77.5		170.0	116.5	38.4	98.8	158.4	
LOS	F	E	C	F	E		F	F	D	F	F	
Approach Delay		56.0			79.3			113.4			150.1	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	184	570	114	325	694		-415	-755	262	137	-727	

Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/15/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#256	640	166	396	879		#542	#915	422	186	#824	
Internal Link Dist (ft)		799			625			569			489	
Turn Bay Length (ft)	150		175	325						180		
Base Capacity (vph)	349	1546	606	628	1859		455	941	592	333	1105	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.82	0.85	0.48	0.82	0.94		1.19	1.08	0.76	0.65	1.20	

Intersection Summary

Area Type: Other

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 165 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 96.7

Intersection LOS: F

Intersection Capacity Utilization 101.0%

ICU Level of Service G

Analysis Period (min) 15

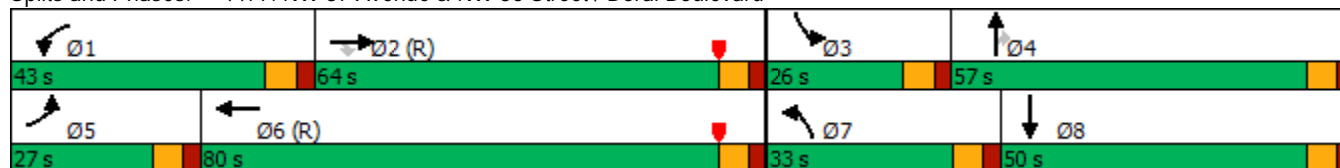
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

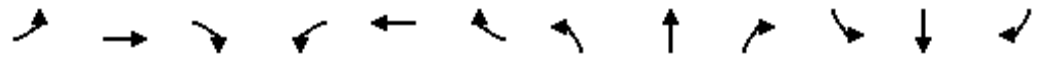
Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↗		↖	↕↕↗			↕	↗	↖	↕↕	
Traffic Volume (vph)	8	1809	12	15	1810	8	12	0	18	16	0	234
Future Volume (vph)	8	1809	12	15	1810	8	12	0	18	16	0	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4911	0	0	1711	1531	1625	1456	0
Flt Permitted	0.082			0.079				0.950		0.950		
Satd. Flow (perm)	148	4911	0	142	4911	0	0	1711	1531	1625	1456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1				87			231
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	9	1979	0	16	1976	0	0	13	20	15	256	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	11.2
Total Split (s)	12.0	110.0		12.0	110.0		31.0	31.0	31.0	37.0	37.0	
Total Split (%)	6.3%	57.9%		6.3%	57.9%		16.3%	16.3%	16.3%	19.5%	19.5%	
Maximum Green (s)	6.0	104.0		6.0	104.0		24.8	24.8	24.8	30.8	30.8	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)												

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	151.4	147.8		152.9	150.3			7.0	7.0	11.8	11.8	
Actuated g/C Ratio	0.80	0.78		0.80	0.79			0.04	0.04	0.06	0.06	
v/c Ratio	0.05	0.52		0.10	0.51			0.21	0.14	0.15	0.84	
Control Delay	1.5	9.4		6.4	9.4			95.6	2.1	83.4	35.9	
Queue Delay	0.0	0.3		0.0	0.3			0.0	0.0	0.0	0.0	
Total Delay	1.5	9.7		6.4	9.7			95.6	2.1	83.4	35.9	
LOS	A	A		A	A			F	A	F	D	
Approach Delay		9.6			9.7			38.9			38.5	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	1	681		3	240			16	0	18	32	
Queue Length 95th (ft)	m1	833		13	512			43	0	47	144	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			75								
Base Capacity (vph)	167	3821		164	3885			223	275	263	429	
Starvation Cap Reductn	0	959		0	1045			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.05	0.69		0.10	0.70			0.06	0.07	0.06	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 92 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 11.7 Intersection LOS: B
 Intersection Capacity Utilization 62.4% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

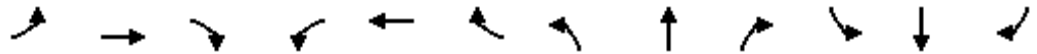
05/05/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑↑			↖	↗			↗
Traffic Volume (vph)	0	1832	78	148	1711	27	64	0	85	0	0	35
Future Volume (vph)	0	1832	78	148	1711	27	64	0	85	0	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	225		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		1
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	0	4916	1531	1711	4906	0	0	1711	1531	0	0	1558
Flt Permitted				0.071				0.950				
Satd. Flow (perm)	0	4916	1531	128	4906	0	0	1711	1531	0	0	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71		3				92			79
Link Speed (mph)		30			30			30				30
Link Distance (ft)		969			630			428				265
Travel Time (s)		22.0			14.3			9.7				6.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1991	85	161	1889	0	0	70	92	0	0	38
Turn Type		NA	Perm	pm+pt	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2	6					8			4
Detector Phase		2	2	1	6		8	8	1			4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0			5.0
Minimum Split (s)		11.0	11.0	11.2	11.0		31.2	31.2	11.2			22.5
Total Split (s)		150.0	150.0	16.0	166.0		24.0	24.0	16.0			22.5
Total Split (%)		70.6%	70.6%	7.5%	78.1%		11.3%	11.3%	7.5%			10.6%
Maximum Green (s)		144.0	144.0	9.8	160.0		17.8	17.8	9.8			18.0
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0			3.5
All-Red Time (s)		2.0	2.0	2.2	2.0		2.2	2.2	2.2			1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0				0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.2	6.0				6.2	6.2		4.5
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0			3.0
Minimum Gap (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0			3.0
Time Before Reduce (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Time To Reduce (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None			None
Walk Time (s)							5.0	5.0				7.0

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

05/05/2021

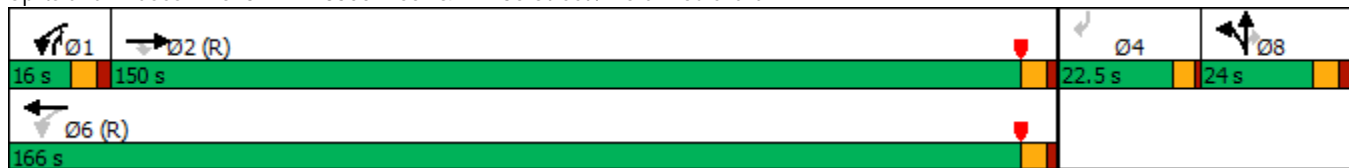


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)							20.0	20.0				11.0
Pedestrian Calls (#/hr)							0	0				0
Act Effect Green (s)		154.2	154.2	178.1	178.3			14.0	38.1			5.5
Actuated g/C Ratio		0.73	0.73	0.84	0.84			0.07	0.18			0.03
v/c Ratio		0.56	0.08	0.67	0.46			0.62	0.26			0.32
Control Delay		15.0	2.9	39.8	5.3			119.1	12.5			7.2
Queue Delay		0.5	0.0	0.0	0.8			0.0	0.0			0.0
Total Delay		15.5	2.9	39.8	6.0			119.1	12.5			7.2
LOS		B	A	D	A			F	B			A
Approach Delay		15.0			8.7			58.5			7.2	
Approach LOS		B			A			E			A	
Queue Length 50th (ft)		461	5	78	235			98	0			0
Queue Length 95th (ft)		565	28	176	296			159	56			0
Internal Link Dist (ft)		889			550			348			185	
Turn Bay Length (ft)			100	225					100			
Base Capacity (vph)		3567	1130	240	4116			146	349			204
Starvation Cap Reductn		975	0	0	1746			0	0			0
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.77	0.08	0.67	0.80			0.48	0.26			0.19

Intersection Summary

Area Type: Other
 Cycle Length: 212.5
 Actuated Cycle Length: 212.5
 Offset: 189 (89%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.6
 Intersection Capacity Utilization 63.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↗		↖	↕↕↗		↖	↕	↗	↖	↗	↖
Traffic Volume (vph)	67	1845	90	231	1738	78	136	166	468	104	161	103
Future Volume (vph)	67	1845	90	231	1738	78	136	166	468	104	161	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			25			50			50		
Satd. Flow (prot)	1711	4881	0	1711	4886	0	1711	1801	1531	1711	1694	0
Flt Permitted	0.072			0.043			0.267			0.478		
Satd. Flow (perm)	130	4881	0	77	4886	0	481	1801	1531	861	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			7				20			15
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	2103	0	251	1974	0	148	180	509	113	287	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	119.0		24.0	127.0		47.0	47.0	24.0	47.0		47.0
Total Split (%)	8.4%	62.6%		12.6%	66.8%		24.7%	24.7%	12.6%	24.7%		24.7%
Maximum Green (s)	9.6	112.6		17.6	120.6		41.0	41.0	17.6	41.0		41.0
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Walk Time (s)							2.0	2.0		2.0		2.0

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

05/05/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)							19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effect Green (s)	120.5	112.6		136.6	122.3		41.0	41.0	64.6	41.0	41.0	
Actuated g/C Ratio	0.63	0.59		0.72	0.64		0.22	0.22	0.34	0.22	0.22	
v/c Ratio	0.50	0.73		1.22	0.63		1.44	0.46	0.95	0.61	0.76	
Control Delay	23.3	29.4		180.8	21.3		291.2	69.5	87.1	82.8	80.3	
Queue Delay	0.0	29.4		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	23.3	58.8		180.8	21.3		291.2	69.5	87.1	82.8	80.3	
LOS	C	E		F	C		F	E	F	F	F	
Approach Delay		57.6			39.3			119.4				81.0
Approach LOS		E			D			F				F
Queue Length 50th (ft)	25	668		~319	517		~248	199	606	129	325	
Queue Length 95th (ft)	48	717		#520	574		#414	286	#856	210	445	
Internal Link Dist (ft)		550			453			339			280	
Turn Bay Length (ft)	175						200			100		
Base Capacity (vph)	163	2895		206	3148		103	388	533	185	377	
Starvation Cap Reductn	0	905		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.45	1.06		1.22	0.63		1.44	0.46	0.95	0.61	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 177 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.44

Intersection Signal Delay: 61.2

Intersection LOS: E

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

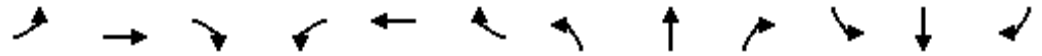
Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

05/05/2021

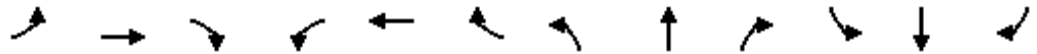


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	2260	57	238	1902	329	120	133	385	787	249	128
Future Volume (vph)	102	2260	57	238	1902	329	120	133	385	787	249	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			26			22	60			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)									35%			
Lane Group Flow (vph)	111	2519	0	259	2425	0	130	291	272	855	410	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	17.0	89.0		30.0	102.0		30.0	30.0	30.0	41.0	41.0	
Total Split (%)	8.9%	46.8%		15.8%	53.7%		15.8%	15.8%	15.8%	21.6%	21.6%	
Maximum Green (s)	10.6	82.6		23.6	95.6		23.0	23.0	23.6	34.0	34.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Walk Time (s)		7.0			7.0					5.0	5.0	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

05/05/2021

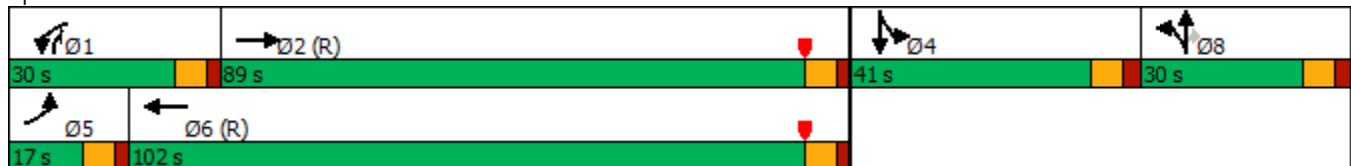


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		13.0			13.0					22.0	22.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	10.6	86.4		19.8	95.6		23.0	23.0	49.8	34.0	34.0	
Actuated g/C Ratio	0.06	0.45		0.10	0.50		0.12	0.12	0.26	0.18	0.18	
v/c Ratio	1.17	0.90		0.75	1.00		0.63	1.39	0.64	1.44	0.67	
Control Delay	215.2	53.0		96.4	63.3		93.8	251.0	55.0	258.5	71.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	215.2	53.0		96.4	63.3		93.8	251.0	55.0	258.5	71.0	
LOS	F	D		F	E		F	F	D	F	E	
Approach Delay		59.9			66.5			144.6			197.7	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	~164	840		164	1088		157	~480	251	~743	230	
Queue Length 95th (ft)	#308	913		215	#1209		240	#703	362	#880	295	
Internal Link Dist (ft)		310			844			370			385	
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	95	2808		412	2432		207	210	453	593	615	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	1.17	0.90		0.63	1.00		0.63	1.39	0.60	1.44	0.67	

Intersection Summary

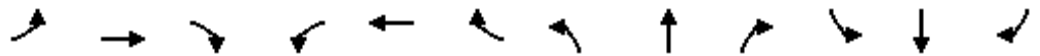
Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 166 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 94.4 Intersection LOS: F
 Intersection Capacity Utilization 109.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings
 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1065	152	248	1788	251	278	657	203	366	885	138
Future Volume (vph)	223	1065	152	248	1788	251	278	657	203	366	885	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	315		0	475		0	80		0	175		0
Storage Lanes	1		0	2		0	2		0	1		0
Taper Length (ft)	50			100			125			50		
Satd. Flow (prot)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			15			24				10
Link Speed (mph)		30			30			30				30
Link Distance (ft)		585			1584			475				429
Travel Time (s)		13.3			36.0			10.8				9.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	1323	0	270	2216	0	302	935	0	398	1112	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	24.0	61.0		24.0	61.0		30.0	65.0		30.0	65.0	
Total Split (%)	13.3%	33.9%		13.3%	33.9%		16.7%	36.1%		16.7%	36.1%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	16.5	54.8		17.0	55.3		20.7	58.0		23.0	60.3	
Actuated g/C Ratio	0.09	0.30		0.09	0.31		0.12	0.32		0.13	0.34	
v/c Ratio	0.80	0.90		0.86	1.48		0.79	0.87		0.94	0.98	
Control Delay	99.2	68.0		92.8	261.8		93.0	65.4		107.4	80.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	99.2	68.0		92.8	261.8		93.0	65.4		107.4	80.8	

