PEDESTRIAN SAFETY STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX – TRAFFIC OPERATIONS

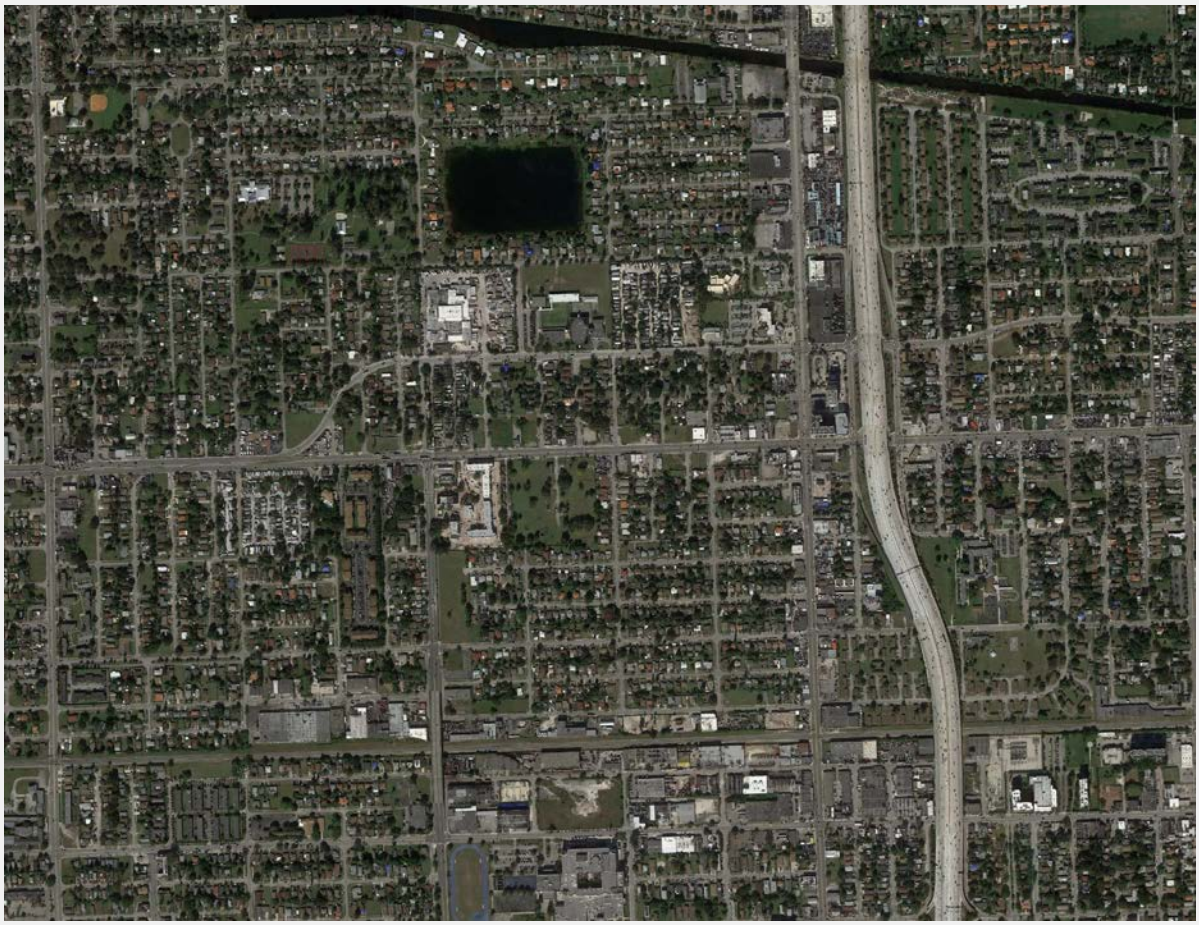
TWO 19

Districtwide Traffic Operations & Safety Studies
FPID 434664-2-32-01
Contract C-AJ72

March 2023

SR 934 / NW 79TH STREET

From NW 25th Avenue
To NW 1st Place
Section 87080900 (MP 36.59 to 39.09)



FDOT

FDOT Project Manager: Cristina Morales, P.E.

PEDESTRIAN SAFETY STUDY

District Six Traffic Operations

District-Wide Traffic Operations & Safety Studies

FM: 434664-2-32-01

Contract No. C-AJ72 / Task Work Order No. 19 (Update)

FM: 250650-4-32-01/Contract No. C-9R38 / Task Work Order No. 104 (Completed in June 2020)

SR 934 / NW 79TH STREET

From NW 25th Avenue to NW 1st Place

Section 87080900 (MP 36.59 to 39.09)

FDOT Project Manager: Cristina Morales, P.E.

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Engineer's Certification

I, Keffler Castro, P.E. No. 66437, 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:

Safety Study
SR 934 / NW 79th Street from NW 25th Avenue to NW 1st Place
(Section 87080900, MP 36.59 to 39.09)

_____

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1.0 EXECUTIVE SUMMARY

C. H. Perez & Associates Consulting Engineers, Inc (CHP) was retained by the Florida Department of Transportation (FDOT) District Six Office to perform an update to the Safety Study conducted for the segment along SR 934/NW 79th Street (Section: 87080900) from NW 25th Avenue to NW 1st Place in Miami-Dade County, under Contract C-9R38, TWO 104. The study was initiated subsequent to a review of the Pedestrian High Crash List Locations. A Project Development and Environment (PD&E) Study (FM No. 410646-4-22-01) was conducted along SR 934 / NW-NE 79th Street from west of I-95 (13th Court) to the end of SR 934/1st Way. The PD&E study was completed in October 2019, and its improvement recommendations were designed by the Department (FM No. 410646-5/410646-6). One of the three alternatives presented in the Safety Study was based on the assumption that the PD&E improvement recommendations would be implemented. **However, given that the PD&E improvement recommendations will not be implemented, the Department has requested CHP to update the Safety Study considering Alternative 3 as the preferred alternative. The update consists of reviewing and revising the crash analysis using the latest crash data available in CAR, Signal 4 Analytics, and SSOGIS databases and the benefit-cost analysis using the latest historical cost. The new benefit-cost analysis will include the safety improvement proposed under the following studies:**

1. Safety Study - SR 934/NW 79 Street at SR 9/NW 27 Avenue, completed in June 2021, under C-A034/TWO 22. The following improvements were recommended after reviewing crashes from January 1, 2016, to December 31, 2018:
    - Add flexible backplates with retroreflective borders to all signal heads.
    - Install delineators along SR 9 near NW 79 Terrace on the north leg to prevent southbound left turns onto NW 79 Terrace.
    - Install special emphasis crosswalk markings on all legs.
    - Install No Pedestrian Crossing (R9-3) sign with Use Crosswalk (R9-3Bp) plaque in the median on SR 934 on the east and west legs.
    - Install Pedestrian (W11-2) signs on all four approaches to warn motorists to expect pedestrians.
    - Install a highlighted Pedestrian sign with LED along the border.
    - Install a Turning Vehicles Yield To Pedestrian (R10-15) sign facing westbound right turns.
    - Add audible features to pedestrian push buttons.

2. Left Turn Warrant Analysis - SR 934/NW 79 Street at NW 22 Avenue, completed in June 2021. The following improvements were recommended after reviewing crashes from January 1, 2014, to December 31, 2018:
    - Convert the eastbound and westbound left-turn phases from protected/permissive to protected only.

3. Safety Study - SR 934/NW 79 Street at NW 17 Avenue, completed in June 2021, under C-A034/TWO 22. The following improvements were recommended after reviewing crashes from January 1, 2016, to December 31, 2018:
    - Offset eastbound and westbound left turn lanes to improve sight lines for permissive left turns.
    - Add flexible backplates with retroreflective borders to all signal heads.
    - Add a three-section signal on the mast arm upright on the southeast corner facing eastbound traffic and the northwest corner facing westbound traffic.

- Install special emphasis crosswalk markings on all legs.
- Install a Turning Vehicles Stop for Pedestrian (MUTCD R10-15 Mod) sign facing southbound right turns.
- Install No Pedestrian Crossing (R9-3) sign with Use Crosswalk (R9-3Bp) plaque in the median on SR 934 on the east and west legs near the bus stops and in front of the gas station
- Add audible features to pedestrian push buttons to notify pedestrians to wait until the beginning of the walk phase.
- Install an Advance Street Name (D3-2) sign (NEXT SIGNAL NW 79 Street) on the eastbound approach.

The FDOT project FM No. 427452-1-52-01 was completed along SR 934/NW 79th Street from NW 14th Avenue to N Bayshore Drive on August 5 of 2016. This project included milling and resurfacing, upgrading the street lighting along the roadway segment, and upgrading traffic signals and pedestrian features at several intersections (NW 12th Avenue, NW 10th Court, and SR 7/NW 7th Avenue) within the corridor. In addition, the FDOT project No. 440177-2-52-01 at the intersection of SR 934/NW 79th Street and NW 22nd Avenue included the installation of new light poles and retrofitting of existing light poles.

This study has two objectives: 1) to identify pedestrian and bicycle crash patterns and their probable causes, and 2) to identify, develop and evaluate cost-effective improvements to mitigate the crashes. A benefit-to-cost ratio analysis was performed to evaluate the economic viability of the improvements by converting crash reduction into a monetary value and estimating the total cost of the improvements in terms of construction, preliminary design, maintenance, right-of-way, and contingency costs.

Crash data for the study segment was downloaded for a twelve-year period from January 1, 2011, to December 31, 2022, from the Department's Crash Analysis Reporting System (CARS) and was supplemented with additional three-year data from January 1, 2020, to December 31, 2022, downloaded from the Signal Four Analytics and SSOGis databases. A brief discussion of the crashes for the 12 years is provided below:

<u>Twelve-Year Crashes from 2011 to 2022</u>

- The segment experienced 4,914 crashes during these 12 years.
- The leading crash types within the study segment were rear-end (1,566 crashes), angle (1,412 crashes), and sideswipe (520).
- There were 130 pedestrian (2.6%) crashes and 49 bicycle (1.0%) crashes.
- There were 24 fatal crashes (0.5%) and 1210 injury crashes (24.6%) within the study limits. Eleven (11) fatal crashes and 144 injury crashes involved pedestrians/bicyclists. The fatal crashes are described in the crash analysis section.
- 90 (50.3%) pedestrian/bicycle crashes occurred during nighttime (dark/dawn/dusk). However, it is noted that 40 (22.3%) pedestrian/bicycle crashes occurred between 6:00 PM and 9:00 PM and 37 (20.7%) between 3:00 PM and 6:00 PM.
- 11 (6.1%) occurred under wet pavement surface conditions.

The following clusters were identified for all the pedestrian and bicycle crashes between January 1, 2011, and December 31, 2022:

<u>Cluster 1 – The intersection of SR 934 / NW 79th Street and NW 22nd Avenue</u>

- Between January 1, 2011, and December 31, 2022, this cluster intersection experienced seven (7) pedestrian crashes and two (3) bicycle crashes.

<u>Cluster 2 – Segment along SR 934 / NW 79th Street from NW 21st Avenue to NW 18th Court</u>

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced four (4) pedestrian and four (4) bicycle crashes.

Cluster 3 – Segment along SR 934 / NW 79th Street from NW 17th Avenue to NW 14th Avenue

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 18 pedestrian and 12 bicycle crashes.

Cluster 4 – Segment along SR 934 / NW 79th Street from NW 13th Court to NW 10th Court

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 25 pedestrian and five (5) bicycle crashes.

Cluster 5 – Segment along SR 934 / NW 79th Street from NW 10th Avenue to NW 8th Avenue

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 17 pedestrian and two (2) bicycle crashes.

Cluster 6 – Intersection of SR 934 / NW 79th Street and NW 7th Avenue

- Between January 1, 2011, and December 31, 2022, this cluster intersection experienced 20 pedestrian and three (3) bicycle crashes.