Lanes, Volumes, Timings

4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	F		F	E		F	F	
Approach Delay		72.8			243.4			72.2			87.8	
Approach LOS		E			F			E			F	
Queue Length 50th (ft)	146	548		164	~1306		181	537		244	691	
Queue Length 95th (ft)	198	613		#240	#1393		236	632		#351	#869	
Internal Link Dist (ft)		505			1504			395			349	
Turn Bay Length (ft)	315			475			80			175		
Base Capacity (vph)	320	1478		320	1493		424	1079		424	1130	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.76	0.90		0.84	1.48		0.71	0.87		0.94	0.98	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 94 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.48

Intersection Signal Delay: 138.4

Intersection LOS: F

Intersection Capacity Utilization 106.0%

ICU Level of Service G

Analysis Period (min) 15

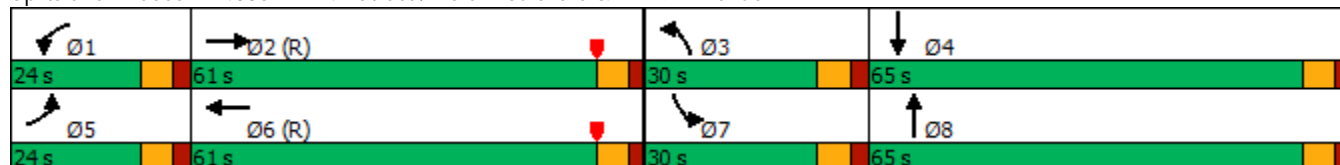
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↕		↖		↖
Traffic Volume (vph)	108	1504	11	9	1952	32	54	0	21	25	0	35
Future Volume (vph)	108	1504	11	9	1952	32	54	0	21	25	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4906	0	0	1672	0	1711	0	1531
Flt Permitted	0.062			0.137				0.965		0.807		
Satd. Flow (perm)	112	4911	0	247	4906	0	0	1672	0	1453	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1584			2935			220				153
Travel Time (s)		36.0			66.7			5.0				3.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1647	0	10	2157	0	0	82	0	27	0	38
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	11.0	59.4		11.0	59.4		19.6	19.6		19.6		19.6
Total Split (%)	12.2%	66.0%		12.2%	66.0%		21.8%	21.8%		21.8%		21.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	72.1	71.6		65.0	59.3			7.4		7.4		7.4
Actuated g/C Ratio	0.80	0.80		0.72	0.66			0.08		0.08		0.08
v/c Ratio	0.53	0.42		0.04	0.67			0.35		0.23		0.17
Control Delay	19.5	8.3		3.2	11.7			8.4		42.5		1.6
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	19.5	8.3		3.2	11.7			8.4		42.5		1.6

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/28/2021

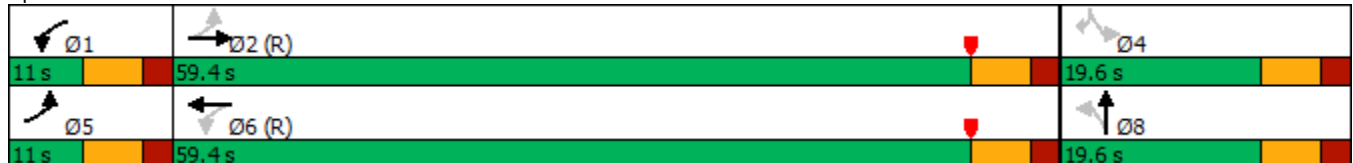


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	A		A	B			A		D		A
Approach Delay		9.1			11.7			8.4			18.6	
Approach LOS		A			B			A			B	
Queue Length 50th (ft)	59	284		1	261			0		15		0
Queue Length 95th (ft)	m65	505		4	357			26		40		0
Internal Link Dist (ft)		1504			2855			140			73	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	222	3907		270	3236			341		216		320
Starvation Cap Reductn	0	0		0	0			0		0		0
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.53	0.42		0.04	0.67			0.24		0.13		0.12

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 10.6 Intersection LOS: B
 Intersection Capacity Utilization 70.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

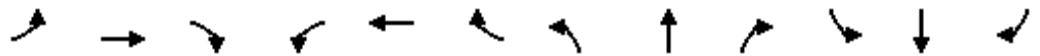
Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗			↕	
Traffic Volume (vph)	36	1554	45	90	1900	0	48	0	34	0	0	0
Future Volume (vph)	36	1554	45	90	1900	0	48	0	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	2111	0
Flt Permitted	0.070			0.098			0.757					
Satd. Flow (perm)	126	4916	1531	176	4916	0	1363	1531	0	0	2111	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111					135				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2935			879			313			202	
Travel Time (s)		66.7			20.0			7.1			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1689	49	98	2065	0	52	37	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3	33.3	
Total Split (s)	13.0	62.0	62.0	13.0	62.0		20.0	20.0		20.0	20.0	
Total Split (%)	13.7%	65.3%	65.3%	13.7%	65.3%		21.1%	21.1%		21.1%	21.1%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3			6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Act Effect Green (s)	63.2	58.2	58.2	64.9	60.9		13.7	13.7				
Actuated g/C Ratio	0.67	0.61	0.61	0.68	0.64		0.14	0.14				
v/c Ratio	0.21	0.56	0.05	0.44	0.65		0.27	0.11				
Control Delay	6.9	12.4	0.1	9.2	10.7		40.2	0.7				
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay	6.9	12.4	0.1	9.2	10.7		40.2	0.7				

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B	A	A	B		D	A				
Approach Delay		11.9			10.6			23.8				
Approach LOS		B			B			C				
Queue Length 50th (ft)	6	219	0	23	435		28	0				
Queue Length 95th (ft)	14	262	0	m25	m455		65	0				
Internal Link Dist (ft)		2855			799			233			122	
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	194	3012	981	226	3153		196	336				
Starvation Cap Reductn	0	0	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.20	0.56	0.05	0.43	0.65		0.27	0.11				

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 65 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 11.5
 Intersection LOS: B
 Intersection Capacity Utilization 61.0%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑	↔	↔↔	↑↑↑	
Traffic Volume (vph)	264	1204	267	474	1370	234	497	938	412	198	971	254
Future Volume (vph)	264	1204	267	474	1370	234	497	938	412	198	971	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	450		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		20				236		32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		879			705			649			569	
Travel Time (s)		20.0			16.0			14.8			12.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	1309	290	515	1743	0	540	1020	448	215	1331	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	27.0	64.0	64.0	43.0	80.0		33.0	57.0	57.0	26.0	50.0	
Total Split (%)	14.2%	33.7%	33.7%	22.6%	42.1%		17.4%	30.0%	30.0%	13.7%	26.3%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	20.0	59.8	59.8	33.2	73.0		26.1	52.3	52.3	16.9	43.1	
Actuated g/C Ratio	0.11	0.31	0.31	0.17	0.38		0.14	0.28	0.28	0.09	0.23	
v/c Ratio	0.82	0.85	0.48	0.89	0.94		1.19	1.08	0.76	0.73	1.20	
Control Delay	89.8	56.4	20.9	84.6	81.6		170.0	116.5	38.4	98.8	158.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	89.8	56.4	20.9	84.6	81.6		170.0	116.5	38.4	98.8	158.4	

Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

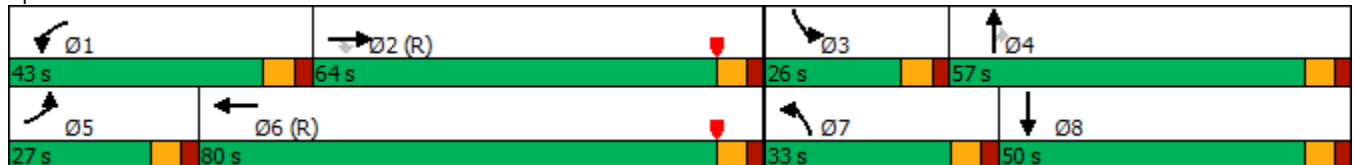


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C	F	F		F	F	D	F	F	
Approach Delay		56.0			82.3			113.4				150.1
Approach LOS		E			F			F				F
Queue Length 50th (ft)	184	570	114	325	813		-415	-755	262	137		-727
Queue Length 95th (ft)	#256	640	166	396	879		#542	#915	422	186		#824
Internal Link Dist (ft)		799			625			569				489
Turn Bay Length (ft)	450		175	325						180		
Base Capacity (vph)	349	1546	606	628	1859		455	941	592	333		1105
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0		0
Reduced v/c Ratio	0.82	0.85	0.48	0.82	0.94		1.19	1.08	0.76	0.65		1.20

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 165 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 97.6
 Intersection LOS: F
 Intersection Capacity Utilization 101.0%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖			↖	↖	↖	↖	↖
Traffic Volume (vph)	16	1809	12	34	1810	8	12	0	18	16	0	234
Future Volume (vph)	16	1809	12	34	1810	8	12	0	18	16	0	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4911	0	0	1711	1531	1625	1456	0
Flt Permitted	0.081			0.078				0.950		0.950		
Satd. Flow (perm)	146	4911	0	140	4911	0	0	1711	1531	1625	1456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1				87			231
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	17	1979	0	37	1976	0	0	13	20	15	256	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	
Total Split (s)	12.0	110.0		12.0	110.0		31.0	31.0	31.0	37.0	37.0	
Total Split (%)	6.3%	57.9%		6.3%	57.9%		16.3%	16.3%	16.3%	19.5%	19.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effect Green (s)	149.8	145.0		152.0	147.8			7.0	7.0	11.8	11.8	
Actuated g/C Ratio	0.79	0.76		0.80	0.78			0.04	0.04	0.06	0.06	
v/c Ratio	0.10	0.53		0.22	0.52			0.21	0.14	0.15	0.84	
Control Delay	2.2	10.9		8.1	10.4			95.6	2.1	83.4	35.9	
Queue Delay	0.0	0.3		0.0	0.2			0.0	0.0	0.0	0.0	
Total Delay	2.2	11.2		8.1	10.6			95.6	2.1	83.4	35.9	

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B		A	B			F	A	F	D	
Approach Delay		11.1			10.6			38.9			38.5	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	0	682		8	339			16	0	18	32	
Queue Length 95th (ft)	m2	833		24	517			43	0	47	144	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			190								
Base Capacity (vph)	165	3747		166	3820			223	275	263	429	
Starvation Cap Reductn	0	945		0	921			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.10	0.71		0.22	0.68			0.06	0.07	0.06	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 92 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 12.8 Intersection LOS: B
 Intersection Capacity Utilization 62.4% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

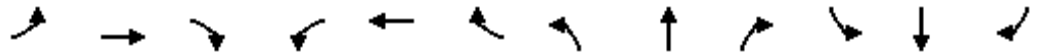
Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/28/2021

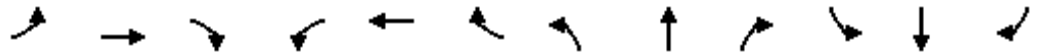


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↖	↑↑↑			↑	↗			↖
Traffic Volume (vph)	0	1867	78	148	1711	27	64	0	85	0	0	60
Future Volume (vph)	0	1867	78	148	1711	27	64	0	85	0	0	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		100	225		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		1
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	0	4916	1531	1711	4906	0	0	1711	1531	0	0	1558
Flt Permitted				0.066				0.950				
Satd. Flow (perm)	0	4916	1531	119	4906	0	0	1711	1531	0	0	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71		3				92			79
Link Speed (mph)		30			30			30				30
Link Distance (ft)		969			630			428				175
Travel Time (s)		22.0			14.3			9.7				4.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2029	85	161	1889	0	0	70	92	0	0	65
Turn Type		NA	Perm	pm+pt	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2	6					8			4
Detector Phase		2	2	1	6		8	8	1			4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0			5.0
Minimum Split (s)		11.0	11.0	11.2	11.0		31.2	31.2	11.2			22.5
Total Split (s)		150.0	150.0	16.0	166.0		24.0	24.0	16.0			22.5
Total Split (%)		70.6%	70.6%	7.5%	78.1%		11.3%	11.3%	7.5%			10.6%
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0			3.5
All-Red Time (s)		2.0	2.0	2.2	2.0		2.2	2.2	2.2			1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.0	6.0	6.2	6.0			6.2	6.2			4.5
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None			None
Act Effect Green (s)		150.8	150.8	175.2	175.4			14.0	38.6			6.4
Actuated g/C Ratio		0.71	0.71	0.82	0.83			0.07	0.18			0.03
v/c Ratio		0.58	0.08	0.69	0.47			0.62	0.26			0.53
Control Delay		16.5	3.0	45.1	6.0			119.1	12.8			25.0
Queue Delay		0.6	0.0	0.0	0.9			0.0	0.0			0.0
Total Delay		17.1	3.0	45.1	6.9			119.1	12.8			25.0

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	A	D	A			F	B			C
Approach Delay		16.6			9.9			58.7			25.0	
Approach LOS		B			A			E			C	
Queue Length 50th (ft)		486	5	88	235			98	0			0
Queue Length 95th (ft)		583	28	#204	330			159	58			40
Internal Link Dist (ft)		889			550			348			95	
Turn Bay Length (ft)			100	225					100			
Base Capacity (vph)		3487	1106	235	4049			146	353			204
Starvation Cap Reductn		951	0	0	1728			0	0			0
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.80	0.08	0.69	0.81			0.48	0.26			0.32

Intersection Summary

Area Type: Other
 Cycle Length: 212.5
 Actuated Cycle Length: 212.5
 Offset: 189 (89%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 15.1
 Intersection LOS: B
 Intersection Capacity Utilization 63.8%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕↗		↖	↕↕↕↗		↖	↕	↗	↖	↗	↗
Traffic Volume (vph)	102	1845	90	268	1738	78	136	166	468	104	161	103
Future Volume (vph)	102	1845	90	268	1738	78	136	166	468	104	161	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	360		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			50			50			50		
Satd. Flow (prot)	1711	4881	0	1711	4886	0	1711	1801	1531	1711	1694	0
Flt Permitted	0.071			0.043			0.267			0.478		
Satd. Flow (perm)	128	4881	0	77	4886	0	481	1801	1531	861	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			7				20			15
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	2103	0	291	1974	0	148	180	509	113	287	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	119.0		24.0	127.0		47.0	47.0	24.0	47.0		47.0
Total Split (%)	8.4%	62.6%		12.6%	66.8%		24.7%	24.7%	12.6%	24.7%		24.7%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Act Effect Green (s)	121.5	112.6		136.6	121.3		41.0	41.0	64.6	41.0		41.0
Actuated g/C Ratio	0.64	0.59		0.72	0.64		0.22	0.22	0.34	0.22		0.22
v/c Ratio	0.71	0.73		1.41	0.63		1.44	0.46	0.95	0.61		0.76
Control Delay	46.5	29.4		253.0	22.0		291.2	69.5	87.1	82.8		80.3
Queue Delay	0.0	29.4		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	46.5	58.8		253.0	22.0		291.2	69.5	87.1	82.8		80.3

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	E		F	C		F	E	F	F	F	
Approach Delay		58.2			51.7			119.4				81.0
Approach LOS		E			D			F				F
Queue Length 50th (ft)	39	668		~424	531		~248	199	606	129		325
Queue Length 95th (ft)	#122	717		#635	574		#414	286	#856	210		445
Internal Link Dist (ft)		550			453			339				280
Turn Bay Length (ft)	175			360			200			100		
Base Capacity (vph)	162	2895		206	3120		103	388	533	185		377
Starvation Cap Reductn	0	905		0	0		0	0	0	0		0
Spillback Cap Reductn	0	0		0	0		0	0	0	0		0
Storage Cap Reductn	0	0		0	0		0	0	0	0		0
Reduced v/c Ratio	0.69	1.06		1.41	0.63		1.44	0.46	0.95	0.61		0.76

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 177 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 66.2 Intersection LOS: E
 Intersection Capacity Utilization 95.5% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

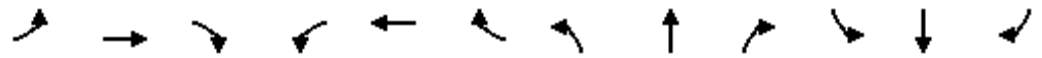
Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	2260	57	238	1902	329	120	133	385	787	249	128
Future Volume (vph)	157	2260	57	238	1902	329	120	133	385	787	249	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			26			22	60			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)									35%			
Lane Group Flow (vph)	171	2519	0	259	2425	0	130	291	272	855	410	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	17.0	89.0		30.0	102.0		30.0	30.0	30.0	41.0	41.0	
Total Split (%)	8.9%	46.8%		15.8%	53.7%		15.8%	15.8%	15.8%	21.6%	21.6%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Act Effect Green (s)	10.6	86.4		19.8	95.6		23.0	23.0	49.8	34.0	34.0	
Actuated g/C Ratio	0.06	0.45		0.10	0.50		0.12	0.12	0.26	0.18	0.18	
v/c Ratio	1.80	0.90		0.75	1.00		0.63	1.39	0.64	1.44	0.67	
Control Delay	441.0	53.0		96.4	63.3		93.8	251.0	55.0	258.5	71.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	441.0	53.0		96.4	63.3		93.8	251.0	55.0	258.5	71.0	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D		F	E		F	F	D	F	E	
Approach Delay		77.7			66.5			144.6			197.7	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	~319	840		164	1088		157	~480	251	~743	230	
Queue Length 95th (ft)	#494	913		215	#1209		240	#703	362	#880	295	
Internal Link Dist (ft)		310			844			370			385	
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	95	2808		412	2432		207	210	453	593	615	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	1.80	0.90		0.63	1.00		0.63	1.39	0.60	1.44	0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 166 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.80
 Intersection Signal Delay: 100.6 Intersection LOS: F
 Intersection Capacity Utilization 112.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings
4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔		↔↔	↕↕↔		↔↔	↕↔		↔↔	↕↔	
Traffic Volume (vph)	111	1065	152	215	1788	251	278	657	203	366	885	138
Future Volume (vph)	111	1065	152	215	1788	251	278	657	203	366	885	138
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	150		0	80		0	175		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	80			25			125			50		
Satd. Flow (prot)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			15			24				10
Link Speed (mph)		30			30			30				30
Link Distance (ft)		430			804			475				429
Travel Time (s)		9.8			18.3			10.8				9.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1323	0	234	2216	0	302	935	0	398	1112	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	24.0	61.0		24.0	61.0		30.0	65.0		30.0	65.0	
Total Split (%)	13.3%	33.9%		13.3%	33.9%		16.7%	36.1%		16.7%	36.1%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	11.9	55.5		16.3	59.9		20.7	58.0		23.0	60.3	
Actuated g/C Ratio	0.07	0.31		0.09	0.33		0.12	0.32		0.13	0.34	
v/c Ratio	0.55	0.88		0.78	1.37		0.79	0.87		0.94	0.98	
Control Delay	90.7	66.7		98.1	214.6		93.0	65.4		107.4	80.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	90.7	66.7		98.1	214.6		93.0	65.4		107.4	80.8	
LOS	F	E		F	F		F	E		F	F	
Approach Delay		68.7			203.5			72.2			87.8	
Approach LOS		E			F			E			F	
Queue Length 50th (ft)	72	548		141	~1262		181	537		244	691	
Queue Length 95th (ft)	109	613		193	#1385		236	632		#351	#869	
Internal Link Dist (ft)		350			724			395			349	
Turn Bay Length (ft)	175			150			80			175		
Base Capacity (vph)	320	1497		320	1616		424	1079		424	1130	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lanes, Volumes, Timings

4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/28/2021

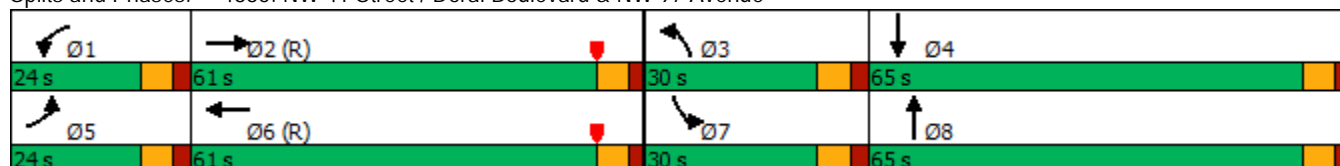


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.88		0.73	1.37		0.71	0.87		0.94	0.98	

Intersection Summary

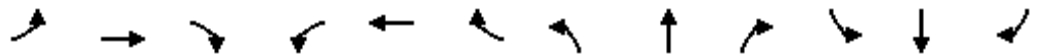
Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	94 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.37
Intersection Signal Delay:	123.4
Intersection LOS:	F
Intersection Capacity Utilization	103.8%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑↑			↕		↘		↘
Traffic Volume (vph)	126	1504	11	9	1952	32	54	0	21	25	0	35
Future Volume (vph)	126	1504	11	9	1952	32	54	0	21	25	0	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4906	0	0	1672	0	1711	0	1531
Flt Permitted	0.063			0.139				0.965		0.807		
Satd. Flow (perm)	113	4911	0	250	4906	0	0	1672	0	1453	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		780			2935			220				153
Travel Time (s)		17.7			66.7			5.0				3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1647	0	10	2157	0	0	82	0	27	0	38
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	11.0	59.4		11.0	59.4		19.6	19.6		19.6		19.6
Total Split (%)	12.2%	66.0%		12.2%	66.0%		21.8%	21.8%		21.8%		21.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	72.1	71.6		64.2	58.5			7.4		7.4		7.4
Actuated g/C Ratio	0.80	0.80		0.71	0.65			0.08		0.08		0.08
v/c Ratio	0.58	0.42		0.04	0.68			0.35		0.23		0.17
Control Delay	24.1	4.8		3.3	12.3			8.4		42.5		1.6
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	24.1	4.8		3.3	12.3			8.4		42.5		1.6
LOS	C	A		A	B			A		D		A
Approach Delay		6.3			12.2			8.4				18.6
Approach LOS		A			B			A				B
Queue Length 50th (ft)	25	84		1	271			0		15		0
Queue Length 95th (ft)	90	212		4	357			26		40		0
Internal Link Dist (ft)		700			2855			140				73
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	236	3907		269	3192			341		216		320
Starvation Cap Reductn	0	0		0	0			0		0		0

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.58	0.42		0.04	0.68			0.24		0.13		0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	6 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	9.7
Intersection LOS:	A
Intersection Capacity Utilization	71.5%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021

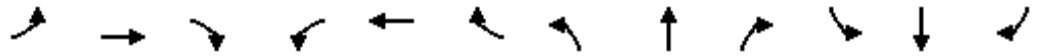


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘	↗			↕	
Traffic Volume (vph)	13	1554	45	90	1900	0	48	0	34	0	0	0
Future Volume (vph)	13	1554	45	90	1900	0	48	0	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	2111	0
Flt Permitted	0.070			0.094			0.757					
Satd. Flow (perm)	126	4916	1531	169	4916	0	1363	1531	0	0	2111	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111					135				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2935			879			313				202
Travel Time (s)		66.7			20.0			7.1				4.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	1689	49	98	2065	0	52	37	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3		33.3
Total Split (s)	13.0	62.0	62.0	13.0	62.0		20.0	20.0		20.0		20.0
Total Split (%)	13.7%	65.3%	65.3%	13.7%	65.3%		21.1%	21.1%		21.1%		21.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3				6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max		Max
Act Effect Green (s)	62.9	58.2	58.2	67.4	66.1		13.7	13.7				
Actuated g/C Ratio	0.66	0.61	0.61	0.71	0.70		0.14	0.14				
v/c Ratio	0.08	0.56	0.05	0.44	0.60		0.27	0.11				
Control Delay	4.9	12.4	0.1	9.2	7.9		40.2	0.7				
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay	4.9	12.4	0.1	9.2	7.9		40.2	0.7				
LOS	A	B	A	A	A		D	A				
Approach Delay		12.0			8.0			23.8				
Approach LOS		B			A			C				
Queue Length 50th (ft)	2	219	0	24	313		28	0				
Queue Length 95th (ft)	7	262	0	m25	m453		65	0				
Internal Link Dist (ft)		2855			799			233				122
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	194	3012	981	227	3420		196	336				

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.07	0.56	0.05	0.43	0.60		0.27	0.11				

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	65 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization	61.0%
ICU Level of Service	B
Analysis Period (min)	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑↑	
Traffic Volume (vph)	264	1204	267	474	1370	234	497	938	412	198	971	254
Future Volume (vph)	264	1204	267	474	1370	234	497	938	412	198	971	254
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		20				236		32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		879			705			649			569	
Travel Time (s)		20.0			16.0			14.8			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	1309	290	515	1743	0	540	1020	448	215	1331	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	27.0	64.0	64.0	43.0	80.0		33.0	57.0	57.0	26.0	50.0	
Total Split (%)	14.2%	33.7%	33.7%	22.6%	42.1%		17.4%	30.0%	30.0%	13.7%	26.3%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	20.0	59.8	59.8	33.2	73.0		26.1	52.3	52.3	16.9	43.1	
Actuated g/C Ratio	0.11	0.31	0.31	0.17	0.38		0.14	0.28	0.28	0.09	0.23	
v/c Ratio	0.82	0.85	0.48	0.89	0.94		1.19	1.08	0.76	0.73	1.20	
Control Delay	89.8	56.4	20.9	85.5	77.5		170.0	116.5	38.4	98.8	158.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	89.8	56.4	20.9	85.5	77.5		170.0	116.5	38.4	98.8	158.4	
LOS	F	E	C	F	E		F	F	D	F	F	
Approach Delay		56.0			79.3			113.4			150.1	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	184	570	114	325	694		~415	~755	262	137	~727	
Queue Length 95th (ft)	#256	640	166	396	879		#542	#915	422	186	#824	
Internal Link Dist (ft)		799			625			569			489	
Turn Bay Length (ft)	150		175	325						180		
Base Capacity (vph)	349	1546	606	628	1859		455	941	592	333	1105	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

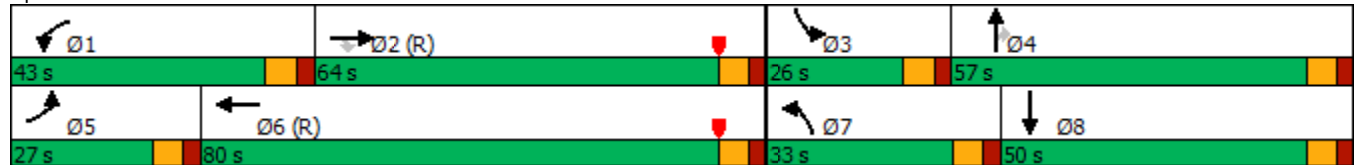


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.85	0.48	0.82	0.94		1.19	1.08	0.76	0.65	1.20	

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	165 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.20
Intersection Signal Delay:	96.7
Intersection LOS:	F
Intersection Capacity Utilization	101.0%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕			↕	↗	↖	↕↕	
Traffic Volume (vph)	8	1809	12	34	1810	8	12	0	18	16	0	234
Future Volume (vph)	8	1809	12	34	1810	8	12	0	18	16	0	234
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4911	0	0	1711	1531	1625	1456	0
Flt Permitted	0.083			0.078				0.950		0.950		
Satd. Flow (perm)	149	4911	0	140	4911	0	0	1711	1531	1625	1456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1				87			231
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	9	1979	0	37	1976	0	0	13	20	15	256	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	
Total Split (s)	12.0	110.0		12.0	110.0		31.0	31.0	31.0	37.0	37.0	
Total Split (%)	6.3%	57.9%		6.3%	57.9%		16.3%	16.3%	16.3%	19.5%	19.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effect Green (s)	149.6	145.0		153.3	150.3			7.0	7.0	11.8	11.8	
Actuated g/C Ratio	0.79	0.76		0.81	0.79			0.04	0.04	0.06	0.06	
v/c Ratio	0.05	0.53		0.22	0.51			0.21	0.14	0.15	0.84	
Control Delay	1.6	10.9		8.1	9.4			95.6	2.1	83.4	35.9	
Queue Delay	0.0	0.3		0.0	0.3			0.0	0.0	0.0	0.0	
Total Delay	1.6	11.2		8.1	9.7			95.6	2.1	83.4	35.9	
LOS	A	B		A	A			F	A	F	D	
Approach Delay		11.1			9.7			38.9			38.5	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	1	683		8	240			16	0	18	32	
Queue Length 95th (ft)	m1	834		24	512			43	0	47	144	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			75								
Base Capacity (vph)	167	3747		167	3885			223	275	263	429	
Starvation Cap Reductn	0	946		0	1045			0	0	0	0	

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.05	0.71		0.22	0.70			0.06	0.07	0.06	0.60	