Cluster 7 – Segment along SR 934 / NW 79th Street from NW 6th Court to NW 5th Avenue

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 12 pedestrian and eight (8) bicycle crashes.

Cluster 8 - Segment along SR 934 / NW 79th Street from NW 4th Court to NW 1st Place

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 23 pedestrian and nine (9) bicycle crashes.

Three improvement alternatives were developed. All three alternatives provide more crossing opportunities for pedestrians across SR 934/NW 79th Street. To the west of I-95, all alternatives propose to install three new signalized midblock crosswalks. Two midblock crosswalks located between NW 15th Avenue and NW 14th Place and between NW 9th Avenue and NW 8th Court will be controlled by Pedestrian Hybrid Beacons. A midblock crosswalk is proposed to be installed at NW 13th Court which is already signalized in one direction. To the east of I-95, a signalized midblock crosswalk is proposed under both Alternatives 1 and 2 while Alternative 3 proposes to install a full signal at the intersection of SR 934/NW 79th Street and NW 4th Avenue along with a combination of a raised median and traffic separators. Each alternative analyzed offers the following pros and cons:

Alternative 1:

Pros:

- Enhances pedestrian/bicycle safety by providing more crossing opportunities.
- Shortens the distance between available crossings compared to existing conditions.
- Creates more awareness among motorists regarding pedestrian facilities by enhancing signage.
- Reduces pedestrian crossing exposure by providing refuge areas on the raised median/traffic separators.

Cons:

- Although the alternative provides another signalized midblock crosswalk to the east of I-95, it does not provide a raised median that could be a refuge for crossing pedestrians. The safety benefits to pedestrians in this area will still be limited due to the long distance between the crossings (existing and proposed) and the fact that some pedestrians are likely to continue

crossing away from the designated crossings.

- The removal of four parking spacing east of NW 4th Avenue may be controversial and face resistance from the surrounding business owners.

PD&E improvement recommendations will not be implemented. Therefore, the Department has decided not to proceed with this alternative.

Alternative 2:

Pros:

- Enhances pedestrian/bicycle safety by providing more crossing opportunities.
- Shortens the distance between available crossings compared to the existing conditions.
- Creates more awareness among motorists regarding pedestrian facilities by enhancing signage.
- Reduces pedestrian crossing exposure by providing refuge areas on the raised median/traffic separators.

Cons:

- Reducing the number of travel lanes in the eastbound direction east of I-95 may cause an impact on vehicular operation, resulting in more travel time and/or delays.
- It requires the removal of four parking spacing east of NW 4th Avenue, which may be controversial and face resistance from the surrounding business owners.

Given the operational impact of reducing an eastbound lane, this alternative will not be considered.

Alternative 3: **(Preferred)**

Pros:

- Enhances pedestrian/bicycle safety by providing more crossing opportunities.
- Shortens the distance between available crossings compared to the existing conditions.
- Creates more awareness among motorists regarding pedestrian facilities by enhancing signage.
- Reduces pedestrian crossing exposure by providing refuge areas on the raised median/traffic separators.

Cons:

- It requires the removal of 12 parking spaces east of I-95, which may be controversial and face resistance from business owners.
- Installation of the signal at NW 4th Avenue will add to the project cost compared to the other two alternatives.

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2.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District VI, referred from here on as the Department has requested C. H. Perez & Associates Consulting Engineers, Inc (CHP) to conduct a Pedestrian Safety Study along SR 934 / NW 79th Street from NW 25th Avenue to NW 1st Place in Miami-Dade County. This study was initiated subsequent to a review of the 2015 Pedestrian High Crash List Locations. A Project Development and Environment (PD&E) Study (FM# 410646-4-22-01) was conducted along SR 934 / NW-NE 79th Street from west of I-95 (13th Court) to SR 934/1st Way. The PD&E was completed in October 2019 and its improvement recommendations are currently in preliminary design by the Department under FM# 410646-5/410646-6. It is noted that the PD&E recommended the reconfiguration of SR 934 / NW-NE 79th Street typical section to the east of I-95 from three (3) eastbound and one westbound travel lanes to two (2) eastbound and two (2) westbound travel lanes while providing on-street parking and sharrows on both sides of the corridor. Excerpts from the PD&E Study report and the accompanying Project Traffic Analysis Report (PTAR) are included in **Appendix A**. **Figure 2.1**, on the next page, depicts an aerial of the Safety Study location.

The objective of this study is to review pedestrian and bicycle crash patterns, identify their probable causes, and identify, develop and evaluate cost-effective improvements targeted at mitigating these crashes. A benefit to cost ratio analysis was performed to evaluate the economic viability of the recommended improvements by converting the crash reduction into monetary value and estimating the total cost of the improvements in terms of construction, preliminary design, maintenance, right-of-way and contingency costs. The required improvements are presented in a conceptual plan identifying the modifications to existing elements. All the tasks performed for the study are documented in this report.

The development of this report followed the procedures outlined in the Department's Manual on Uniform Traffic Studies (MUTS), the Highway Capacity Manual (HCM), the Manual of Uniform Traffic Control Devices (MUTCD), Traffic Engineering Manual, and the Highway Safety Improvement Program Guidelines (HSIPG). This report reflects the evaluation of the following:

- Existing Conditions
- Traffic Control and Pedestrian Features
- Crash Analysis
- Traffic Data Collection
- Field Observations
- Proposed Improvements
- Traffic Operations for Existing and Proposed Conditions
- Benefit/Cost Analysis
- Recommendations and Conclusions

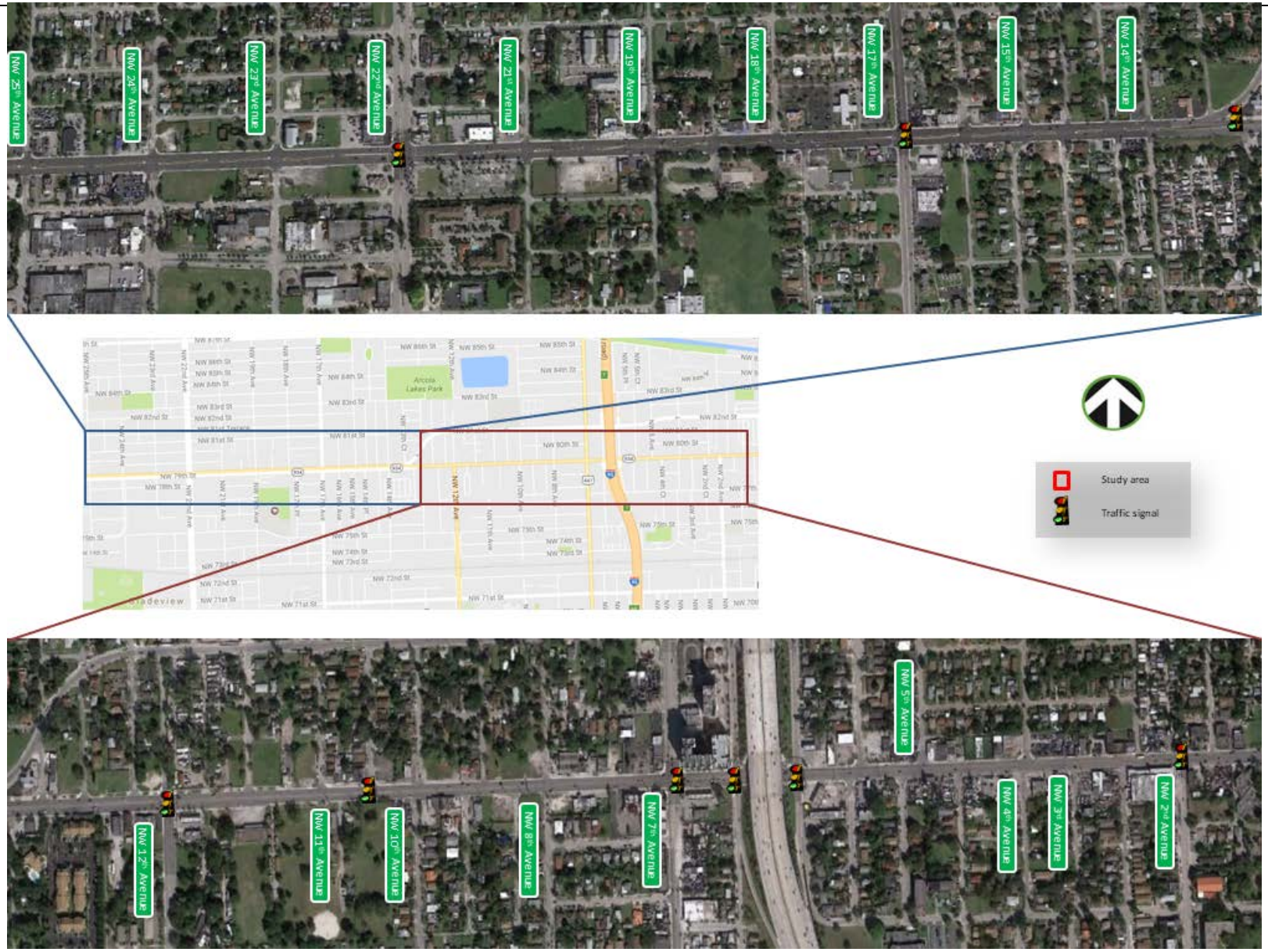


Figure 2.1: Study Location Map

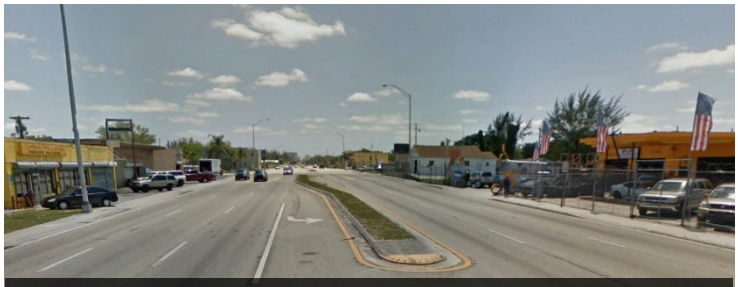
3.0 EXISTING CONDITIONS

3.1 ROADWAY CHARACTERISTICS

The 2.5 miles long study segment along SR 934 / NW 79th Street has a Roadway identification of 87080900 in the State Highway System (SHS) and runs in an east-west direction from just west of NW 25th Avenue to NW 1st Place (MP 36.59 to MP 39.09) in Miami-Dade County. Within the study limits, the study segment has three typical sections. The roadway characteristics for each typical section is as follows:

SR 934 / NW 79th Street from NW 25th Avenue to NW 13th Court

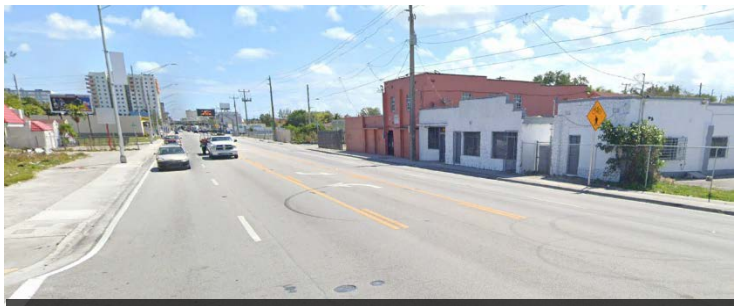
- Context Classification: C-4 (Urban General)
- Functional Classification: Urban minor arterial
- Access Management Classification: 5
- Typical Cross Section: Three lanes in each direction, raised median, and sidewalks on both sides.
- Posted Speed Limit: 40 MPH
- AADT: 33,500 veh/day (FDOT Traffic Online 2019)



Looking East from NW 16th AVenue

SR 934 / NW 79th Street from NW 13th Court to I-95

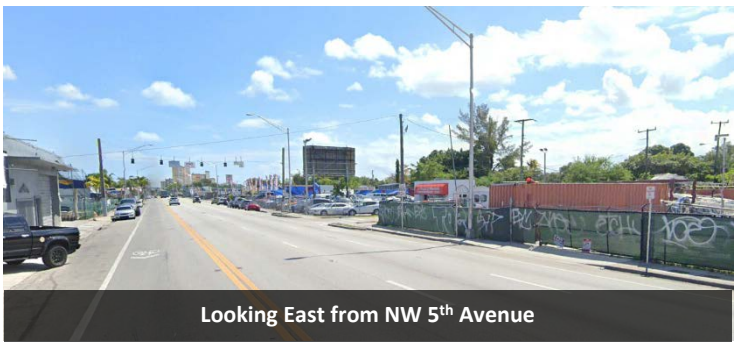
- Context Classification: C-4 (Urban General)
- Functional Classification: Urban minor arterial
- Access Management Classification: 7
- Typical Cross Section: Two lanes in each direction, a two-way left turn lane, sidewalks on both sides.
- Posted Speed Limit: 40 MPH
- AADT: 26,000 veh/day (FDOT Traffic Online 2019)



Looking East from NW 10th AVenue

SR 934 / NW 79th Street from I-95 to NW 1st Place

- Context Classification: C-4 (Urban General)
- Functional Classification: Urban principal arterial
- Access Management Classification: 7
- Typical Cross Section: Three eastbound and one westbound lane, and on-street parking and sidewalks on both sides.
- Posted Speed Limit: 35 MPH
- AADT: 29,700 veh/day (FDOT Traffic Online 2019)



Looking East from NW 5th Avenue

The SR 934 / NW 79th Street corridor is adjacent to a predominantly commercial area with intermittent residential uses and vacant parcels on both sides of the corridor. **Figure 3.1**, on the next page, depicts a land use map along the study segment.

Figure 3.1: Study Land Use Map

The existing lane configurations at the intersections are described below.

SR 934 / NW 79th Street at NW 25th Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One right-turn lane
- SB Approach: One right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 24th Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One left-turn bay, one through lane, one right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 23rd Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 22nd Avenue (Signalized 4-Leg Intersection)

- NB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- SB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 21st Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 19th Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 18th Court (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 18th Avenue (Un-signalized T-Intersection)

- SB Approach: One shared left-turn/ right-turn lane
- EB Approach: One left-turn bay, three through lanes
- WB Approach: Two through lanes & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 17th Place (Un-signalized T-Intersection)

- NB Approach: One shared left-turn/ right-turn lane
- WB Approach: One left-turn bay, three through lanes
- EB Approach: Two through lanes & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 17th Avenue (Signalized 4-Leg Intersection)

- NB Approach: One left-turn bay, one through lane, & one shared through/right-turn lane
- SB Approach: One left-turn bay, one through lanes & one shared through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 16th Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 15th Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 14th Place (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: Two through lanes & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 14th Court (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: Two through lanes & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 14th Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 13th Court (Partially signalized 4-Leg Intersection)

- NB Approach: One right-turn-only lane (stop-controlled)
- SB Approach: One right-turn-only lane (stop-controlled)
- EB Approach: Two through lanes & one shared through/right-turn lane (un-controlled)
- WB Approach: Two through lanes (signalized)
- SWB Approach (81st Street): Two through lanes (signalized)

SR 934 / NW 79th Street at NW 13th Avenue (Un-signalized T-Intersection)

- SB Approach: One shared left-turn/right-turn lane
- WB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane
- EB Approach: One two-way left-turn lane & three through lanes

SR 934 / NW 79th Street at NW 12th Place (Un-signalized T-Intersection)

- SB Approach: One shared left-turn/right-turn lane
- WB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane
- EB Approach: Three through lanes & a two-way left-turn lane

SR 934 / NW 79th Street at NW 12th Court (Offset 4-leg un-signalized intersection)

- SB Approach: One shared left-turn/right-turn lane
- WB Approach: One through lane, one shared through/right-turn lane, & a two-way left-turn lane
- EB Approach: Two through lanes, one shared through/right-turn lane, & a two-way left-turn lane
- NB Approach: No NB movement. One-way road (SB) at south leg

SR 934 / NW 79th Street at NW 12th Avenue (Signalized 4-Leg Intersection)

- NB Approach: One left-turn bay, one shared left-turn/through lane and one right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- WB Approach: One left-turn bay, one through lane, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 11th Court (Un-signalized T-Intersection)

- SB Approach: One shared left-turn/right-turn lane
- EB Approach: One two-way left-turn lane, two through lanes, & one merge lane
- WB Approach: One two-way left-turn lane, one through lane, & one shared though/right-turn lane

SR 934 / NW 79th Street at NW 11th Avenue (Un-signalized T-Intersection)

- SB Approach: One shared left-turn/right-turn lane
- EB Approach: One two-way left-turn lane & two through lanes
- WB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 10th Court (Signalized T-Intersection)

- SB Approach: One shared left-turn/right-turn lane
- EB Approach: One left-turn lane & two through lanes
- WB Approach: One through lane & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 10th Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane
- WB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 9th Avenue (Offset 4-leg un-signalized intersection)

- NB Approach: One shared left-turn/right-turn lane
- SB Approach: One shared left-turn/right-turn lane
- EB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane
- WB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane

SR 934 / NW 79th Street at NW 8th Court (Un-signalized T-Intersection)

- NB Approach: One shared left-turn/right-turn lane
- EB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane
- WB Approach: One two-way left-turn lane, two through lanes

SR 934 / NW 79th Street at NW 8th Avenue (Un-signalized 4-Leg Intersection)

- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane
- EB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane
- WB Approach: One two-way left-turn lane, one through lane, & one shared through/right-turn lane

SR 934 / NW 79th Street at SR 7 / NW 7th Avenue (Signalized 4-Leg Intersection)

- NB Approach: One left-turn bay, two through lanes, & one shared through/right-turn lane
- SB Approach: One left-turn bay, two through lanes, & one right-turn lane
- EB Approach: One left-turn bay, one through lane, & one shared through/right-turn lane
- WB Approach: One left-turn bay, one through lane, & one shared through/right-turn lane

SR-934 / NW 79th Street at NW 6th Court / I-95 Southbound Off/On Ramp (Signalized 4-Leg Intersection)

- SB Approach: One left-turn lane, one through lane, & one right-turn lane
- EB Approach: Two through lanes & one right-turn lane
- WB Approach: One through lane
- NB Approach: No NB movement. One-way road (SB) at south leg

SR 934 / NW 79th Street at NW 6th Avenue / I-95 NB off-ramp (Signalized 4-Leg Intersection)

- SB Approach: No SB movement. One-way road (NB) at north leg
- EB Approach: Two through lanes & two left-turn lanes
- WB Approach: One shared through/right-turn lane
- NB Approach: One through lane, one shared through/right-turn lane, & one right-turn lane

SR 934 / NW 79th Street at NW 5th Court (Un-signalized 4-Leg Intersection)

- SB Approach: One right-turn lane
- EB Approach: One shared through/left turn lane, one through lane, & one shared through/right-turn lane
- WB Approach: One shared through/right-turn lane
- NB Approach: One right-turn lane

SR 934 / NW 79th Street at NW 5th Avenue (Offset 4-leg un-signalized intersection)

- SB Approach: One right-turn lane
- EB Approach: One shared through/left turn lane, one through lane, & one shared through/right-turn lane
- WB Approach: One shared through/right-turn lane
- NB Approach: One right-turn lane

SR 934 / NW 79th Street at NW 4th Court (Un-signalized T-Intersection)

- EB Approach: Two through lanes & one shared through/right-turn lane
- WB Approach: One through lane
- NB Approach: One right-turn lane

SR 934 / NW 79th Street at NW 4th Avenue (Un-signalized 4-Leg Intersection)

- EB Approach: One shared through/left-turn lane, one through lane, & one shared through/right-turn lane
- WB Approach: One shared through/right-turn lane
- NB Approach: One shared left-turn/through/right-turn lane
- SB Approach: One shared left-turn/through/right-turn lane

SR 934 / NW 79th Street at NW 3rd Avenue (Un-signalized T-Intersection)

- EB Approach: Two through lanes & one shared through/right-turn lane
- WB Approach: One through lane
- NB Approach: One right-turn lane

SR 934 / NW 79th Street at NW 2nd Court (Offset 4-leg un-signalized intersection)

- SB Approach: One right-turn lane
- EB Approach: Two through lanes & one shared through/right-turn lane
- WB Approach: One shared through/right-turn lane
- NB Approach: One right-turn lane

SR 934 / NW 79th Street at NW 2nd Avenue (Signalized T-Intersection)

- EB Approach: Three through lanes & one right-turn lane
- WB Approach: One through lane
- NB Approach: One right-turn lane & one left-turn lane

SR 934 / NW 79th Street at NW 1st Place (Un-signalized T-Intersection)

- EB Approach: Three through lanes
- WB Approach: One shared through/right-turn lane
- SB Approach: One right-turn lane

An existing condition diagram detailing the lane configurations and existing roadway features and signs along the study segment is presented in **Appendix B. Exhibits 1** through **15** provide additional information about the study segment.

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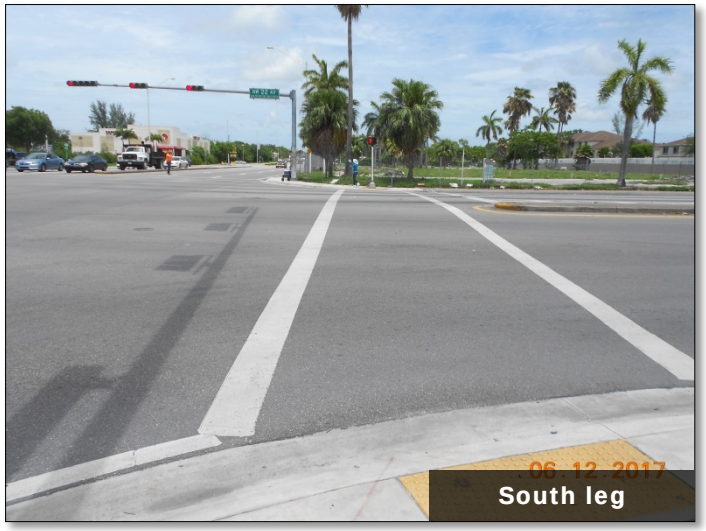
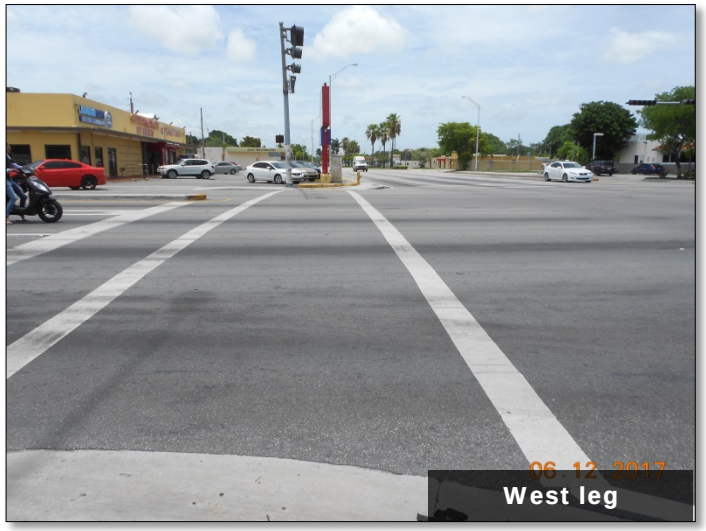
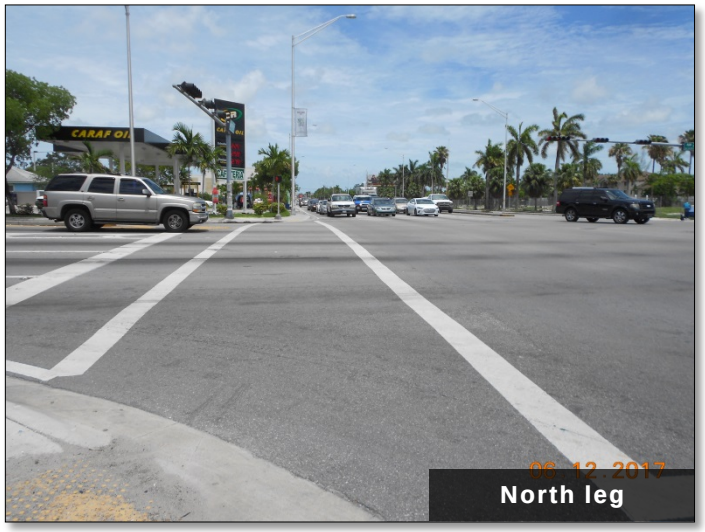
Exhibit 1: SR 934 at NW 22nd Avenue