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	92 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	12.4
Intersection LOS:	B
Intersection Capacity Utilization	62.4%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑↑			↑	↑			↑
Traffic Volume (vph)	0	1832	78	148	1711	27	64	0	85	0	0	35
Future Volume (vph)	0	1832	78	148	1711	27	64	0	85	0	0	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	225		0	0		100	0		0
Storage Lanes	0		1	1		0	0		1	0		1
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	0	4916	1531	1711	4906	0	0	1711	1531	0	0	1558
Flt Permitted				0.071				0.950				
Satd. Flow (perm)	0	4916	1531	128	4906	0	0	1711	1531	0	0	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71		3				92			79
Link Speed (mph)		30			30			30				30
Link Distance (ft)		969			630			428				222
Travel Time (s)		22.0			14.3			9.7				5.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1991	85	161	1889	0	0	70	92	0	0	38
Turn Type		NA	Perm	pm+pt	NA		Split	NA	pm+ov			Perm
Protected Phases		2		1	6		8	8	1			
Permitted Phases			2	6					8			4
Detector Phase		2	2	1	6		8	8	1			4
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.0			5.0
Minimum Split (s)		11.0	11.0	11.2	11.0		31.2	31.2	11.2			22.5
Total Split (s)		150.0	150.0	16.0	166.0		24.0	24.0	16.0			22.5
Total Split (%)		70.6%	70.6%	7.5%	78.1%		11.3%	11.3%	7.5%			10.6%
Yellow Time (s)		4.0	4.0	4.0	4.0		4.0	4.0	4.0			3.5
All-Red Time (s)		2.0	2.0	2.2	2.0		2.2	2.2	2.2			1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.0	6.0	6.2	6.0			6.2	6.2			4.5
Lead/Lag		Lag	Lag	Lead					Lead			
Lead-Lag Optimize?		Yes	Yes	Yes					Yes			
Recall Mode		C-Max	C-Max	None	C-Max		None	None	None			None
Act Effect Green (s)		154.2	154.2	178.1	178.3			14.0	38.1			5.5
Actuated g/C Ratio		0.73	0.73	0.84	0.84			0.07	0.18			0.03
v/c Ratio		0.56	0.08	0.67	0.46			0.62	0.26			0.32
Control Delay		15.0	2.9	39.8	5.3			119.1	12.5			7.2
Queue Delay		0.5	0.0	0.0	0.8			0.0	0.0			0.0
Total Delay		15.5	2.9	39.8	6.0			119.1	12.5			7.2
LOS		B	A	D	A			F	B			A
Approach Delay		15.0			8.7			58.5				7.2
Approach LOS		B			A			E				A
Queue Length 50th (ft)		461	5	78	235			98	0			0
Queue Length 95th (ft)		565	28	176	296			159	56			0
Internal Link Dist (ft)		889			550			348				142
Turn Bay Length (ft)			100	225					100			
Base Capacity (vph)		3567	1130	240	4116			146	349			204
Starvation Cap Reductn		975	0	0	1746			0	0			0

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0	0	0	0			0	0			0
Storage Cap Reductn		0	0	0	0			0	0			0
Reduced v/c Ratio		0.77	0.08	0.67	0.80			0.48	0.26			0.19

Intersection Summary

Area Type: Other

Cycle Length: 212.5

Actuated Cycle Length: 212.5

Offset: 189 (89%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	1845	90	268	1738	78	136	166	468	104	161	103
Future Volume (vph)	102	1845	90	268	1738	78	136	166	468	104	161	103
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			25			50			50		
Satd. Flow (prot)	1711	4881	0	1711	4886	0	1711	1801	1531	1711	1694	0
Flt Permitted	0.071			0.043			0.267			0.478		
Satd. Flow (perm)	128	4881	0	77	4886	0	481	1801	1531	861	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			7				20			15
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	2103	0	291	1974	0	148	180	509	113	287	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	119.0		24.0	127.0		47.0	47.0	24.0	47.0		47.0
Total Split (%)	8.4%	62.6%		12.6%	66.8%		24.7%	24.7%	12.6%	24.7%		24.7%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Act Effect Green (s)	121.5	112.6		136.6	121.3		41.0	41.0	64.6	41.0		41.0
Actuated g/C Ratio	0.64	0.59		0.72	0.64		0.22	0.22	0.34	0.22		0.22
v/c Ratio	0.71	0.73		1.41	0.63		1.44	0.46	0.95	0.61		0.76
Control Delay	46.5	29.4		253.0	22.0		291.2	69.5	87.1	82.8		80.3
Queue Delay	0.0	29.4		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	46.5	58.8		253.0	22.0		291.2	69.5	87.1	82.8		80.3
LOS	D	E		F	C		F	E	F	F		F
Approach Delay		58.2			51.7			119.4				81.0
Approach LOS		E			D			F				F
Queue Length 50th (ft)	39	668		~424	531		~248	199	606	129		325
Queue Length 95th (ft)	#122	717		#635	574		#414	286	#856	210		445
Internal Link Dist (ft)		550			453			339				280
Turn Bay Length (ft)	175						200			100		
Base Capacity (vph)	162	2895		206	3120		103	388	533	185		377
Starvation Cap Reductn	0	905		0	0		0	0	0	0		0

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.69	1.06		1.41	0.63		1.44	0.46	0.95	0.61	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 177 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.44

Intersection Signal Delay: 66.2

Intersection LOS: E

Intersection Capacity Utilization 95.5%

ICU Level of Service F

Analysis Period (min) 15

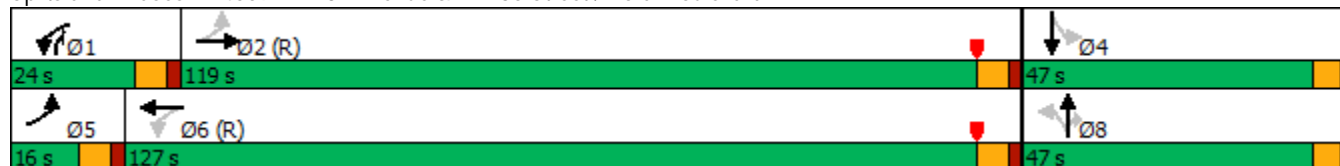
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

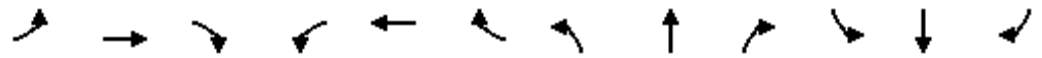
Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	2260	57	238	1902	329	120	133	385	787	249	128
Future Volume (vph)	157	2260	57	238	1902	329	120	133	385	787	249	128
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			26			22	60			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)									35%			
Lane Group Flow (vph)	171	2519	0	259	2425	0	130	291	272	855	410	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	17.0	89.0		30.0	102.0		30.0	30.0	30.0	41.0	41.0	
Total Split (%)	8.9%	46.8%		15.8%	53.7%		15.8%	15.8%	15.8%	21.6%	21.6%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Act Effect Green (s)	10.6	86.4		19.8	95.6		23.0	23.0	49.8	34.0	34.0	
Actuated g/C Ratio	0.06	0.45		0.10	0.50		0.12	0.12	0.26	0.18	0.18	
v/c Ratio	1.80	0.90		0.75	1.00		0.63	1.39	0.64	1.44	0.67	
Control Delay	441.0	53.0		96.4	63.3		93.8	251.0	55.0	258.5	71.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	441.0	53.0		96.4	63.3		93.8	251.0	55.0	258.5	71.0	
LOS	F	D		F	E		F	F	D	F	E	
Approach Delay		77.7			66.5			144.6				197.7
Approach LOS		E			E			F				F
Queue Length 50th (ft)	~319	840		164	1088		157	~480	251	~743	230	
Queue Length 95th (ft)	#494	913		215	#1209		240	#703	362	#880	295	
Internal Link Dist (ft)		310			844			370				385
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	95	2808		412	2432		207	210	453	593	615	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

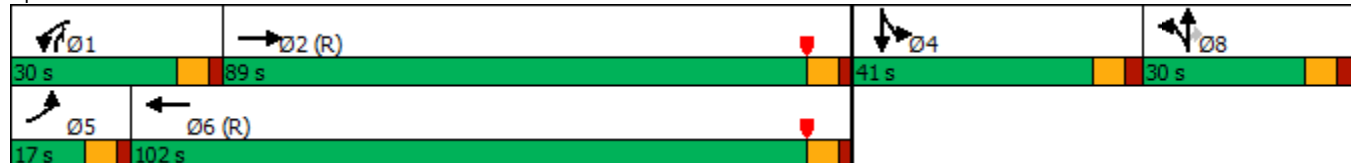


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.80	0.90		0.63	1.00		0.63	1.39	0.60	1.44	0.67	

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	166 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.80
Intersection Signal Delay:	100.6
Intersection LOS:	F
Intersection Capacity Utilization	112.4%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings
4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1065	152	228	1788	251	278	657	203	366	885	138
Future Volume (vph)	223	1065	152	228	1788	251	278	657	203	366	885	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	150		0	80		0	175		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	80			25			125			50		
Satd. Flow (prot)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4822	0	3319	4827	0	3319	3301	0	3319	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			15			24			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		430			804			475			429	
Travel Time (s)		9.8			18.3			10.8			9.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	1323	0	248	2216	0	302	935	0	398	1112	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.6	11.6		11.6	11.6		12.0	36.0		12.0	36.0	
Total Split (s)	24.0	61.0		24.0	61.0		30.0	65.0		30.0	65.0	
Total Split (%)	13.3%	33.9%		13.3%	33.9%		16.7%	36.1%		16.7%	36.1%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	16.5	55.1		16.7	55.3		20.7	58.0		23.0	60.3	
Actuated g/C Ratio	0.09	0.31		0.09	0.31		0.12	0.32		0.13	0.34	
v/c Ratio	0.80	0.89		0.81	1.48		0.79	0.87		0.94	0.98	
Control Delay	99.2	67.4		100.0	262.7		93.0	65.4		107.4	80.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	99.2	67.4		100.0	262.7		93.0	65.4		107.4	80.8	

Lanes, Volumes, Timings

4885: NW 41 Street / Doral Boulevard & NW 97 Avenue

06/29/2021

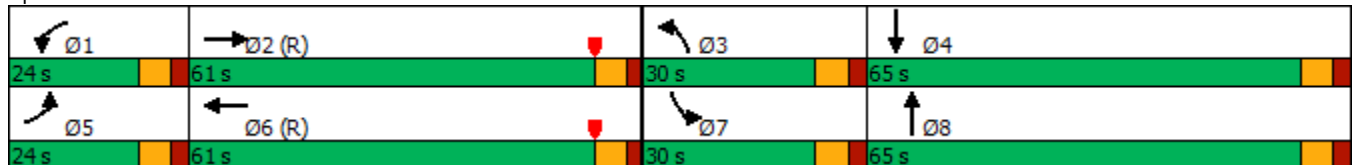


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E		F	F		F	E		F	F	
Approach Delay		72.3			246.4			72.2			87.8	
Approach LOS		E			F			E			F	
Queue Length 50th (ft)	146	548		150	~1329		181	537		244	691	
Queue Length 95th (ft)	198	613		#211	#1410		236	632		#351	#869	
Internal Link Dist (ft)		350			724			395			349	
Turn Bay Length (ft)	175			150			80			175		
Base Capacity (vph)	320	1487		320	1493		424	1079		424	1130	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.76	0.89		0.78	1.48		0.71	0.87		0.94	0.98	

Intersection Summary

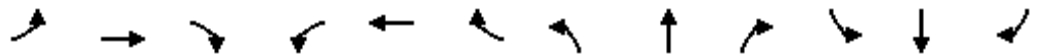
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 94 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 139.0 Intersection LOS: F
 Intersection Capacity Utilization 106.0% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4885: NW 41 Street / Doral Boulevard & NW 97 Avenue



Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↕		↖		↖
Traffic Volume (vph)	108	1504	11	9	1952	32	54	0	21	25	0	35
Future Volume (vph)	108	1504	11	9	1952	32	54	0	21	25	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	50			150			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4906	0	0	1672	0	1711	0	1531
Flt Permitted	0.062			0.137				0.965		0.807		
Satd. Flow (perm)	112	4911	0	247	4906	0	0	1672	0	1453	0	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			109				109
Link Speed (mph)		30			30			30				30
Link Distance (ft)		780			2935			220				153
Travel Time (s)		17.7			66.7			5.0				3.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1647	0	10	2157	0	0	82	0	27	0	38
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		Perm
Protected Phases	5	2		1	6			8				
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.0	22.5		11.0	22.5		11.2	11.2		11.2		11.2
Total Split (s)	11.0	59.4		11.0	59.4		19.6	19.6		19.6		19.6
Total Split (%)	12.2%	66.0%		12.2%	66.0%		21.8%	21.8%		21.8%		21.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2		2.2		2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2		6.2		6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None		None
Act Effect Green (s)	72.1	71.6		65.0	59.3			7.4		7.4		7.4
Actuated g/C Ratio	0.80	0.80		0.72	0.66			0.08		0.08		0.08
v/c Ratio	0.53	0.42		0.04	0.67			0.35		0.23		0.17
Control Delay	20.6	4.8		3.2	11.7			8.4		42.5		1.6
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	20.6	4.8		3.2	11.7			8.4		42.5		1.6

Lanes, Volumes, Timings

5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court 06/28/2021

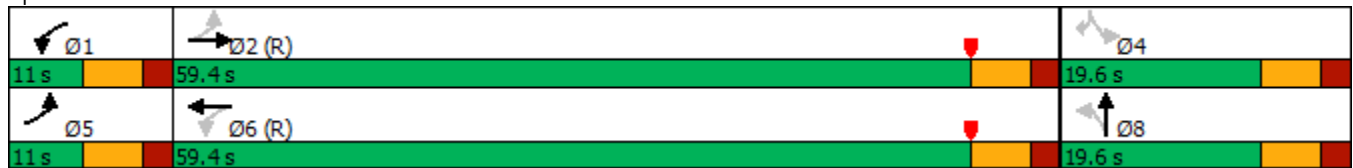


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A		A	B			A		D		A
Approach Delay		5.8			11.7			8.4			18.6	
Approach LOS		A			B			A			B	
Queue Length 50th (ft)	14	84		1	261			0		15		0
Queue Length 95th (ft)	74	212		4	357			26		40		0
Internal Link Dist (ft)		700			2855			140			73	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	222	3907		270	3236			341		216		320
Starvation Cap Reductn	0	0		0	0			0		0		0
Spillback Cap Reductn	0	0		0	0			0		0		0
Storage Cap Reductn	0	0		0	0			0		0		0
Reduced v/c Ratio	0.53	0.42		0.04	0.67			0.24		0.13		0.12

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	6 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	9.2
Intersection LOS:	A
Intersection Capacity Utilization	70.5%
ICU Level of Service	C
Analysis Period (min)	15