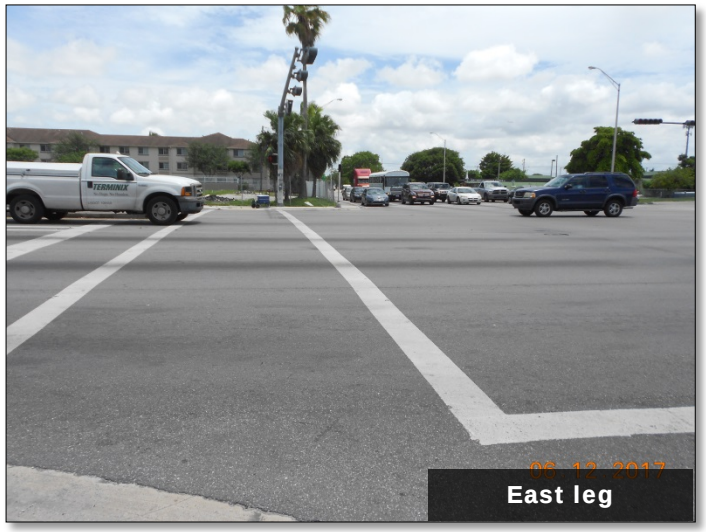
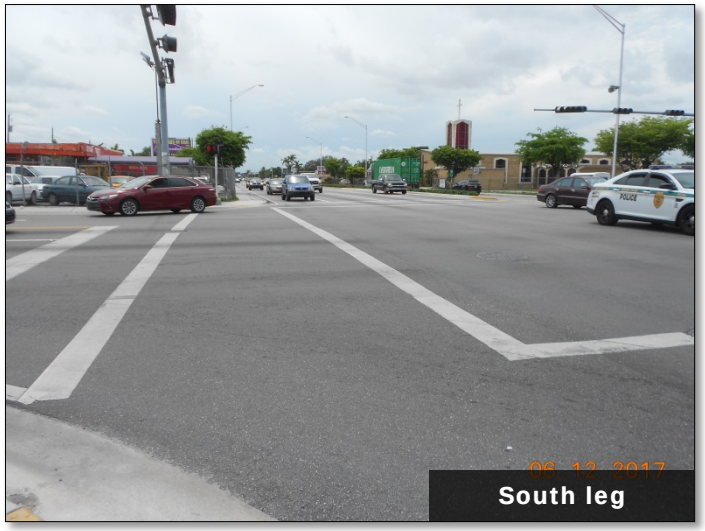
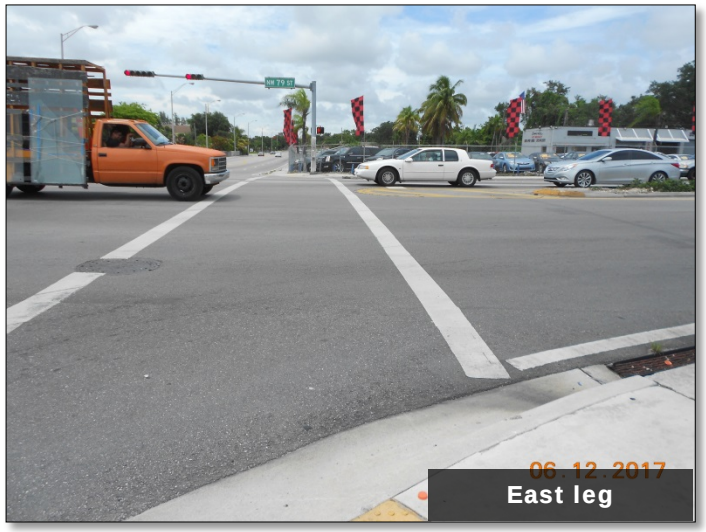


Exhibit 2: SR 934 at NW 17th Avenue





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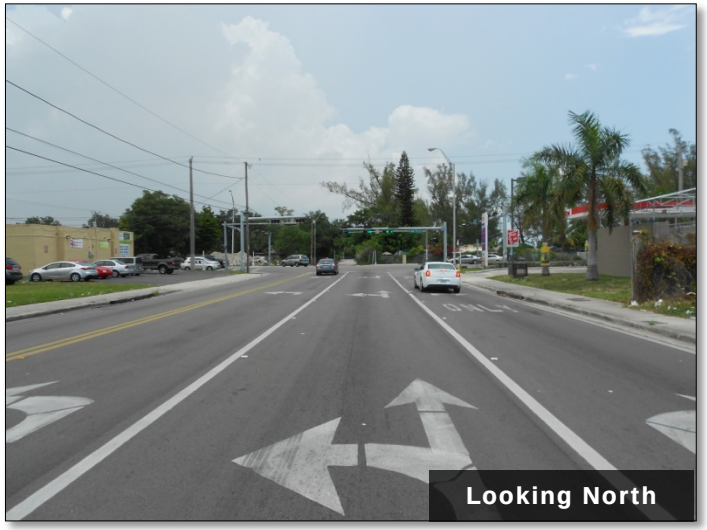
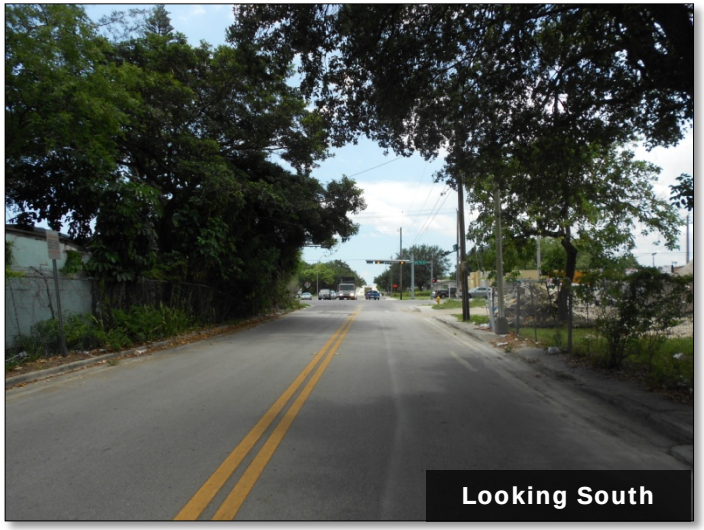




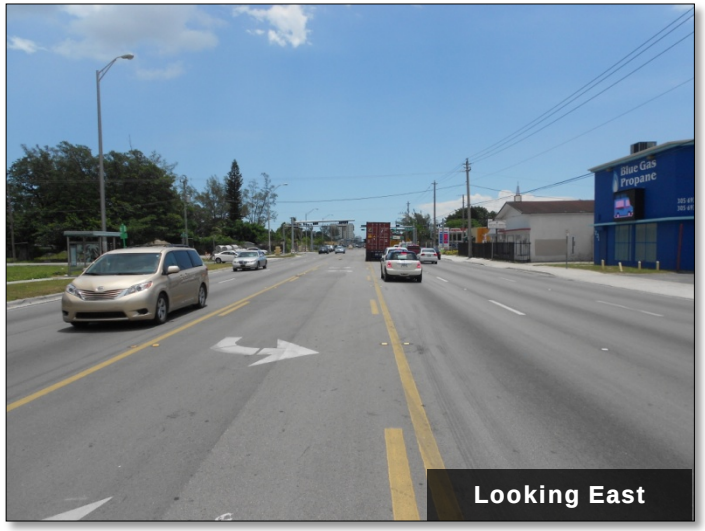


Exhibit 4: SR 934 at NW 11th Court

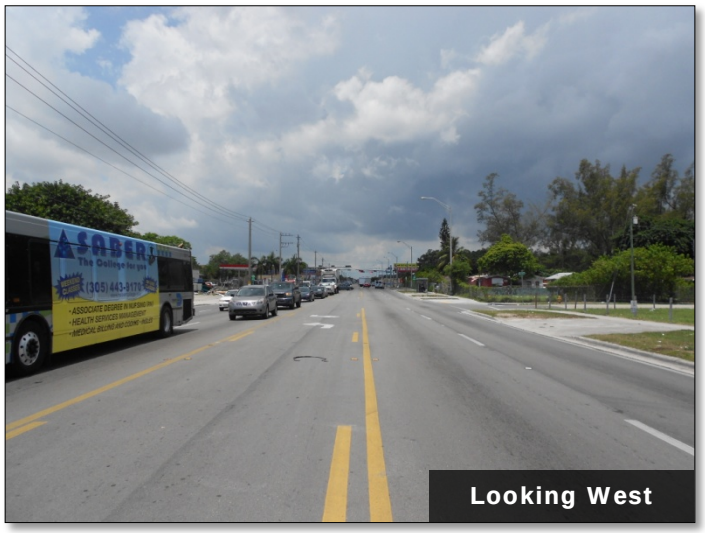


Exhibit 5: SR 934 at NW 11th Avenue

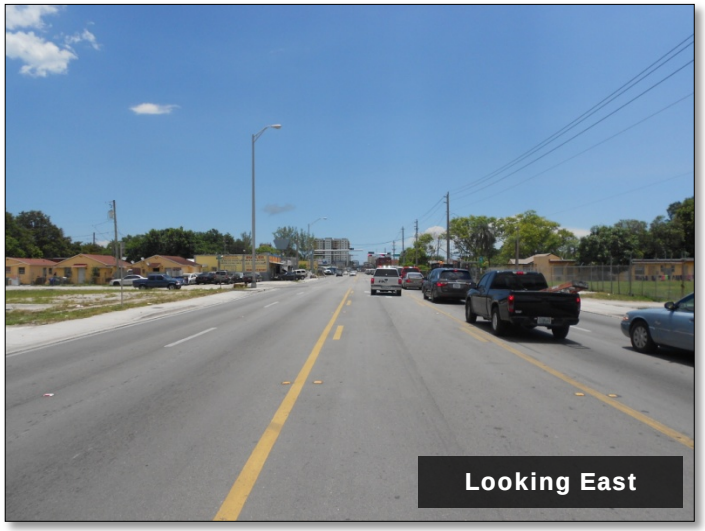


Exhibit 6: SR 934 at NW 10th Court

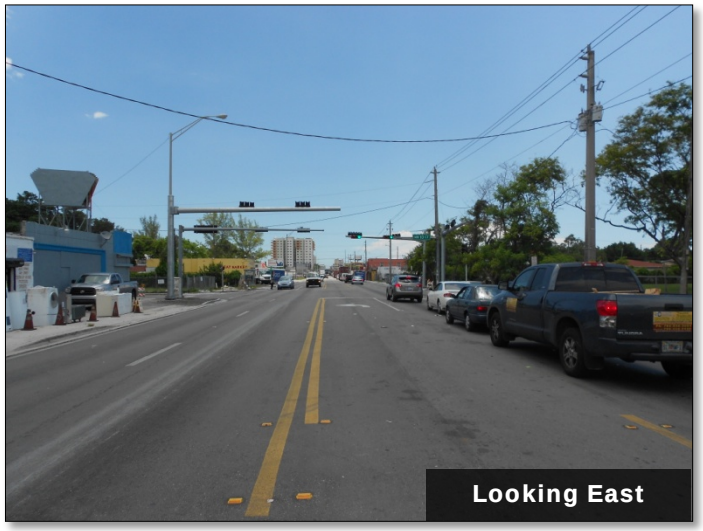
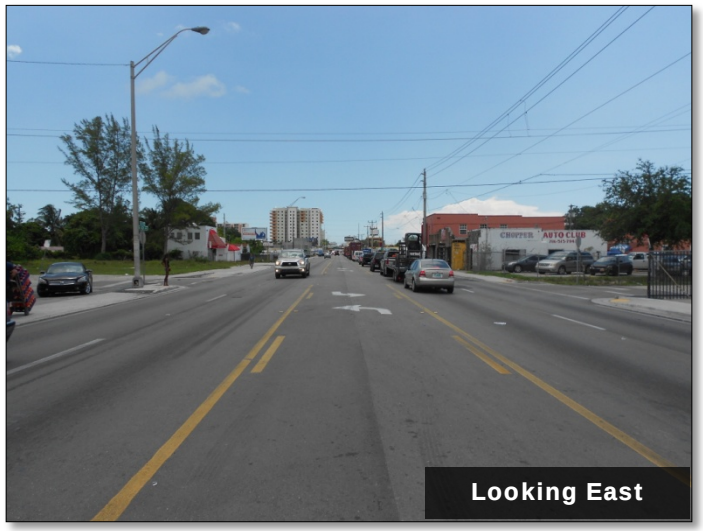


Exhibit 7: SR 934 at NW 10th Avenue



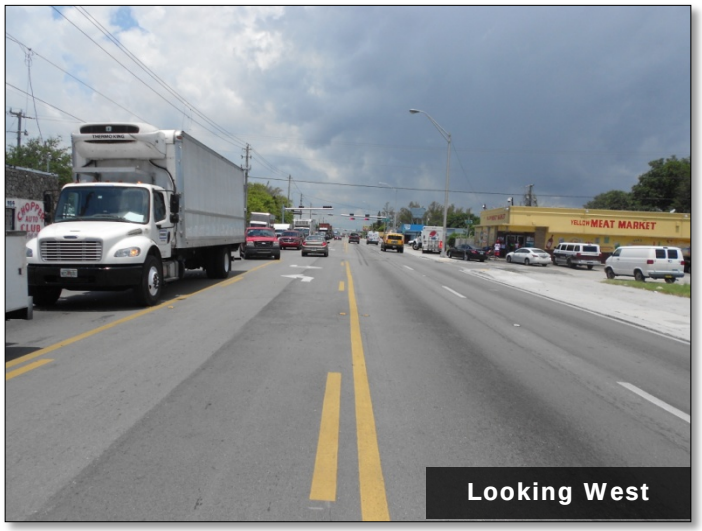


Exhibit 8: SR 934 at NW 9th Avenue

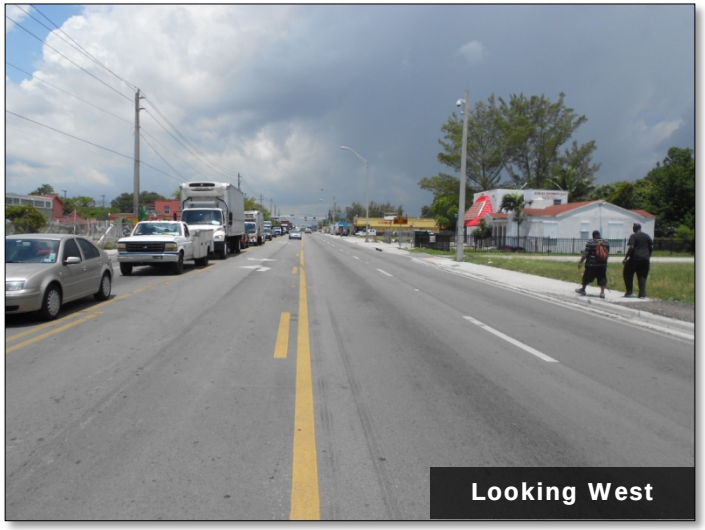


Exhibit 9: SR 934 at NW 8th Court

Exhibit 10: SR 934 at NW 8th Avenue

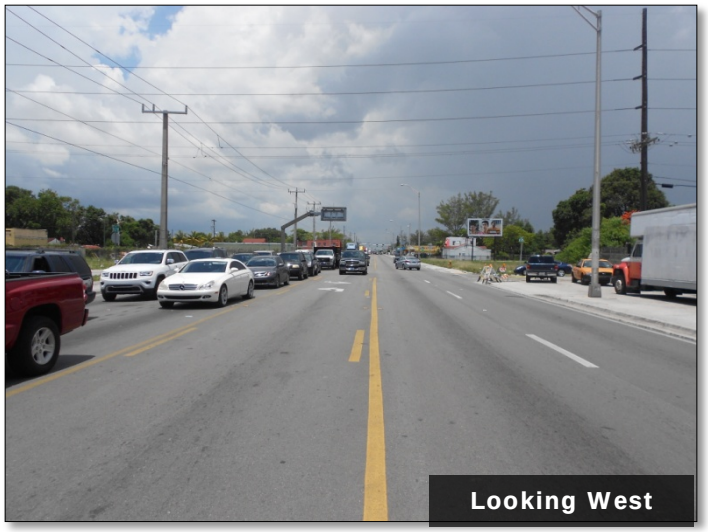
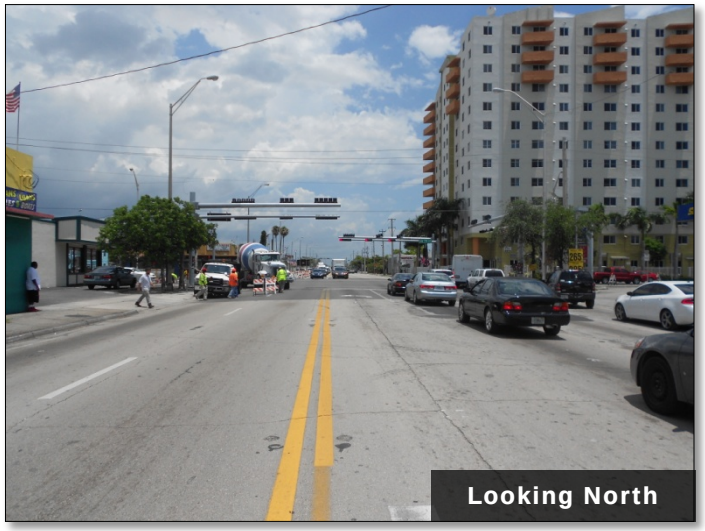


Exhibit 11: SR 934 at NW 7th Avenue



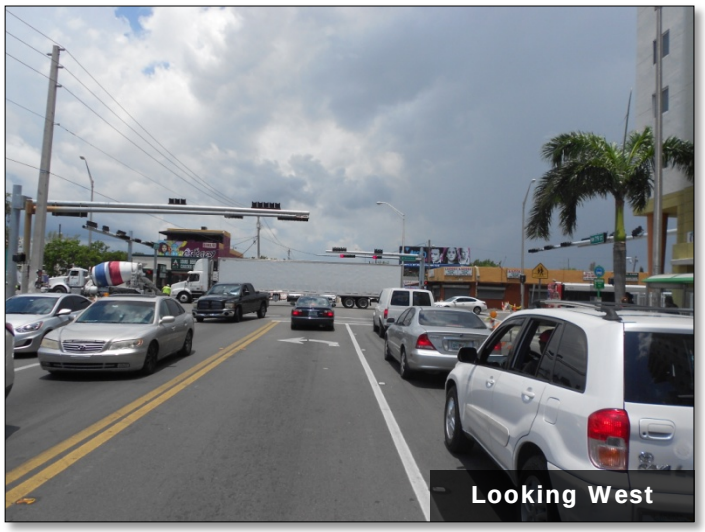
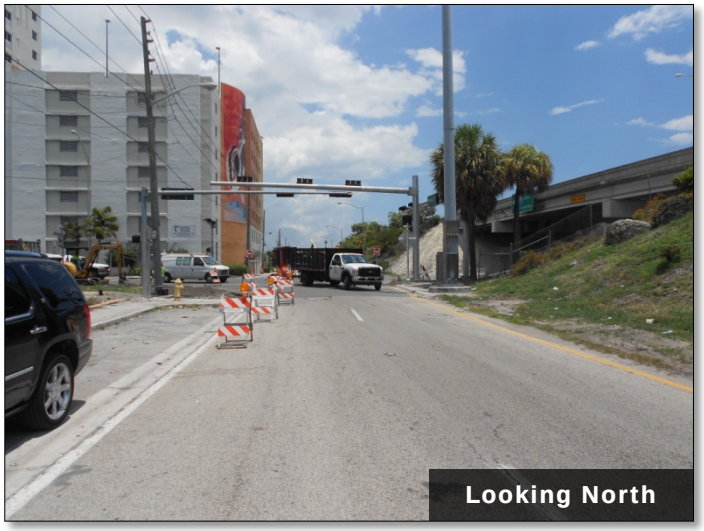
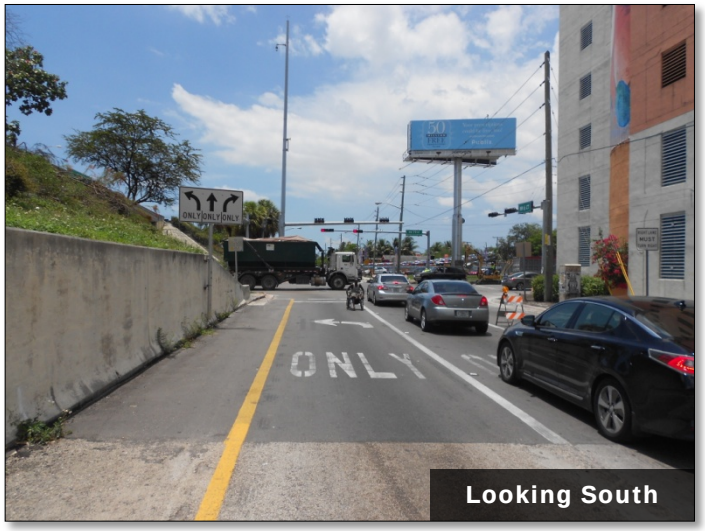


Exhibit 12: SR 934 at NW 6th Court





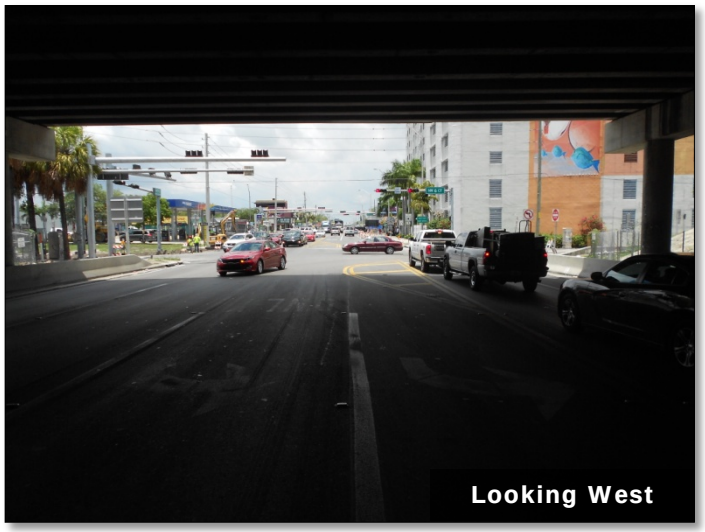


Exhibit 13: SR 934 at NW 6th Avenue

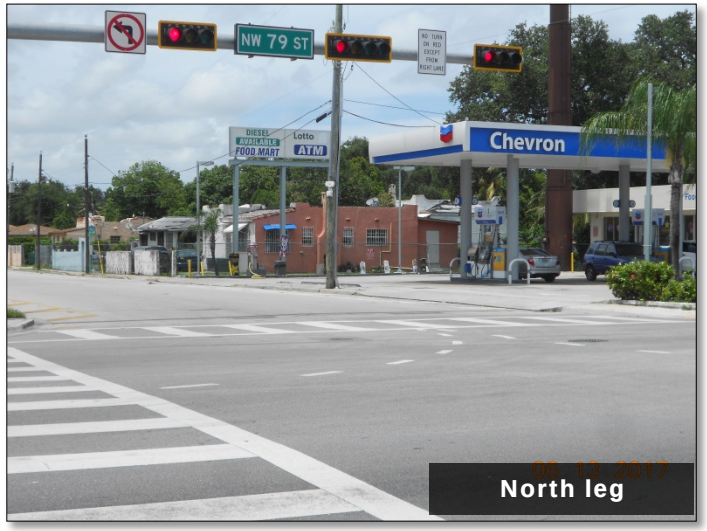


Exhibit 14: SR 934 between 5th Court and 5th Avenue

Exhibit 15: SR 934 at NW 2nd Avenue

3.2 TRAFFIC CONTROL AND PEDESTRIAN FEATURES

All signalized intersections within the study segment use mast arm assemblies and all side street approaches at the un-signalized intersections are controlled by stop signs. The traffic signal information including signal timing and phasing for the signalized intersections was obtained from the Miami-Dade Traffic Signals & Signs Division database and is included in **Appendix C.**

SR 934 / NW 79th Street at NW 22nd Avenue – This is a four-leg intersection with exclusive left-turn lanes on all approaches. All left-turn movements run under protected-permissive phasing mode. There are standard crosswalks on all legs of the intersection with countdown pedestrian signals. The pedestrian movements are accommodated through concurrent vehicular phases for the adjacent through movements.