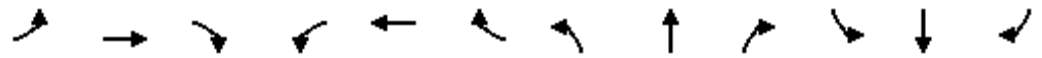
Splits and Phases: 5382: NW 41 Street / Doral Boulevard/NW 36 Street / Doral Boulevard & NW 93 Court



Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021

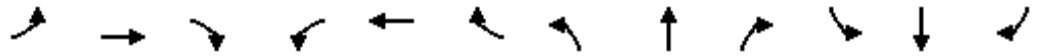


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗			↕	
Traffic Volume (vph)	5	1554	45	90	1900	0	48	0	34	0	0	0
Future Volume (vph)	5	1554	45	90	1900	0	48	0	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	16	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		0	0		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	50			50			25			25		
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	1711	1531	0	0	2111	0
Flt Permitted	0.070			0.094			0.757					
Satd. Flow (perm)	126	4916	1531	169	4916	0	1363	1531	0	0	2111	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111					135				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2935			879			313				202
Travel Time (s)		66.7			20.0			7.1				4.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1689	49	98	2065	0	52	37	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA				
Protected Phases	5	2		1	6			8				4
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0		5.0
Minimum Split (s)	11.4	34.4	34.4	11.4	34.4		33.3	33.3		33.3		33.3
Total Split (s)	13.0	62.0	62.0	13.0	62.0		20.0	20.0		20.0		20.0
Total Split (%)	13.7%	65.3%	65.3%	13.7%	65.3%		21.1%	21.1%		21.1%		21.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.3	2.3		2.3		2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4		6.3	6.3				6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max		Max		Max
Act Effect Green (s)	62.7	58.2	58.2	67.5	66.2		13.7	13.7				
Actuated g/C Ratio	0.66	0.61	0.61	0.71	0.70		0.14	0.14				
v/c Ratio	0.03	0.56	0.05	0.44	0.60		0.27	0.11				
Control Delay	4.4	12.4	0.1	9.2	7.9		40.2	0.7				
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Total Delay	4.4	12.4	0.1	9.2	7.9		40.2	0.7				

Lanes, Volumes, Timings

6957: NW 8800 Block & NW 36 Street / Doral Boulevard

06/28/2021

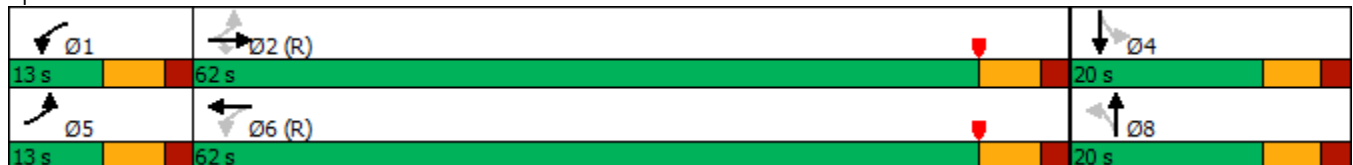


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B	A	A	A		D	A				
Approach Delay		12.0				7.9		23.8				
Approach LOS		B			A			C				
Queue Length 50th (ft)	1	219	0	24	302		28	0				
Queue Length 95th (ft)	4	262	0	m25	m448		65	0				
Internal Link Dist (ft)		2855			799			233			122	
Turn Bay Length (ft)	200		200	200								
Base Capacity (vph)	194	3012	981	227	3423		196	336				
Starvation Cap Reductn	0	0	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.03	0.56	0.05	0.43	0.60		0.27	0.11				

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 65 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 10.1
 Intersection LOS: B
 Intersection Capacity Utilization 61.0%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6957: NW 8800 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑↑	
Traffic Volume (vph)	264	1204	267	555	1370	234	497	938	412	198	971	254
Future Volume (vph)	264	1204	267	555	1370	234	497	938	412	198	971	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		175	325		0	0		0	180		0
Storage Lanes	2		1	2		0	2		1	2		0
Taper Length (ft)	100			50			25			75		
Satd. Flow (prot)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	4916	1531	3319	4808	0	3319	3421	1531	3319	4763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		20				236		32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		879			705			649			569	
Travel Time (s)		20.0			16.0			14.8			12.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	1309	290	603	1743	0	540	1020	448	215	1331	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			
Detector Phase	5	2	2	1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	36.0	36.0	12.0	36.0		11.9	36.9	36.9	11.9	38.9	
Total Split (s)	27.0	64.0	64.0	43.0	80.0		33.0	57.0	57.0	26.0	50.0	
Total Split (%)	14.2%	33.7%	33.7%	22.6%	42.1%		17.4%	30.0%	30.0%	13.7%	26.3%	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	Max	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	20.0	57.2	57.2	35.8	73.0		26.1	52.3	52.3	16.9	43.1	
Actuated g/C Ratio	0.11	0.30	0.30	0.19	0.38		0.14	0.28	0.28	0.09	0.23	
v/c Ratio	0.82	0.89	0.49	0.96	0.94		1.19	1.08	0.76	0.73	1.20	
Control Delay	89.8	60.4	21.4	95.2	77.1		170.0	116.5	38.4	98.8	158.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	89.8	60.4	21.4	95.2	77.1		170.0	116.5	38.4	98.8	158.4	

Lanes, Volumes, Timings

4477: NW 87 Avenue & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	E	C	F	E		F	F	D	F	F	
Approach Delay		58.9			81.7			113.4				150.1
Approach LOS		E			F			F				F
Queue Length 50th (ft)	184	576	114	390	696		-415	-755	262	137		-727
Queue Length 95th (ft)	#256	640	166	#515	879		#542	#915	422	186		#824
Internal Link Dist (ft)		799			625			569				489
Turn Bay Length (ft)	150		175	325						180		
Base Capacity (vph)	349	1479	587	628	1859		455	941	592	333		1105
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0		0
Reduced v/c Ratio	0.82	0.89	0.49	0.96	0.94		1.19	1.08	0.76	0.65		1.20

Intersection Summary

Area Type: Other

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 165 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 98.0

Intersection LOS: F

Intersection Capacity Utilization 101.0%

ICU Level of Service G

Analysis Period (min) 15

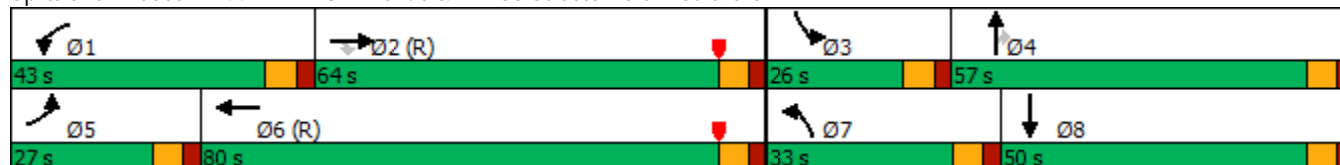
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4477: NW 87 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖			↖	↖	↖	↖↖	
Traffic Volume (vph)	16	1809	12	77	1810	8	12	0	18	16	0	234
Future Volume (vph)	16	1809	12	77	1810	8	12	0	18	16	0	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	100			75			25			25		
Satd. Flow (prot)	1711	4911	0	1711	4911	0	0	1711	1531	1625	1456	0
Flt Permitted	0.085			0.073				0.950		0.950		
Satd. Flow (perm)	153	4911	0	131	4911	0	0	1711	1531	1625	1456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1				87			231
Link Speed (mph)		30			30			30				30
Link Distance (ft)		386			969			399				213
Travel Time (s)		8.8			22.0			9.1				4.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	17	1979	0	84	1976	0	0	13	20	15	256	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Prot	Split	NA	
Protected Phases	5	2		1	6		8	8	8	4	4	
Permitted Phases	2			6								
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0		11.0	11.0		11.2	11.2	11.2	11.2	11.2	11.2
Total Split (s)	12.0	110.0		12.0	110.0		31.0	31.0	31.0	37.0	37.0	
Total Split (%)	6.3%	57.9%		6.3%	57.9%		16.3%	16.3%	16.3%	19.5%	19.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effect Green (s)	144.3	138.3		154.9	147.8			7.0	7.0	11.8	11.8	
Actuated g/C Ratio	0.76	0.73		0.82	0.78			0.04	0.04	0.06	0.06	
v/c Ratio	0.10	0.55		0.43	0.52			0.21	0.14	0.15	0.84	
Control Delay	3.6	13.8		12.1	10.4			95.6	2.1	83.4	35.9	
Queue Delay	0.0	0.3		0.0	0.2			0.0	0.0	0.0	0.0	
Total Delay	3.6	14.1		12.1	10.6			95.6	2.1	83.4	35.9	

Lanes, Volumes, Timings

4571: NW 8400 Block & NW 36 Street / Doral Boulevard

06/29/2021

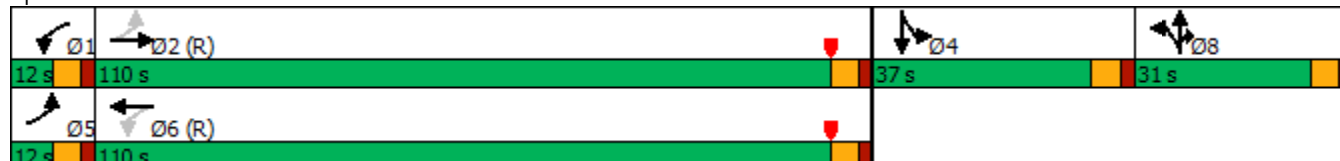


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	B		B	B			F	A	F	D	
Approach Delay		14.0			10.7			38.9			38.5	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	0	694		18	339			16	0	18	32	
Queue Length 95th (ft)	m3	842		49	517			43	0	47	144	
Internal Link Dist (ft)		306			889			319			133	
Turn Bay Length (ft)	125			75								
Base Capacity (vph)	166	3576		196	3820			223	275	263	429	
Starvation Cap Reductn	0	847		0	921			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.10	0.73		0.43	0.68			0.06	0.07	0.06	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 92 (48%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 14.2
 Intersection LOS: B
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

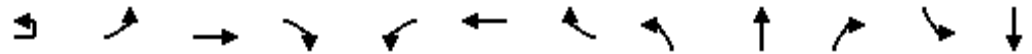
Splits and Phases: 4571: NW 8400 Block & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑↑↑	↗	↖	↑↑↑↑			↕	↗		
Traffic Volume (vph)	56	0	1832	78	148	1711	27	64	0	85	0	0
Future Volume (vph)	56	0	1832	78	148	1711	27	64	0	85	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		200		100	225		0	0		100	0	
Storage Lanes		1		1	1		0	0		1	0	
Taper Length (ft)		50			50			25			25	
Satd. Flow (prot)	1711	0	4916	1531	1711	4906	0	0	1711	1531	0	0
Flt Permitted	0.950				0.072				0.950			
Satd. Flow (perm)	1711	0	4916	1531	130	4906	0	0	1711	1531	0	0
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				71		2				92		
Link Speed (mph)			30			30			30			30
Link Distance (ft)			969			630			428			226
Travel Time (s)			22.0			14.3			9.7			5.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	0	1991	85	161	1889	0	0	70	92	0	0
Turn Type	Prot		NA	Perm	pm+pt	NA		Split	NA	pm+ov		
Protected Phases	5		2		1	6		8	8	1		
Permitted Phases				2	6					8		
Detector Phase	5		2	2	1	6		8	8	1		
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0		
Minimum Split (s)	11.2		11.0	11.0	11.2	11.0		31.2	31.2	11.2		
Total Split (s)	16.0		150.0	150.0	16.0	150.0		24.0	24.0	16.0		
Total Split (%)	7.5%		70.6%	70.6%	7.5%	70.6%		11.3%	11.3%	7.5%		
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0		
All-Red Time (s)	2.2		2.0	2.0	2.2	2.0		2.2	2.2	2.2		
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0			0.0	0.0		
Total Lost Time (s)	6.2		6.0	6.0	6.2	6.0			6.2	6.2		
Lead/Lag	Lead		Lag	Lag	Lead	Lag				Lead		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes				Yes		
Recall Mode	None		C-Max	C-Max	None	C-Max		None	None	None		
Act Effect Green (s)	13.6		153.9	153.9	176.5	158.5			14.0	38.4		
Actuated g/C Ratio	0.06		0.72	0.72	0.83	0.75			0.07	0.18		
v/c Ratio	0.56		0.56	0.08	0.66	0.52			0.62	0.26		
Control Delay	114.8		15.2	2.9	39.5	12.7			119.1	12.4		
Queue Delay	0.0		0.5	0.0	0.0	1.3			0.0	0.0		
Total Delay	114.8		15.7	2.9	39.5	13.9			119.1	12.4		

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/29/2021

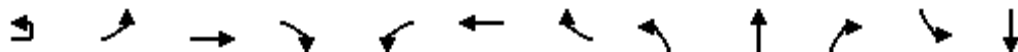


Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Grade (%)	
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Satd. Flow (prot)	1558
Flt Permitted	
Satd. Flow (perm)	1558
Right Turn on Red	Yes
Satd. Flow (RTOR)	79
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	38
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	10.6%
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	5.5
Actuated g/C Ratio	0.03
v/c Ratio	0.32
Control Delay	7.2
Queue Delay	0.0
Total Delay	7.2

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/29/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
LOS	F		B	A	D	B			F	B		
Approach Delay			18.0			15.9			58.5			7.2
Approach LOS			B			B			E			A
Queue Length 50th (ft)	85		467	5	77	393			98	0		
Queue Length 95th (ft)	144		565	28	177	497			159	56		
Internal Link Dist (ft)			889			550			348			146
Turn Bay Length (ft)	200			100	225					100		
Base Capacity (vph)	111		3559	1128	243	3658			146	352		
Starvation Cap Reductn	0		969	0	0	1451			0	0		
Spillback Cap Reductn	0		0	0	0	0			0	0		
Storage Cap Reductn	0		0	0	0	0			0	0		
Reduced v/c Ratio	0.55		0.77	0.08	0.66	0.86			0.48	0.26		

Intersection Summary

Area Type: Other

Cycle Length: 212.5

Actuated Cycle Length: 212.5

Offset: 189 (89%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 18.4

Intersection LOS: B

Intersection Capacity Utilization 65.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6732: NW 8300 Block & NW 36 Street / Doral Boulevard