SR 934 / NW 79th Street at NW 17th Avenue - This is a four-leg intersection with exclusive left-turn lanes on all approaches. All left-turn movements run under protected-permissive phasing mode. There are standard crosswalks on all legs of the intersection with countdown pedestrian signals. However, there are no pedestrian signal heads at the southeast corner of the intersection. Pedestrian movements are accommodated through concurrent vehicular phases for the adjacent through movements.

SR 934 / NW 79th Street at NW 13th Court – This junction is partially signalized. While the northbound and southbound approaches are stop-controlled, the westbound and south-westbound approaches are signalized and the eastbound approach is free-flowing. A high emphasis crosswalk with pedestrian countdown signal heads is provided on the south-westbound approach.

SR 934 / NW 79th Street at NW 12th Avenue – This is a four-leg intersection with exclusive left-turn lanes facing the eastbound, westbound, and northbound approaches. The eastbound and westbound left-turn movements run under protected-permissive phasing mode, and the northbound and southbound movements run under split phasing mode. There are high-emphasis crosswalks on all legs of the intersection with pedestrian countdown signal heads. The pedestrian movements are accommodated through concurrent vehicular phases for the adjacent through movements.

SR 934 / NW 79th Street at NW 10th Court – This is a T-Intersection with an exclusive eastbound left-turn lane. The eastbound let-turn movements runs under protected-permissive phasing mode. There are high-emphasis crosswalks on the north and east legs of the intersection with pedestrian-actuated countdown signals. There is no sidewalk on the west leg. The pedestrian movements are accommodated through concurrent vehicular phases for the adjacent through movements.

SR 934 / NW 79th Street at NW 7th Avenue - This is a four-leg intersection with exclusive left-turn lanes on all approaches. All left-turn movements run under protected-permissive phasing mode. There are high-emphasis crosswalks with pedestrian countdown signal heads for all legs of the intersection. The pedestrian movements are accommodated through concurrent vehicular phases for the adjacent through movements.

SR 934 / NW 79th Street at NW 6th Court – This is a four-leg intersection with NW 6th Court (one-way southbound) serving as the I-95 southbound off and on-ramps. The westbound left-turn movement is not allowed. The southbound on-ramp to I-95 is metered. There are high-emphasis crosswalks and pedestrian countdown signal heads on the north, south, and west legs of the intersection.

SR 934 / NW 79th Street at NW 6th Avenue – This is a four-leg intersection with NW 6th Avenue (one-way north) serving as the I-95 northbound off and on-ramps. Starting at this intersection the number of eastbound travel lanes increases to three (3). There are high emphasis crosswalks and pedestrian countdown signal heads on the north, south, and west legs of the intersection.

Midblock Signal between NW 5th Court and NW 5th Avenue – This is signalized midblock signal located between the north leg of NW 5th Court and the south leg of NW 5th Avenue. The signal heads controlling the eastbound and westbound vehicles are mounted on a simple span wire and there is a pedestrian sign (W11-2) with a supplemental plaque facing each direction of traffic.

SR 934 / NW 79th Street at NW 2nd Avenue – This is a T-Intersection. The westbound let-turn movement is prohibited except for buses. There are high emphasis crosswalks and pedestrian countdown signal heads on the west and south legs of the intersection. The pedestrian movements are accommodated through concurrent vehicular phases for the adjacent movements.

Table 3.1 summarizes the findings of the pedestrian clearance interval evaluation at the signalized locations.

Table 3.1: Pedestrian Clearance Interval Evaluation

Intersection	Leg	Limiting Crossing Distance (feet) [1]	Miami Dade County Parameters [2]				Calculated Pedestrian Crossing Time (s)	Provided Pedestrian Crossing Time (s)	Meets Requirements	Signal ID
			Yellow	All-Red	Walk	FDW				
NW 22 Avenue	North	101	4.6	2.2	7	22	28.9	29.0	YES	2498
	South	89	4.6	2.2	7	22	25.4	29.0	YES	
	East	90	4.6	2.2	7	22	25.7	29.0	YES	
	West	90	4.6	2.2	7	22	25.7	29.0	YES	
NW 17 Avenue	North	72	4	2	7	12	20.6	19.0	NO	2497
	South	78	4	2	7	12	22.3	19.0	NO	
	East	101	4	2	7	18	28.9	25.0	NO	
	West	91	4	2	7	18	26.0	25.0	NO	
NW 12 Avenue	North	35	4	2	7	16	10.0	23.0	YES	4781
	South	61	4	2	7	16	17.4	23.0	YES	
	East	76	4	2	7	20	21.7	27.0	YES	
	West	69	4	2	7	20	19.7	27.0	YES	
NW 10 Ctourt	North	56	4	2	7	12	16.0	19.0	YES	3480
	East	66	4	2	7	18	18.9	25.0	YES	
NW 7 Avenue	North	86	4	2	7	27	24.6	34.0	YES	2095
	South	67	4	2	7	27	19.1	34.0	YES	
	East	70	4	2	7	21	20.0	28.0	YES	
	West	62	4	2	7	21	17.7	28.0	YES	
I-95 On Ramp NW 6 Court	North	45	4	2	7	7	12.9	14.0	YES	3634
	South	44	4	2	7	7	12.6	14.0	YES	
	West	81	4	2	7	12	23.1	19.0	NO	
I-95 Off Ramp NW 6 Avenue	North	48	4	2	7	7	13.7	14.0	YES	2495
	South	42	4	2	7	7	12.0	14.0	YES	
	West	66	4	2	7	12	18.9	19.0	YES	
Midblock Signal NW 5 Avenue	East/West	60	4	2	7	13	17.1	20.0	YES	2045
NW 2 Avenue	South	52	4	2	7	18	14.9	25.0	YES	2094
	West	60	4	2	7	19	17.1	26.0	YES	

1. Per Miami-Dade and the 2009 MUTCD, distance is measured from edge of pavement to face of curb
2. Obtained from existing timing plan from Miami-Dade County
3. Total pedestrian crossing time = Crossing Distance/Walking Speed
4. Pedestrian walking speed used was 3.5 feet/sec

3.3 CRASH REVIEW AND SUMMARY

Crash data for the segment was initially downloaded from the Department's Crash Analysis Reporting System (CARS) for a seven-year period from January 1, 2011, to December 31, 2017, the data was supplemented with additional two-year data from January 1, 2018, to December 31, 2019, downloaded from Signal Four Analytics database, in 2020. Under this report update, the crash analysis from January 1, 2018, to December 31, 2022, was reviewed and updated using the latest crash data available in CAR, Signal 4 Analytics, and SSOGIS. The coding errors in the crash database were corrected by reviewing hardcopies of the individual crash reports for the 12 years of crash data. The following crash summary tables and figures were prepared for these crashes:

Table 3.2 - Summary of all crashes for the five-year period from 2011 to 2015

Table 3.3 - Summary of all crashes for the four-year period from 2016 to 2019

Figure 3.2 - Histograms of all crashes for the five-year period from 2011 to 2015

Figure 3.3 - Histograms of all crashes for the four-year period from 2016 to 2019

Table 3.4 - Crash Statistics for pedestrian and bicycle crashes for the twelve-year period from 2011 to 2022

Table 3.5 - Summary of pedestrian and bicycle crashes by Intersection for the twelve-year period from 2011 to 2022

Figure 3.4 - Histograms of pedestrian and bicycle crashes by Intersection for the twelve-year period from 2011 to 2022

Collision diagrams were prepared to show the relative locations for the pedestrian and bicycle crashes within the study limits, as shown in **Appendix D,** which includes the raw data and annual crash summary sheets for the pedestrian/bicycle crashes. The following is a discussion of the crashes within the study limits:

Five-Year Crashes from 2011 to 2015

- The study segment experienced 1,303 total crashes in this period, with an annual breakdown of 167, 217, 234, 326, and 359 crashes for 2011, 2012, 2013, 2014, and 2015, respectively.
- The leading crash types within the study segment were rear-end (431 crashes), angle (355 crashes), sideswipe (162 crashes), left-turn (78 crashes), and fixed object (29). Note that only crashes coded as pedestrian, bicycle, 'other', or in blank were reviewed.
- There were 52 pedestrian (4%) crashes and 25 bicycle (1.9%) crashes.
- The pedestrian/bicycle crashes were spread throughout the day, although there seemed to be a slight peak between 6:00 and 9:00 PM with 16 (20.8%). 43 (55.8%) pedestrian and bicycle crashes occurred during the nighttime.
- Most pedestrian/bicycle crashes (~90%) occurred under dry weather conditions.
- There were a total of nine (9) fatal crashes (0.7%) and 355 injury crashes (27.2%) within the study limits. Four (4) fatal crashes and 61 injury crashes involved pedestrians/bicyclists. The pedestrian/bicycle fatal crashes are described below:
  - The first fatal crash (# 841243360) occurred on Saturday, July 20, 2013, at 4:20 AM. Based on the police report, this crash occurred when a pedestrian crossing from the north side to the south side of SR 934 / NW 79th Street just east of NW 12th Avenue was hit by a vehicle traveling eastbound at a high rate of speed. The vehicle involved in the crash fled the scene of the crash. Please notice that there are high-emphasis crosswalk markings with pedestrian signal heads on all legs of the intersection of SR 934 / NW 79th Street and NW 12th Avenue.

- The second fatal crash (# 834336320) occurred on Friday, February 1, 2013, at 6:28 PM. Based on the police report, this crash occurred when a vehicle traveling eastbound hit a pedestrian crossing SR 934 / NW 79th Street within the signalized marked midblock crosswalk located between NW 5th Court and NW 5th Avenue. The driver involved in the crash was arrested for being a habitual traffic offender.
- The third fatal crash (# 834338340) occurred on Monday, February 4, 2013, at 6:41 PM. Based on the police report, this crash occurred when a pedestrian crossing SR 934 / NW 79th Street near the south leg of NW 5th Avenue darted across the road from north to south and was hit by an eastbound vehicle. The pedestrian was not using the signalized midblock crossing located only a few feet from where the crash occurred.
- The fourth fatal crash (# 851047930) occurred on Wednesday, October 15, 2014, at 11:40 PM. Based on the police report, this crash occurred when a pedestrian, who was walking back and forth across the SR 934 / NW 79th Street, was hit by an eastbound vehicle near the west leg of NW 2nd Court. The crash site is located approximately 320 feet from the signalized intersection of NW 79th Street and NW 2nd Avenue.

Four-Year Crashes from 2016 to 2019

- The study segment experienced 1,846 total crashes in this period, with an annual breakdown of 403, 480, 464, and 499 crashes for 2016, 2017, 2018, and 2019, respectively.
- The leading crash types within the study segment were rear-end (559 crashes), angle (590 crashes), sideswipe (308 crashes), left-turn (102) and fixed object (36). Note that only crashes coded as pedestrian, bicycle, 'other', or in blank were reviewed.
- There were 51 pedestrian (2.8%) crashes and 15 bicycle (0.8%) crashes.
- There were 31 (47%) pedestrian/bicycle crashes that occurred during nighttime. Only four (4) pedestrian/bicycle crashes occurred under wet weather conditions.
- The pedestrian/bicycle crashes peak period was between 3:00 PM and 9:00 PM, with 34 crashes (51.5%).
- There were a total of six (6) fatal crashes (0.3%) and 434 (23.5%) injury crashes within the study limits. Four (4) fatal crashes and 49 injury crashes involved pedestrians/bicyclists. The pedestrian/bicycle fatal crashes are as described below:
  - The first fatal crash (# 838991930) occurred on Sunday, January 17, 2016, at 12:00 AM. Based on the police report, this crash occurred when a pedestrian attempting to cross SR 934 / NW 79th Street just east of 14th Place was hit by a vehicle traveling westbound. There is no marked crosswalk across SR 934 / NW 79th Street at the crash location, and the nearest signalized crossing is located at NW 17th Avenue, 700 feet away.
  - The second fatal crash (# 864194220) occurred on Saturday, April 2, 2016, at 5:40 AM. Based on the police report, this crash involved a southbound vehicle that struck a pedestrian crossing in the north leg crosswalk at the intersection of SR 934 / NW 79th Street and NW 7th Avenue. The driver involved in the crash fled the scene of the crash.
  - The third fatal crash (# 875757330) occurred on Sunday, February 18, 2018, at 8:45 PM. Based on the police report, this crash occurred at the intersection of SR 934 / NW 79th Street and NW 4th Avenue. This crash involved an eastbound vehicle that hit a pedestrian who attempted to cross the arterial while walking in front of the oncoming vehicle. There is no marked crosswalk on the arterial at this location, and the nearest signalized crossing locations are located over 700 feet to the east.
  - The fourth fatal crash (# 888696920) occurred on Tuesday, April 9, 2019, at 10:45 PM. Based on the police report, this crash

occurred near the SR 934 / NW 79th Street and NW 11th Court intersection. It involved an eastbound vehicle traveling at a high rate of speed that struck a pedestrian attempting to cross the arterial. There is no marked crosswalk at this location, and the nearest signalized crosswalk is approximately 350 feet at the NW 12th Avenue signal.

Four-Year Crashes from 2020 to 2022

- The study segment experienced 1,765 crashes in this period, with an annual breakdown of 571, 607, and 587 for 2020, 2021, and 2022, respectively.
- The leading crash types within the study segment were rear-end (576 crashes) and angle (469 crashes). Note that only crashes coded as pedestrian, bicycle, 'other', or in blank were reviewed.
- There were 27 pedestrian (1.5%) crashes and 9 bicycle (0.5%) crashes.
- There were 16 (44.4%) pedestrian/bicycle crashes that occurred during nighttime. There were no pedestrian/bicycle crashes during wet weather conditions.
- The pedestrian/bicycle crashes peak periods were between 3:00 PM and 6:00 PM, with 9 (25.0%) crashes, and 9:00 PM and Midnight, with eight (8) (22.2%) crashes.
- There were a total of nine (9) fatal crashes (0.5%) and 421 (23.9%) injury crashes within the study limits. Three (3) fatal crashes and **29** injury crashes involved pedestrians/bicyclists. The pedestrian/bicycle fatal crashes are as described below:
  - The first fatal crash (# 24211466) occurred on Saturday, March 6, 2021, at 3:03 AM. Based on the police report, this crash occurred when a northbound pedestrian attempting to cross SR 934 / NW 79th Street just east of NW 2nd Court was hit by a westbound vehicle (hit and run). There is no marked crosswalk across SR 934 / NW 79th Street at the crash location; however, the nearest signalized crossing is located at NW 2nd Avenue, approximately 150 feet away. A fatal crash disposition report (2021 B3, No. 20) was prepared in March 2021. The fatal crash disposition report recommended a night time field review. The field review recommended considering maintenance of the lighting fixtures along SR 934.
  - The second fatal crash (# 24781599) occurred on Tuesday, November 9, 2021, at 11:49 PM. Based on the police report, this crash involved an eastbound vehicle that struck a pedestrian (in a wheelchair) crossing northbound in the west leg crosswalk at the intersection of SR 934 / NW 79th Street and NW 7th Avenue. According to the police report, the traffic light was green for the eastbound vehicle, and the pedestrian was at fault. There is no fatal crash disposition report available for this crash.
  - The third fatal crash (# 25197716) occurred on Saturday, August 20, 2022, at 9:31 PM. Based on the police report, this crash occurred when a southbound pedestrian attempting to cross SR 934 / NW 79th Street just east of NW 16th Avenue was hit by an eastbound vehicle. There is no marked crosswalk across SR 934 / NW 79th Street at the crash location; however, the nearest signalized crossing is located at NW 17th Avenue, approximately 330 feet away. There is no fatal crash disposition report available for this crash.

The following clusters were identified for all the pedestrian and bicycle crashes from Year 2011 to Year 2022:

Cluster 1 – The intersection of SR 934 / NW 79th Street and NW 22nd Avenue

- Between January 1, 2011, and December 31, 2022, this cluster intersection experienced seven (7) pedestrian crashes and two (3) bicycle crashes.

Cluster 2 – Segment along SR 934 / NW 79th Street from NW 21st Avenue to NW 18th Court

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced four (4) pedestrian and four (4) bicycle crashes.

Cluster 3 – Segment along SR 934 / NW 79th Street from NW 17th Avenue to NW 14th Avenue

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 18 pedestrian and 12 bicycle crashes.

Cluster 4 – Segment along SR 934 / NW 79th Street from NW 13th Court to NW 10th Court

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 25 pedestrian and five (5) bicycle crashes.

Cluster 5 – Segment along SR 934 / NW 79th Street from NW 10th Avenue to NW 8th Avenue

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 17 pedestrian and two (2) bicycle crashes.

Cluster 6 – Intersection of SR 934 / NW 79th Street and NW 7th Avenue

- Between January 1, 2011, and December 31, 2022, this cluster intersection experienced 20 pedestrian and three (3) bicycle crashes.

Cluster 7 – Segment along SR 934 / NW 79th Street from NW 6th Court to NW 5th Avenue

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 12 pedestrian and eight (8) bicycle crashes.

Cluster 8 - Segment along SR 934 / NW 79th Street from NW 4th Court to NW 1st Place

- Between January 1, 2011, and December 31, 2022, this cluster segment experienced 23 pedestrian and nine (9) bicycle crashes.

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Table 3.2: Crash Summary for 5-Year Period - 2011 to 2015

SR 934 From NW 25 Avenue to NW 1 Place		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	59	60	87	103	122	431	86	33.1%
	Head On	0	0	1	2	0	3	1	0.2%
	Angle	30	55	64	107	99	355	71	27.2%
	Left Turn	11	13	12	20	22	78	16	6.0%
	Right Turn	0	2	0	3	2	7	1	0.5%
	Sideswipe	18	21	25	46	52	162	32	12.4%
	Backed Into	0	0	1	3	0	4	1	0.3%
	Pedestrian	**9**	**13**	**9**	**7**	**14**	**52**	**10**	**4.0%**
	Bicycle	**4**	**9**	**5**	**4**	**3**	**25**	**5**	**1.9%**
	Fixed Object	4	4	5	9	7	29	6	2.2%
	Other Non Fixed Object Collisions	3	3	3	3	2	14	3	1.1%
	Non-Collisions	5	11	4	1	2	23	5	1.8%
	Others	24	26	18	18	34	120	24	9.2%
	Total Crashes	**167**	**217**	**234**	**326**	**359**	**1303**	**261**	**100.0%**
SEVERITY	PDO Crashes	115	138	155	249	282	939	188	72.1%
	Fatal Crashes	1	2	4	1	1	9	2	0.7%
	Injury Crashes	51	77	75	76	76	355	71	27.2%
LIGHTING	Daylight	108	150	154	230	235	877	175	67.3%
	Dusk	3	6	5	5	11	30	6	2.3%
	Dawn	2	3	5	4	11	25	5	1.9%
	Dark	52	57	69	86	101	365	73	28.0%
	Unknown	2	1	1	1	1	6	1	0.5%
SURFACE	Dry	137	179	191	290	327	1124	225	86.3%
	Wet	29	36	41	35	31	172	34	13.2%
	Others	1	2	2	1	1	7	1	0.5%
MONTH OF YEAR	January	8	11	18	19	29	85	17	6.5%
	February	9	19	18	29	29	104	21	8.0%
	March	8	26	22	24	22	102	20	7.8%
	April	17	18	24	32	38	129	26	9.9%
	May	12	18	20	24	22	96	19	7.4%
	June	12	22	18	33	35	120	24	9.2%
	July	18	22	15	22	30	107	21	8.2%
	August	15	14	13	31	28	101	20	7.8%
	September	20	15	22	29	33	119	24	9.1%
	October	18	19	28	25	28	118	24	9.1%
	November	16	15	21	24	40	116	23	8.9%
	December	14	18	15	34	25	106	21	8.1%
DAY OF WEEK	Monday	24	38	29	45	51	187	37	14.4%
	Tuesday	23	29	34	33	43	162	32	12.4%
	Wednesday	22	27	25	58	64	196	39	15.0%
	Thursday	22	28	33	62	44	189	38	14.5%
	Friday	27	35	45	46	56	209	42	16.0%
	Saturday	23	32	37	54	56	202	40	15.5%
	Sunday	26	28	31	28	45	158	32	12.1%
HOUR OF DAY	00:00-06:00	20	24	26	24	31	125	25	9.6%
	06:00-09:00	17	28	33	36	52	166	33	12.7%
	09:00-11:00	16	24	17	34	26	117	23	9.0%
	11:00-13:00	14	19	25	38	30	126	25	9.7%
	13:00-15:00	15	26	30	46	53	170	34	13.0%
	15:00-18:00	36	46	51	72	69	274	55	21.0%
	18:00-21:00	30	26	33	44	65	198	40	15.2%
	21:00-24:00	19	24	19	32	33	127	25	9.7%
WEATHER CONDITIONS	Clear	132	178	187	281	306	1084	217	83.2%
	Cloudy	9	14	15	21	30	89	18	6.8%
	Rain	25	24	31	23	22	125	25	9.6%
	Fog, Smog, Smoke	0	0	0	0	1	1	0	0.1%
	Other	1	1	1	1	0	4	1	0.3%