Ø1	Ø2 (R)	Ø4	Ø8
16 s	150 s	22.5 s	24 s
Ø5	Ø6 (R)		
16 s	150 s		

Lanes, Volumes, Timings

6732: NW 8300 Block & NW 36 Street / Doral Boulevard

06/29/2021

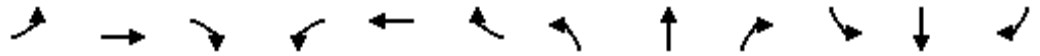


Lane Group	SBR
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	204
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.19
Intersection Summary	

Lanes, Volumes, Timings

4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↗	↖	↗	
Traffic Volume (vph)	67	1845	90	268	1738	78	136	166	468	104	161	103
Future Volume (vph)	67	1845	90	268	1738	78	136	166	468	104	161	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	175		0	0		0	200		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50			25			50			50		
Satd. Flow (prot)	1711	4881	0	1711	4886	0	1711	1801	1531	1711	1694	0
Flt Permitted	0.072			0.043			0.267			0.478		
Satd. Flow (perm)	130	4881	0	77	4886	0	481	1801	1531	861	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			7				20			15
Link Speed (mph)		30			30			30				30
Link Distance (ft)		630			533			419				360
Travel Time (s)		14.3			12.1			9.5				8.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	2103	0	291	1974	0	148	180	509	113	287	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.4	11.4		11.4	11.4		27.0	27.0	11.4	27.0		27.0
Total Split (s)	16.0	119.0		24.0	127.0		47.0	47.0	24.0	47.0		47.0
Total Split (%)	8.4%	62.6%		12.6%	66.8%		24.7%	24.7%	12.6%	24.7%		24.7%
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.0	6.0	6.4	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		None	None	None	None		None
Act Effect Green (s)	120.5	112.6		136.6	122.3		41.0	41.0	64.6	41.0		41.0
Actuated g/C Ratio	0.63	0.59		0.72	0.64		0.22	0.22	0.34	0.22		0.22
v/c Ratio	0.50	0.73		1.41	0.63		1.44	0.46	0.95	0.61		0.76
Control Delay	23.3	29.4		253.0	21.3		291.2	69.5	87.1	82.8		80.3
Queue Delay	0.0	29.4		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	23.3	58.8		253.0	21.3		291.2	69.5	87.1	82.8		80.3

Lanes, Volumes, Timings
 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard

06/28/2021

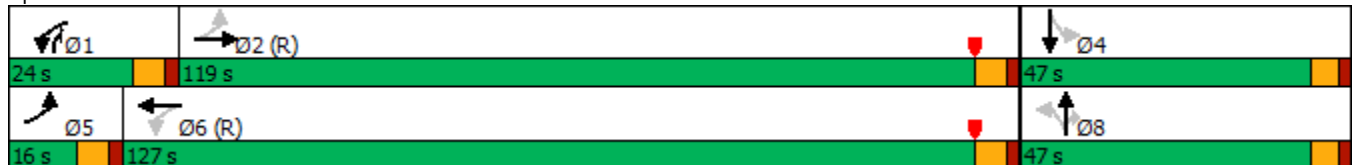


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	E		F	C		F	E	F	F	F	
Approach Delay		57.6			51.1			119.4				81.0
Approach LOS		E			D			F				F
Queue Length 50th (ft)	25	668		~424	517		~248	199	606	129		325
Queue Length 95th (ft)	48	717		#635	574		#414	286	#856	210		445
Internal Link Dist (ft)		550			453			339				280
Turn Bay Length (ft)	175						200			100		
Base Capacity (vph)	163	2895		206	3148		103	388	533	185		377
Starvation Cap Reductn	0	905		0	0		0	0	0	0		0
Spillback Cap Reductn	0	0		0	0		0	0	0	0		0
Storage Cap Reductn	0	0		0	0		0	0	0	0		0
Reduced v/c Ratio	0.45	1.06		1.41	0.63		1.44	0.46	0.95	0.61		0.76

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 177 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 65.8
 Intersection LOS: E
 Intersection Capacity Utilization 95.5%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

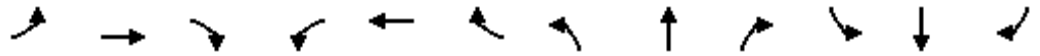
Splits and Phases: 4569: NW 82 Avenue & NW 36 Street / Doral Boulevard



Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	2260	57	238	1902	329	120	133	385	787	249	128
Future Volume (vph)	157	2260	57	238	1902	329	120	133	385	787	249	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	0		0	400		0	0		0	225		0
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			300			25			100		
Satd. Flow (prot)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	6169	0	3319	4808	0	1711	1582	1454	3319	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			26			22	60			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		390			924			450				465
Travel Time (s)		8.9			21.0			10.2				10.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)									35%			
Lane Group Flow (vph)	171	2519	0	259	2425	0	130	291	272	855	410	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	11.4	26.4		11.4	26.4		14.0	14.0	11.4	34.0	34.0	
Total Split (s)	17.0	89.0		30.0	102.0		30.0	30.0	30.0	41.0	41.0	
Total Split (%)	8.9%	46.8%		15.8%	53.7%		15.8%	15.8%	15.8%	21.6%	21.6%	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		7.0	7.0	6.4	7.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Recall Mode	None	C-Max		None	C-Max		Max	Max	None	None	None	
Act Effect Green (s)	10.6	86.4		19.8	95.6		23.0	23.0	49.8	34.0	34.0	
Actuated g/C Ratio	0.06	0.45		0.10	0.50		0.12	0.12	0.26	0.18	0.18	
v/c Ratio	1.80	0.90		0.75	1.00		0.63	1.39	0.64	1.44	0.67	
Control Delay	441.0	53.0		96.4	63.3		93.8	251.0	55.0	258.5	71.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	441.0	53.0		96.4	63.3		93.8	251.0	55.0	258.5	71.0	

Lanes, Volumes, Timings

3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard

06/28/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	D		F	E		F	F	D	F	E	
Approach Delay		77.7			66.5			144.6			197.7	
Approach LOS		E			E			F			F	
Queue Length 50th (ft)	~319	840		164	1088		157	~480	251	~743	230	
Queue Length 95th (ft)	#494	913		215	#1209		240	#703	362	#880	295	
Internal Link Dist (ft)		310			844			370			385	
Turn Bay Length (ft)				400						225		
Base Capacity (vph)	95	2808		412	2432		207	210	453	593	615	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	1.80	0.90		0.63	1.00		0.63	1.39	0.60	1.44	0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 166 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.80
 Intersection Signal Delay: 100.6
 Intersection LOS: F
 Intersection Capacity Utilization 112.4%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3954: NW 79 Street/NW 79 Avenue & NW 36 Street / Doral Boulevard



APPENDIX L – DETAILED COST ESTIMATES

Cost Estimate _Alternative 2

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021

Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 60,000.00	1.00	\$60,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	1,061.00	\$371.35
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	1,061.00	\$14,037.03
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	96.30	\$11,003.24
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	96.30	\$10,892.49
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	4,175.00	\$95,607.50
0520 5 11	TRAFFIC SEPARATOR, 4" WIDE	SY	\$ 55.00	1,200.00	\$66,000.00
0522-XX	BUS SHELTER F&I	EA	\$ 145,000.00	15.00	\$2,175,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	26,700.00	\$73,692.00
Roadway Subtotal					\$2,506,603.61
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS	AS	\$ 850.00	8.00	\$6,800.00
0665 1 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	40.00	\$1,320.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	8.00	\$21,642.16
Signalization Subtotal					\$29,762.16
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	7,200.00	\$12,024.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	5,700.00	\$20,349.00
S&PM Subtotal					\$32,373.00
Roadway					\$ 2,506,603.61
Signalization					\$29,762.16
S&PM					\$32,373.00
Pre-Total					\$ 2,568,738.77
20% Maintenance of Traffic (MOT)					\$ 513,747.75
10% Mobilization					\$ 256,873.88
20% Preliminary Engineering					\$ 513,747.75
10% Construction Engineering & Inspection					\$ 256,873.88
Project Contingency					\$ 100,000.00
Grand-Total					\$ 4,209,982.03

Cost Estimate _Alternative 3

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021
 Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 60,000.00	1.00	\$60,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	1,078.00	\$377.30
0285 709	OPTIONAL BASE,BASE GROUP 09	SY	\$ 13.23	1,078.00	\$14,261.94
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	97.80	\$11,174.63
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	97.80	\$11,062.16
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	4,600.00	\$105,340.00
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	\$ 55.00	1,260.00	\$69,300.00
0522 x	BUS SHELTER, F&I	EA	\$ 145,000.00	15.00	\$2,175,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	26,800.00	\$73,968.00
Roadway Subtotal					\$2,520,484.03
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	\$ 850.55	8.00	\$6,804.40
0665 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	40.00	\$1,320.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	3.00	\$8,115.81
Signalization Subtotal					\$16,240.21
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	5,700.00	\$9,519.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	4,650.00	\$16,600.50
S&PM Subtotal					\$26,119.50
Roadway					\$2,520,484.03
Signalization					\$16,240.21
S&PM					\$26,119.50
Pre-Total					\$2,562,843.74
20% Maintenance of Traffic (MOT)					\$ 512,568.75
10% Mobilization					\$ 256,284.37
20% Preliminary Engineering					\$ 512,568.75
10% Construction Engineering & Inspection					\$ 256,284.37
Project Contingency					\$ 100,000.00
Right of Way Acquisition (Assumption)					\$ -
Grand-Total					\$ 4,200,549.98

Cost Estimate _Alternative 4		Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp			
		Date:	11/18/2021		
		Produced By:	JS	QA/QC By:	RK
Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 60,000.00	1.00	\$60,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	1,256.00	\$439.60
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	1,256.00	\$16,616.88
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	113.90	\$13,014.21
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	113.90	\$12,883.23
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	4,450.00	\$101,905.00
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	\$ 55.00	1,335.00	\$73,425.00
0522 x	BUS SHELTER, F&I	EA	\$ 145,000.00	15.00	\$2,175,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	11,000.00	\$30,360.00
Roadway Subtotal					\$2,483,643.92
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	\$ 850.55	8.00	\$6,804.40
0665 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	40.00	\$1,320.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	3.00	\$8,115.81
Signalization Subtotal					\$16,240.21
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	5,700.00	\$9,519.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	4,650.00	\$16,600.50
S&PM Subtotal					\$26,119.50
Roadway					\$2,483,643.92
Signalization					\$16,240.21
S&PM					\$26,119.50
Pre-Total					\$2,526,003.63
20% Maintenance of Traffic (MOT)					\$ 505,200.73
10% Mobilization					\$ 252,600.36
20% Preliminary Engineering					\$ 505,200.73
10% Construction Engineering & Inspection					\$ 252,600.36
Project Contingency					\$ 100,000.00
Right of Way Acquisition (Assumption)					\$ -
Grand-Total					\$ 4,141,605.81

Cost Estimate _Alternative 2- High Priority Improvements

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021

Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 20,000.00	1.00	\$20,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	394.00	\$137.90
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	394.00	\$5,212.62
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	35.80	\$4,090.51
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	35.80	\$4,049.34
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	1,475.00	\$33,777.90
0520 5 11	TRAFFIC SEPARATOR, 4" WIDE	SY	\$ 55.00	755.00	\$41,525.00
0522-XX	BUS SHELTER F&I	EA	\$ 145,000.00	4.00	\$580,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	12,400.00	\$34,224.00
Roadway Subtotal					\$723,016.87
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS	AS	\$ 850.00	2.00	\$1,700.00
0665 1 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	24.00	\$792.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	4.00	\$10,821.08
Signalization Subtotal					\$13,313.08
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	2,900.00	\$4,843.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	2,250.00	\$8,032.50
S&PM Subtotal					\$12,875.50
Roadway					\$ 723,016.87
Signalization					\$13,313.08
S&PM					\$12,875.50
Pre-Total					\$ 749,205.45
20% Maintenance of Traffic (MOT)					\$ 149,841.09
10% Mobilization					\$ 74,920.54
20% Preliminary Engineering					\$ 149,841.09
10% Construction Engineering & Inspection					\$ 74,920.54
Project Contingency					\$ 50,000.00
Grand-Total					\$ 1,248,728.71

Cost Estimate _Alternative 2- Medium Priority Improvements

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021
 Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 20,000.00	1.00	\$20,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	367.00	\$128.45
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	367.00	\$4,855.41
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	33.30	\$3,804.86
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	33.30	\$3,766.56
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	700.00	\$16,030.00
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	\$ 55.00	445.00	\$24,475.00
0522 x	BUS SHELTER, F&I	EA	\$ 145,000.00	7.00	\$1,015,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	3,300.00	\$9,108.00
Roadway Subtotal					\$1,097,168.28
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	\$ 850.55	6.00	\$5,103.30
0665 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	12.00	\$396.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	3.00	\$8,115.81
Signalization Subtotal					\$13,615.11
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	2,900.00	\$4,843.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	2,250.00	\$8,032.50
S&PM Subtotal					\$12,875.50
Roadway					\$1,097,168.28
Signalization					\$13,615.11
S&PM					\$12,875.50
Pre-Total					\$1,123,658.89
20% Maintenance of Traffic (MOT)					\$ 224,731.78
10% Mobilization					\$ 112,365.89
20% Preliminary Engineering					\$ 224,731.78
10% Construction Engineering & Inspection					\$ 112,365.89
Project Contingency					\$ 50,000.00
Right of Way Acquisition (Assumption)					\$ -
Grand-Total					\$ 1,847,854.23

Cost Estimate _Alternative 2- Low Priority Improvements

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021
 Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 20,000.00	1.00	\$20,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	300.00	\$105.00
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	300.00	\$3,969.00
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	27.20	\$3,107.87
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	27.20	\$3,076.59
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	2,000.00	\$45,800.00
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	\$ 55.00	0.00	\$0.00
0522 x	BUS SHELTER, F&I	EA	\$ 145,000.00	4.00	\$580,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	11,000.00	\$30,360.00
Roadway Subtotal					\$686,418.46
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	\$ 850.55	0.00	\$0.00
0665 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	4.00	\$132.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	1.00	\$2,705.27
Signalization Subtotal					\$2,837.27
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	1,400.00	\$2,338.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	1,200.00	\$4,284.00
S&PM Subtotal					\$6,622.00
Roadway					\$686,418.46
Signalization					\$2,837.27
S&PM					\$6,622.00
Pre-Total					\$695,877.73
20% Maintenance of Traffic (MOT)					\$ 139,175.55
10% Mobilization					\$ 69,587.77
20% Preliminary Engineering					\$ 139,175.55
10% Construction Engineering & Inspection					\$ 69,587.77
Project Contingency					\$ 50,000.00
Right of Way Acquisition (Assumption)					\$ -
Grand-Total					\$ 1,163,404.37

Cost Estimate _Alternative 3- High Priority Improvements

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021

Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 20,000.00	1.00	\$20,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	411.00	\$143.85
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	411.00	\$5,437.53
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	37.30	\$4,261.90
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	37.30	\$4,219.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	1,900.00	\$43,510.00
0520 5 11	TRAFFIC SEPARATOR, 4" WIDE	SY	\$ 55.00	815.00	\$44,825.00
0522-XX	BUS SHELTER F&I	EA	\$ 145,000.00	4.00	\$580,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	12,500.00	\$34,500.00
Roadway Subtotal					\$736,897.28
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNTDOWN, 2 WAYS	AS	\$ 850.00	2.00	\$1,700.00
0665 1 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	24.00	\$792.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	4.00	\$10,821.08
Signalization Subtotal					\$13,313.08
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	2,900.00	\$4,843.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	2,250.00	\$8,032.50
S&PM Subtotal					\$12,875.50
Roadway					\$ 736,897.28
Signalization					\$13,313.08
S&PM					\$12,875.50
Pre-Total					\$ 763,085.86
20% Maintenance of Traffic (MOT)					\$ 152,617.17
10% Mobilization					\$ 76,308.59
20% Preliminary Engineering					\$ 152,617.17
10% Construction Engineering & Inspection					\$ 76,308.59
Project Contingency					\$ 50,000.00
Grand-Total					\$ 1,270,937.38

Cost Estimate _Alternative 3- Medium Priority Improvements

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021
 Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 20,000.00	1.00	\$20,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	367.00	\$128.45
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	367.00	\$4,855.41
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	33.30	\$3,804.86
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	33.30	\$3,766.56
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	700.00	\$16,030.00
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	\$ 55.00	445.00	\$24,475.00
0522 x	BUS SHELTER, F&I	EA	\$ 145,000.00	7.00	\$1,015,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	3,300.00	\$9,108.00
Roadway Subtotal					\$1,097,168.28
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	\$ 850.55	6.00	\$5,103.30
0665 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	12.00	\$396.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	3.00	\$8,115.81
Signalization Subtotal					\$13,615.11
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	1,400.00	\$2,338.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	1,200.00	\$4,284.00
S&PM Subtotal					\$6,622.00
Roadway					\$1,097,168.28
Signalization					\$13,615.11
S&PM					\$6,622.00
Pre-Total					\$1,117,405.39
20% Maintenance of Traffic (MOT)					\$ 223,481.08
10% Mobilization					\$ 111,740.54
20% Preliminary Engineering					\$ 223,481.08
10% Construction Engineering & Inspection					\$ 111,740.54
Project Contingency					\$ 50,000.00
Right of Way Acquisition (Assumption)					\$ -
Grand-Total					\$ 1,837,848.63

Cost Estimate _Alternative 3- Low Priority Improvements

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021
 Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 20,000.00	1.00	\$20,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	300.00	\$105.00
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	300.00	\$3,969.00
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	27.20	\$3,107.87
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	27.20	\$3,076.59
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	2,000.00	\$45,800.00
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	\$ 55.00	0.00	\$0.00
0522 x	BUS SHELTER, F&I	EA	\$ 145,000.00	4.00	\$580,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	11,000.00	\$30,360.00
Roadway Subtotal					\$686,418.46
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	\$ 850.55	0.00	\$0.00
0665 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	4.00	\$132.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	1.00	\$2,705.27
Signalization Subtotal					\$2,837.27
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	1,400.00	\$2,338.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	1,200.00	\$4,284.00
S&PM Subtotal					\$6,622.00
Roadway					\$686,418.46
Signalization					\$2,837.27
S&PM					\$6,622.00
Pre-Total					\$695,877.73
20% Maintenance of Traffic (MOT)					\$ 139,175.55
10% Mobilization					\$ 69,587.77
20% Preliminary Engineering					\$ 139,175.55
10% Construction Engineering & Inspection					\$ 69,587.77
Project Contingency					\$ 50,000.00
Right of Way Acquisition (Assumption)					\$ -
Grand-Total					\$ 1,163,404.37

Cost Estimate _Alternative 4- Medium Priority Improvements

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021
 Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 20,000.00	1.00	\$20,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	367.00	\$128.45
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	367.00	\$4,855.41
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	33.30	\$3,804.86
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	33.30	\$3,766.56
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	700.00	\$16,030.00
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	\$ 55.00	445.00	\$24,475.00
0522 x	BUS SHELTER, F&I	EA	\$ 145,000.00	7.00	\$1,015,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	3,300.00	\$9,108.00
Roadway Subtotal					\$1,097,168.28
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	\$ 850.55	6.00	\$5,103.30
0665 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	12.00	\$396.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	3.00	\$8,115.81
Signalization Subtotal					\$13,615.11
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	1,400.00	\$2,338.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	1,200.00	\$4,284.00
S&PM Subtotal					\$6,622.00
Roadway					\$1,097,168.28
Signalization					\$13,615.11
S&PM					\$6,622.00
Pre-Total					\$1,117,405.39
20% Maintenance of Traffic (MOT)					\$ 223,481.08
10% Mobilization					\$ 111,740.54
20% Preliminary Engineering					\$ 223,481.08
10% Construction Engineering & Inspection					\$ 111,740.54
Project Contingency					\$ 50,000.00
Right of Way Acquisition (Assumption)					\$ -
Grand-Total					\$ 1,837,848.63

Cost Estimate _Alternative 4- Low Priority Improvements

Location: Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

Date: 11/18/2021
 Produced By: JS QA/QC By: RK

Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
110 1 1	CLEARING AND GRUBBING	LS	\$ 20,000.00	1.00	\$20,000.00
0160 4	TYPE B STABILIZATION	SY	\$ 0.35	300.00	\$105.00
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	\$ 13.23	300.00	\$3,969.00
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	\$ 114.26	27.20	\$3,107.87
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	\$ 113.11	27.20	\$3,076.59
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$ 22.90	2,000.00	\$45,800.00
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	\$ 55.00	0.00	\$0.00
0522 x	BUS SHELTER, F&I	EA	\$ 145,000.00	4.00	\$580,000.00
0570 1 2	PERFORMANCE TURF, SOD	SY	\$ 2.76	11,000.00	\$30,360.00
Roadway Subtotal					\$686,418.46
0653 1 11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	AS	\$ 850.55	0.00	\$0.00
0665 12	PEDESTRIAN DETECTOR, F&I, ACCESSIBLE	EA	\$ 33.00	4.00	\$132.00
0670 5400	TRAF CNTL ASSEM, MODIFY	AS	\$ 2,705.27	1.00	\$2,705.27
Signalization Subtotal					\$2,837.27
0711 11123	THERMOPLASTIC, STD WHITE SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 1.67	1,400.00	\$2,338.00
0711 11125	THERMOPLASTIC, STD WHITE SOLID, 24" FOR CROSSWALK AND ROUNDABOUT	LF	\$ 3.57	1,200.00	\$4,284.00
S&PM Subtotal					\$6,622.00
Roadway					\$686,418.46
Signalization					\$2,837.27
S&PM					\$6,622.00
Pre-Total					\$695,877.73
20% Maintenance of Traffic (MOT)					\$ 139,175.55
10% Mobilization					\$ 69,587.77
20% Preliminary Engineering					\$ 139,175.55
10% Construction Engineering & Inspection					\$ 69,587.77
Project Contingency					\$ 50,000.00
Right of Way Acquisition (Assumption)					\$ -
Grand-Total					\$ 1,163,404.37

APPENDIX M – B/C RATIO COMPUTATIONS

CONCEPTUAL ALTERNATIVE 2

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY CH Perez & Associates WPA NO. N/A SAFETY PRIORITY _____
 2 DATE SUBMITTED 11/18/2021 ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) N/A
 4 ALTERNATIVE NO. _____ SPEED 40
 6 DISTRICT _____ COUNTY DADE SECTION _____ STATE ROAD _____ U.S. ROAD -
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH 1.850 miles NODE -
 8 DESCRIPTION OF LOCATION/FACILITY TYPE Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	10.5	13.0	14.4	12.3	13.0	17.2	11.9	13.20	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	62.64
Left Turn	92	29.76
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	92.40
Crashes Per Year	37.57	13.20
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	770,621.63	15	0.0899	\$ 69,310.56
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	3,377,225.24	20	0.0736	\$ 248,502.14
E. SIGNING/PAVEMENT	32,373.00	15	0.0899	\$ 2,911.66
F. SIGNALS	29,762.16	15	0.0899	\$ 2,676.84
G. SUBTOTAL	4,209,982.03			\$ 323,401.20
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (1,229.66)
J. TOTAL				\$ 322,171.54

16 BENEFITS			
A. CRASH REDUCTION	13.20 crash @	\$ 123,598	\$ 1,631,493.60
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 1,631,493.60
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 1,631,493.60

17 NET BENEFIT/COST	\$ 1,631,493.60	\$ 322,171.54	5.1
SAFETY BENEFIT/COST	\$ 1,631,493.60	\$ 322,171.54	5.1

PREPARED BY RK APPROVED BY KC DATE 11/18/2021

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

CONCEPTUAL ALTERNATIVE 3

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY **CH Perez & Associates** WPA NO. **N/A** SAFETY PRIORITY _____
 2 DATE SUBMITTED **11/18/2021** ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) **N/A**
 4 ALTERNATIVE NO. _____ SPEED **40**
 6 DISTRICT _____ COUNTY **DADE** SECTION _____ STATE ROAD _____ U.S. ROAD **-**
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH **1.850** miles NODE **-**
 8 DESCRIPTION OF LOCATION/FACILITY TYPE **Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg		CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571		COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	10.5	13.0	14.4	12.3	13.0	17.2	11.9	13.20		CRASH CLEANUP	\$ 100
										INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	62.64
Left Turn	92	29.76
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	92.40
Crashes Per Year	37.57	13.20
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	768,853.12	15	0.0899	\$ 69,151.50
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	3,389,337.15	20	0.0736	\$ 249,393.36
E. SIGNING/PAVEMENT	26,119.50	15	0.0899	\$ 2,349.22
F. SIGNALS	16,240.21	15	0.0899	\$ 1,460.66
G. SUBTOTAL	4,200,549.98			\$ 322,354.74
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (1,229.66)
J. TOTAL				\$ 321,125.08

16 BENEFITS			
A. CRASH REDUCTION	13.20 crash @	\$ 123,598	\$ 1,631,493.60
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 1,631,493.60
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 1,631,493.60

17 NET BENEFIT/COST	\$ 1,631,493.60	\$ 321,125.08	5.1
SAFETY BENEFIT/COST	\$ 1,631,493.60	\$ 321,125.08	5.1

PREPARED BY **RK** APPROVED BY **KC** DATE **11/18/2021**

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

CONCEPTUAL ALTERNATIVE 4

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY **CH Perez & Associates** WPA NO. **N/A** SAFETY PRIORITY _____
 2 DATE SUBMITTED **11/18/2021** ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) **N/A**
 4 ALTERNATIVE NO. _____ SPEED **40**
 6 DISTRICT _____ COUNTY **DADE** SECTION _____ STATE ROAD _____ U.S. ROAD **-**
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH **1.850** miles NODE **-**
 8 DESCRIPTION OF LOCATION/FACILITY TYPE **Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	0.03	0.03	0.04	0.03	0.03	0.04	0.03	0.03	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	0.00
Left Turn	92	0.23
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	0.23
Crashes Per Year	37.57	0.03
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	757,801.09	15	0.0899	\$ 68,157.46
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	3,341,445.01	20	0.0736	\$ 245,869.37
E. SIGNING/PAVEMENT	26,119.50	15	0.0899	\$ 2,349.22
F. SIGNALS	16,240.21	15	0.0899	\$ 1,460.66
G. SUBTOTAL	4,141,605.81			\$ 317,836.71
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (3.06)
J. TOTAL				\$ 317,833.65

16 BENEFITS			
A. CRASH REDUCTION	0.03 crash @	\$ 123,598	\$ 4,061.08
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 4,061.08
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 4,061.08

17 NET BENEFIT/COST	\$ 4,061.08	\$ 317,833.65	0.00
SAFETY BENEFIT/COST	\$ 4,061.08	\$ 317,833.65	0.00

PREPARED BY **RK** APPROVED BY **KC** DATE **11/18/2021**

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

ALTERNATIVE 2 HIGH PRIORITY IMPROVEMENTS

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY CH Perez & Associates WPA NO. N/A SAFETY PRIORITY _____
 2 DATE SUBMITTED 11/18/2021 ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) N/A
 4 ALTERNATIVE NO. _____ SPEED 40
 6 DISTRICT _____ COUNTY DADE SECTION _____ STATE ROAD _____ U.S. ROAD -
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH 1.850 miles NODE -
 8 DESCRIPTION OF LOCATION/FACILITY TYPE Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	8.7	10.7	11.8	10.1	10.7	14.1	9.8	10.84	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	52.68
Left Turn	92	23.21
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	75.89
Crashes Per Year	37.57	10.84
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	224,761.63	15	0.0899	\$ 20,215.31
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	997,778.50	20	0.0736	\$ 73,418.29
E. SIGNING/PAVEMENT	12,875.50	15	0.0899	\$ 1,158.04
F. SIGNALS	13,313.08	15	0.0899	\$ 1,197.39
G. SUBTOTAL	1,248,728.71			\$ 95,989.03
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (1,009.94)
J. TOTAL				\$ 94,979.09

16 BENEFITS			
A. CRASH REDUCTION	10.84 crash @	\$ 123,598	\$ 1,339,978.89
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 1,339,978.89
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 1,339,978.89

17 NET BENEFIT/COST	\$ 1,339,978.89	\$ 94,979.09	14.1
SAFETY BENEFIT/COST	\$ 1,339,978.89	\$ 94,979.09	14.1

PREPARED BY RK APPROVED BY KC DATE 11/18/2021

COMMENTS/CRASH REDUCTION METHOD:
FHWA, FDOT

HIGH CRASH LISTINGS:

ALTERNATIVE 2 MEDIUM PRIORITY IMPROVEMENTS

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY **CH Perez & Associates** WPA NO. **N/A** SAFETY PRIORITY _____
 2 DATE SUBMITTED **11/18/2021** ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) **N/A**
 4 ALTERNATIVE NO. _____ SPEED **40**
 6 DISTRICT _____ COUNTY **DADE** SECTION _____ STATE ROAD _____ U.S. ROAD _____
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH **1.850** miles NODE _____
 8 DESCRIPTION OF LOCATION/FACILITY TYPE **Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	1.6	2.0	2.2	1.9	2.0	2.7	1.9	2.06	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	7.66
Left Turn	92	6.76
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	14.42
Crashes Per Year	37.57	2.06
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	337,097.67	15	0.0899	\$ 30,318.94
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	1,484,265.95	20	0.0736	\$ 109,214.89
E. SIGNING/PAVEMENT	12,875.50	15	0.0899	\$ 1,158.04
F. SIGNALS	13,615.11	15	0.0899	\$ 1,224.56
G. SUBTOTAL	1,847,854.23			\$ 141,916.43
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (191.90)
J. TOTAL				\$ 141,724.53

16 BENEFITS			
A. CRASH REDUCTION	2.06 crash @	\$ 123,598	\$ 254,611.88
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 254,611.88
C. OTHER BENEFIT	0	\$ -	\$ -
TOTAL ANNUAL BENEFIT			\$ 254,611.88

17 NET BENEFIT/COST	\$ 254,611.88	\$ 141,724.53	1.8
SAFETY BENEFIT/COST	\$ 254,611.88	\$ 141,724.53	1.8

PREPARED BY **RK** APPROVED BY **KC** DATE **11/18/2021**

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

ALTERNATIVE 2 LOW PRIORITY IMPROVEMENTS

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY CH Perez & Associates WPA NO. N/A SAFETY PRIORITY _____
 2 DATE SUBMITTED 11/18/2021 ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) N/A
 4 ALTERNATIVE NO. _____ SPEED 40
 6 DISTRICT _____ COUNTY DADE SECTION _____ STATE ROAD _____ U.S. ROAD _____
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH 1.850 miles NODE _____
 8 DESCRIPTION OF LOCATION/FACILITY TYPE Doral Blvd from West of NW 97 Ave to SR 826 5B Off-Ramp

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	0.03	0.03	0.04	0.03	0.03	0.04	0.03	0.03	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	0.00
Left Turn	92	0.23
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	0.23
Crashes Per Year	37.57	0.03
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	208,763.32	15	0.0899	\$ 18,776.40
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	945,181.78	20	0.0736	\$ 69,548.13
E. SIGNING/PAVEMENT	6,622.00	15	0.0899	\$ 595.59
F. SIGNALS	2,837.27	15	0.0899	\$ 255.19
G. SUBTOTAL	1,163,404.37			\$ 89,175.31
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (3.06)
J. TOTAL				\$ 89,172.25

16 BENEFITS			
A. CRASH REDUCTION	0.03 crash @	\$ 123,598	\$ 4,061.08
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 4,061.08
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 4,061.08

17 NET BENEFIT/COST	\$ 4,061.08	\$ 89,172.25	0.00
SAFETY BENEFIT/COST	\$ 4,061.08	\$ 89,172.25	0.00

PREPARED BY RK APPROVED BY KC DATE 11/18/2021

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

ALTERNATIVE 3 HIGH PRIORITY IMPROVEMENTS

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY CH Perez & Associates WPA NO. N/A SAFETY PRIORITY _____
 2 DATE SUBMITTED 11/18/2021 ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) N/A
 4 ALTERNATIVE NO. _____ SPEED 40
 6 DISTRICT _____ COUNTY DADE SECTION _____ STATE ROAD _____ U.S. ROAD -
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH 1.850 miles NODE -
 8 DESCRIPTION OF LOCATION/FACILITY TYPE Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	5.1	6.3	7.0	5.9	6.3	8.3	5.8	6.38	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	21.19
Left Turn	92	23.48
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overturned	0	0.00
Other	0	0.00
Total Crashes	263	44.67
Crashes Per Year	37.57	6.38
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	228,925.76	15	0.0899	\$ 20,589.83
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	1,015,823.04	20	0.0736	\$ 74,746.04
E. SIGNING/PAVEMENT	12,875.50	15	0.0899	\$ 1,158.04
F. SIGNALS	13,313.08	15	0.0899	\$ 1,197.39
G. SUBTOTAL	1,270,937.38			\$ 97,691.30
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (594.47)
J. TOTAL				\$ 97,096.83

16 BENEFITS			
A. CRASH REDUCTION	6.38 crash @	\$ 123,598	\$ 788,731.81
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 788,731.81
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 788,731.81

17 NET BENEFIT/COST	\$ 788,731.81	\$ 97,096.83	8.1
SAFETY BENEFIT/COST	\$ 788,731.81	\$ 97,096.83	8.1

PREPARED BY RK APPROVED BY KC DATE 11/18/2021

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

ALTERNATIVE 3 MEDIUM PRIORITY IMPROVEMENTS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY **CH Perez & Associates** WPA NO. **N/A** SAFETY PRIORITY
 2 DATE SUBMITTED **11/18/2021** ENVIRONMENTAL STUDY
 3 PROJECT NO. _____ SKID (I.D.) **N/A**
 4 ALTERNATIVE NO. _____ SPEED **40**
 6 DISTRICT _____ COUNTY **DADE** SECTION _____ STATE ROAD _____ U.S. ROAD **-**
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH **1.850** miles NODE **-**
 8 DESCRIPTION OF LOCATION/FACILITY TYPE **Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	1.6	2.0	2.2	1.9	2.0	2.7	1.9	2.06	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	7.66
Left Turn	92	6.76
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	14.42
Crashes Per Year	37.57	2.06
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	335,221.62	15	0.0899	\$ 30,150.20
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	1,482,389.90	20	0.0736	\$ 109,076.84
E. SIGNING/PAVEMENT	6,622.00	15	0.0899	\$ 595.59
F. SIGNALS	13,615.11	15	0.0899	\$ 1,224.56
G. SUBTOTAL	1,837,848.63			\$ 141,047.19
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (191.90)
J. TOTAL				\$ 140,855.29

16 BENEFITS			
A. CRASH REDUCTION	2.06 crash @	\$ 123,598	\$ 254,611.88
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 254,611.88
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 254,611.88

17 NET BENEFIT/COST	\$ 254,611.88	\$ 140,855.29	1.8
SAFETY BENEFIT/COST	\$ 254,611.88	\$ 140,855.29	1.8

PREPARED BY **RK** APPROVED BY **KC** DATE **11/18/2021**

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

ALTERNATIVE 3 LOW PRIORITY IMPROVEMENTS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY **CH Perez & Associates** WPA NO. **N/A** SAFETY PRIORITY _____
 2 DATE SUBMITTED **11/18/2021** ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) **N/A**
 4 ALTERNATIVE NO. _____ SPEED **40**
 6 DISTRICT _____ COUNTY **DADE** SECTION _____ STATE ROAD _____ U.S. ROAD **-**
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH **1.850** miles NODE **-**
 8 DESCRIPTION OF LOCATION/FACILITY TYPE **Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	0.03	0.03	0.04	0.03	0.03	0.04	0.03	0.03	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	0.00
Left Turn	92	0.23
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	0.23
Crashes Per Year	37.57	0.03
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	208,763.32	15	0.0899	\$ 18,776.40
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	945,181.78	20	0.0736	\$ 69,548.13
E. SIGNING/PAVEMENT	6,622.00	15	0.0899	\$ 595.59
F. SIGNALS	2,837.27	15	0.0899	\$ 255.19
G. SUBTOTAL	1,163,404.37			\$ 89,175.31
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (3.06)
J. TOTAL				\$ 89,172.25

16 BENEFITS			
A. CRASH REDUCTION	0.03 crash @	\$ 123,598	\$ 4,061.08
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 4,061.08
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 4,061.08

17 NET BENEFIT/COST	\$ 4,061.08	\$ 89,172.25	0.00
SAFETY BENEFIT/COST	\$ 4,061.08	\$ 89,172.25	0.00

PREPARED BY **RK** APPROVED BY **KC** DATE **11/18/2021**

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

ALTERNATIVE 4 HIGH PRIORITY IMPROVEMENTS

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY CH Perez & Associates WPA NO. N/A SAFETY PRIORITY _____
 2 DATE SUBMITTED 11/18/2021 ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) N/A
 4 ALTERNATIVE NO. Alt 4_High Priority Improvements SPEED 40
 6 DISTRICT _____ COUNTY DADE SECTION _____ STATE ROAD _____ U.S. ROAD -
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH 1.850 miles NODE -
 8 DESCRIPTION OF LOCATION/FACILITY TYPE Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	8.7	10.7	11.8	10.1	10.7	14.1	9.8	10.84	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	52.68
Left Turn	92	23.21
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overturned	0	0.00
Other	0	0.00
Total Crashes	263	75.89
Crashes Per Year	37.57	10.84
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	229,398.23	15	0.0899	\$ 20,632.33
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	1,017,870.41	20	0.0736	\$ 74,896.69
E. SIGNING/PAVEMENT	12,875.50	15	0.0899	\$ 1,158.04
F. SIGNALS	13,313.08	15	0.0899	\$ 1,197.39
G. SUBTOTAL	1,273,457.21			\$ 97,884.45
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (1,009.94)
J. TOTAL				\$ 96,874.51

16 BENEFITS			
A. CRASH REDUCTION	10.84	crash @ \$ 123,598	\$ 1,339,978.89
B. DELAY SAVINGS		veh-hrs @ _____	\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 1,339,978.89
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 1,339,978.89

17 NET BENEFIT/COST	\$ 1,339,978.89	\$ 96,874.51	13.8
SAFETY BENEFIT/COST	\$ 1,339,978.89	\$ 96,874.51	13.8

PREPARED BY RK APPROVED BY KC DATE 11/18/2021

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

ALTERNATIVE E MEDIUM IMPROVEMENTS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY **CH Perez & Associates** WPA NO. **N/A** SAFETY PRIORITY _____
 2 DATE SUBMITTED **11/18/2021** ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) **N/A**
 4 ALTERNATIVE NO. **Alt 4 Medium Priority Improvements** SPEED **40**
 6 DISTRICT _____ COUNTY **DADE** SECTION _____ STATE ROAD _____ U.S. ROAD **-**
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH **1.850** miles NODE **-**
 8 DESCRIPTION OF LOCATION/FACILITY TYPE **Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	2.0	2.4	2.7	2.3	2.4	3.2	2.2	2.44	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	9.00
Left Turn	92	8.10
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	17.10
Crashes Per Year	37.57	2.44
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	208,763.32	15	0.0899	\$ 18,776.40
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	945,181.78	20	0.0736	\$ 69,548.13
E. SIGNING/PAVEMENT	6,622.00	15	0.0899	\$ 595.59
F. SIGNALS	2,837.27	15	0.0899	\$ 255.19
G. SUBTOTAL	1,163,404.37			\$ 89,175.31
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (227.57)
J. TOTAL				\$ 88,947.74

16 BENEFITS			
A. CRASH REDUCTION	2.44 crash @	\$ 123,598	\$ 301,932.26
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 301,932.26
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 301,932.26

17 NET BENEFIT/COST	\$ 301,932.26	\$ 88,947.74	3.4
SAFETY BENEFIT/COST	\$ 301,932.26	\$ 88,947.74	3.4

PREPARED BY **RK** APPROVED BY **KC** DATE **11/18/2021**

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

CONCEPTUAL ALTERNATIVE 4

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1 SUBMITTED BY **CH Perez & Associates** WPA NO. **N/A** SAFETY PRIORITY _____
 2 DATE SUBMITTED **11/18/2021** ENVIRONMENTAL STUDY _____
 3 PROJECT NO. _____ SKID (I.D.) **N/A**
 4 ALTERNATIVE NO. _____ SPEED **40**
 6 DISTRICT _____ COUNTY **DADE** SECTION _____ STATE ROAD _____ U.S. ROAD **-**
 7 BEGINNING MILE POST _____ ENDING MILE POST _____ LENGTH **1.850** miles NODE **-**
 8 DESCRIPTION OF LOCATION/FACILITY TYPE **Doral Blvd from West of NW 97 Ave to SR 826 SB Off-Ramp**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)
Median Closures and/or Modifications

	2014	2015	2016	2017	2018	2019	2020	Avg	CRASH INFORMATION FOR FACILITY	
11 NO. OF CRASHES	30	37	41	35.0	37	49	34	37.571	COST/CRASH	\$ 123,598
12 NO. CRASHES POTENTIALLY REDUCED	10.54	13.00	14.40	12.30	13.00	17.22	11.95	13.20	CRASH CLEANUP	\$ 100
									INTEREST RATE	4%

13 TYPE OF CRASH	NUMBER OF CRASHES (7-year)	CRASHES TO BE REDUCED
Rear End	0	0.00
Head On	0	0.00
Angle	171	62.64
Left Turn	92	29.76
Right Turn	0	0.00
Sideswipe	0	0.00
Backed Into	0	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	0	0.00
Coll. w/ Bicycle	0	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overtaken	0	0.00
Other	0	0.00
Total Crashes	263	92.40
Crashes Per Year	37.57	13.20
Wet/Slippery	0	0.00
Night Time	0	0.00

15 ANNUAL COST OF IMPROVEMENTS				
TYPE	COST	LIFE	CRF	ANNUAL COST
A. R-O-W	\$ -	0	0.0000	\$ -
B. P.E.C.E.I.	757,801.09	15	0.0899	\$ 68,157.46
C. STRUCTURE	0.00	16	0.0858	\$ -
D. ROADWAY	3,341,445.01	20	0.0736	\$ 245,869.37
E. SIGNING/PAVEMENT	26,119.50	15	0.0899	\$ 2,349.22
F. SIGNALS	16,240.21	15	0.0899	\$ 1,460.66
G. SUBTOTAL	4,141,605.81			\$ 317,836.71
H. CHANGE IN MAINTENANCE				\$ -
I. CRASH CLEANUP				\$ (1,229.66)
J. TOTAL				\$ 316,607.05

16 BENEFITS			
A. CRASH REDUCTION	13.20 crash @	\$ 123,598	\$ 1,631,493.60
B. DELAY SAVINGS	veh-hrs @		\$ -
SUB TOTAL ANNUAL BENEFIT			\$ 1,631,493.60
C. OTHER BENEFIT	0	\$ -	\$ -
D. TOTAL ANNUAL BENEFIT			\$ 1,631,493.60

17 NET BENEFIT/COST	\$ 1,631,493.60	\$ 316,607.05	5.20
SAFETY BENEFIT/COST	\$ 1,631,493.60	\$ 316,607.05	5.20

PREPARED BY **RK** APPROVED BY **KC** DATE **11/18/2021**

COMMENTS/CRASH REDUCTION METHOD:
 FHWA, FDOT

HIGH CRASH LISTINGS:

APPENDIX N – CONCEPTUAL BUS SHELTER DESIGN