Table 3.3: Crash Summary for 4-Year Period - 2016 to 2019

SR 934 from NW 25 Avennue to NW 1 Place		Number of Crashes Year				4 Year Total Crashes	Mean Crashes Per Year	%
		2016	2017	2018	2019			
CRASH TYPE	Rear End	128	159	137	135	559	140	30.3%
	Head On	0	0	2	1	3	1	0.2%
	Angle	122	164	139	165	590	148	32.0%
	Left Turn	24	20	27	31	102	26	5.5%
	Right Turn	2	6	5	4	17	4	0.9%
	Sideswipe	67	75	70	96	308	77	16.7%
	Backed Into	2	4	2	2	10	3	0.5%
	Pedestrian	**11**	**10**	**20**	**10**	**51**	**13**	**2.8%**
	Bicycle	**0**	**3**	**5**	**7**	**15**	**4**	**0.8%**
	Fixed Object	6	4	16	10	36	9	2.0%
	Other Non Fixed Object Collisions	6	0	12	8	26	7	1.4%
	Non-Collisions	2	0	3	8	13	3	0.7%
	Others	33	35	26	22	116	29	6.3%
	Total Crashes	**403**	**480**	**464**	**499**	**1846**	**462**	**100.0%**
SEVERITY	PDO Crashes	312	374	338	382	1406	352	76.2%
	Fatal Crashes	3	0	1	2	6	2	0.3%
	Injury Crashes	88	106	125	115	434	109	23.5%
LIGHTING	Daylight	276	354	296	327	1253	313	67.9%
	Dusk	3	9	14	7	33	8	1.8%
	Dawn	3	4	8	11	26	7	1.4%
	Dark	119	113	145	154	531	133	28.8%
	Unknown	2	0	1	0	3	1	0.2%
SURFACE	Dry	362	443	418	447	0	0	0.0%
	Wet	41	37	46	51	175	44	9.5%
	Others	0	0	0	1	1	0	0.1%
MONTH	January	40	34	41	35	150	38	8.1%
	February	29	35	37	38	139	35	7.5%
	March	30	36	64	49	179	45	9.7%
	April	49	40	35	47	171	43	9.3%
	May	32	48	37	44	161	40	8.7%
	June	28	37	47	36	148	37	8.0%
	July	32	51	30	42	155	39	8.4%
	August	44	49	40	34	167	42	9.0%
	September	35	48	27	50	160	40	8.7%
	October	23	34	34	42	133	33	7.2%
	November	21	30	30	40	121	30	6.6%
	December	40	38	42	42	162	41	8.8%
DAY	Monday	56	65	64	73	258	65	14.0%
	Tuesday	70	74	64	82	290	73	15.7%
	Wednesday	49	76	60	66	251	63	13.6%
	Thursday	52	69	74	91	286	72	15.5%
	Friday	60	88	76	61	285	71	15.4%
	Saturday	60	56	66	68	250	63	13.5%
	Sunday	56	52	60	58	226	57	12.2%
HOUR	00:00-06:00	38	37	50	51	176	44	9.5%
	06:00-09:00	55	59	41	49	204	51	11.1%
	09:00-11:00	51	39	37	40	167	42	9.0%
	11:00-13:00	50	55	47	45	197	49	10.7%
	13:00-15:00	37	61	47	55	200	50	10.8%
	15:00-18:00	75	111	105	119	410	103	22.2%
	18:00-21:00	62	88	89	90	329	82	17.8%
	21:00-24:00	35	30	48	50	163	41	8.8%

Table 3.4: Crash Summary for 3-Year Period - 2020 to 2022

SR 934 from NW 25 Avennue to NW 1 Place		Number of Crashes Year 2020	2021	2022	3 Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	191	207	174	572	191	32.4%
	Head On	2	0	1	3	1	0.2%
	Angle	141	168	160	469	156	26.6%
	Left Turn	13	0	1	14	5	0.8%
	Right Turn	4	0	0	4	1	0.2%
	Sideswipe	43	4	1	48	16	2.7%
	Backed Into	1	0	0	1	0	0.1%
	Pedestrian	**7**	**14**	**10**	**31**	**10**	**1.8%**
	Bicycle	**3**	**5**	**3**	**11**	**4**	**0.6%**
	Fixed Object	29	24	12	65	22	3.7%
	Other Non Fixed Object Collisions	8	9	12	29	10	1.6%
	Non-Collisions	5	6	4	15	5	0.8%
	Others	124	170	209	503	168	28.5%
	Total Crashes	**571**	**607**	**587**	**1765**	**588**	**100.0%**
SEVERITY	PDO Crashes	435	457	443	1335	445	75.6%
	Fatal Crashes	0	6	3	9	3	0.5%
	Injury Crashes	136	144	141	421	140	23.9%
LIGHTING	Daylight	377	408	375	1160	387	65.7%
	Dusk	16	10	12	38	13	2.2%
	Dawn	18	11	4	33	11	1.9%
	Dark	158	173	193	524	175	29.7%
	Unknown	2	5	3	10	3	0.6%
SURFACE	Dry	486	541	539	1566	522	88.7%
	Wet	84	63	46	193	64	10.9%
	Others	1	3	2	6	2	0.3%
MONTH	January	58	35	46	139	46	7.9%
	February	75	44	43	162	54	9.2%
	March	36	63	61	160	53	9.1%
	April	23	57	52	132	44	7.5%
	May	46	56	42	144	48	8.2%
	June	42	51	56	149	50	8.4%
	July	46	48	54	148	49	8.4%
	August	50	48	57	155	52	8.8%
	September	45	46	52	143	48	8.1%
	October	52	64	50	166	55	9.4%
	November	51	43	38	132	44	7.5%
	December	47	52	36	135	45	7.6%
DAY	Monday	80	68	81	229	76	13.0%
	Tuesday	76	83	83	242	81	13.7%
	Wednesday	89	92	91	272	91	15.4%
	Thursday	78	79	80	237	79	13.4%
	Friday	82	110	85	277	92	15.7%
	Saturday	96	100	81	277	92	15.7%
	Sunday	70	75	86	231	77	13.1%
HOUR	00:00-06:00	61	58	58	177	59	10.0%
	06:00-09:00	57	67	60	184	61	10.4%
	09:00-11:00	62	42	45	149	50	8.4%
	11:00-13:00	57	68	43	168	56	9.5%
	13:00-15:00	64	90	61	215	72	12.2%
	15:00-18:00	124	109	133	366	122	20.7%
	18:00-21:00	93	105	106	304	101	17.2%
	21:00-24:00	53	68	81	202	67	11.4%

Figure 3.2: Histograms of Crashes for 5-Year Period from 2011 to 2015

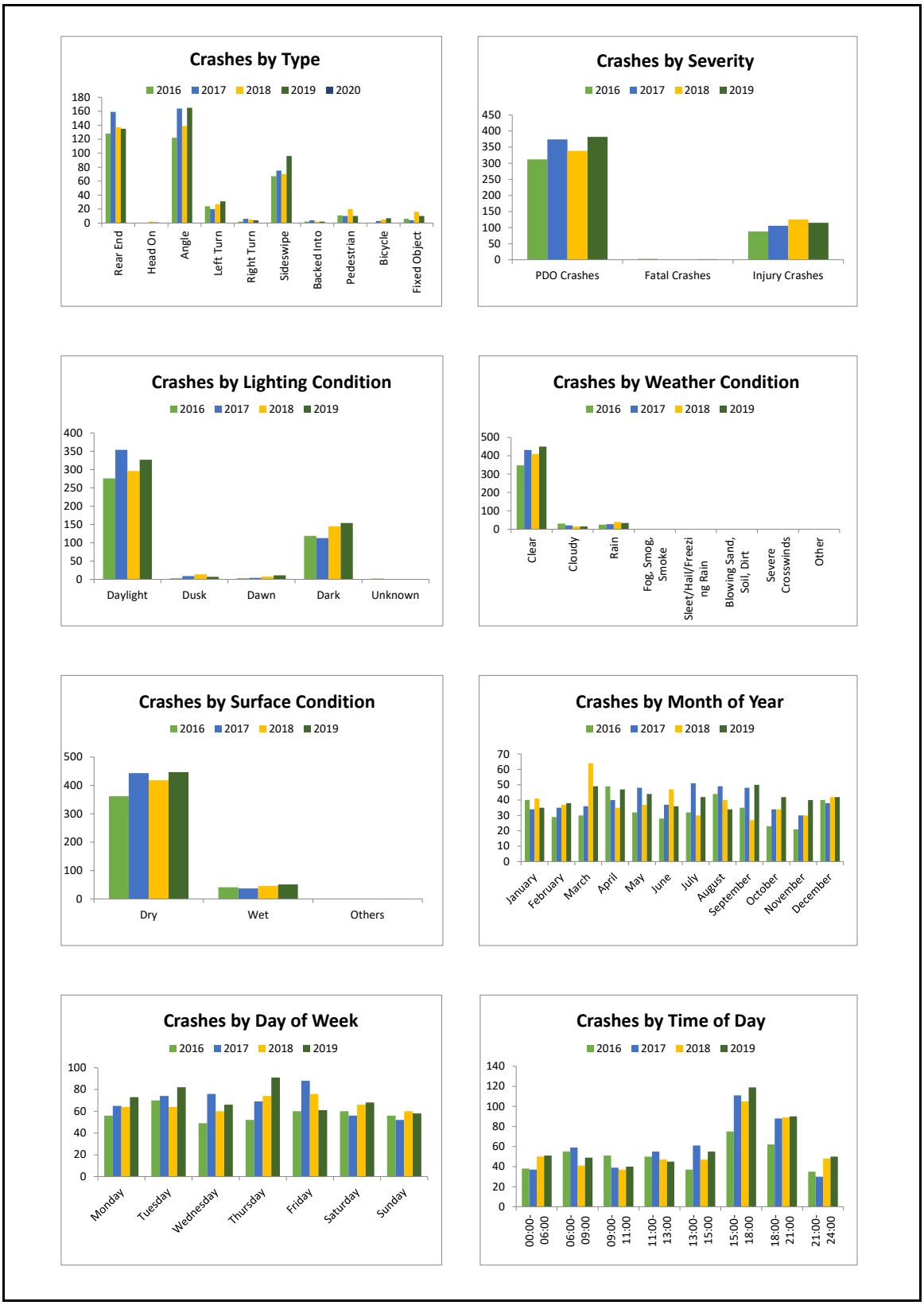

Figure 3.3: Histograms of Crashes for 4-Year Period from 2016 to 2019

Figure 3.4: Histograms of Crashes for 4-Year Period from 2016 to 2019

Figure 3.5: Histograms of Crashes for 3-Year Period from 2020 to 2022

Table 3.5: Crash Summary for Pedestrian and Bicycle crashes - 2011 to 2022

SR 934/NW 79 Street From NW 25 Avenue to NW 1 Place (MP 36.590 to MP 39.090)		Pedestrian and Bicycle Crashes												9 Year Total Crashes	Mean Crashes Per Year	%
		Year														
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022			
CRASH TYPE	Pedestrian	9	13	9	7	14	11	10	20	10	7	10	10	130	11	72.6%
	Bicycle	4	9	5	4	3	0	3	5	7	3	3	3	40	4	22.3%
	Total Crashes	**13**	**22**	**14**	**11**	**17**	**11**	**13**	**25**	**17**	**10**	**13**	**13**	**179**	**15**	**100.0%**
SEVERITY	PDO Crashes	3	2	2	3	2	2	2	1	2	1	1	3	24	2	13.4%
	Fatal Crashes	0	0	3	1	0	2	0	1	1	0	2	1	11	1	6.1%
	Injury Crashes	10	20	9	7	15	7	11	23	14	9	10	9	144	12	80.4%
LIGHTING CONDITIONS	Daylight	4	12	5	5	7	4	7	17	7	5	7	8	88	7	49.2%
	Dusk	1	0	1	0	0	0	0	0	0	0	0	0	2	0	1.1%
	Dawn	0	1	0	0	0	2	0	0	2	1	0	0	6	1	3.4%
	Dark	8	8	8	6	10	5	6	8	8	4	6	5	82	7	45.8%
	Unknown	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0.6%
SURFACE CONDITIONS	Dry	13	20	11	10	15	11	11	24	16	10	13	13	167	14	93.3%
	Wet	0	1	3	1	2	0	2	1	1	0	0	0	11	1	6.1%
	Others	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0.6%
HOUR OF DAY	00:00-06:00	3	3	1	0	1	3	2	1	1	1	2	0	18	2	10.1%
	06:00-09:00	1	3	2	0	2	2	3	1	0	3	1	1	19	2	10.6%
	09:00-11:00	1	1	0	0	3	1	0	2	3	1	0	0	12	1	6.7%
	11:00-13:00	1	2	3	1	0	1	1	1	0	0	1	0	11	1	6.1%
	13:00-15:00	2	4	2	0	1	0	0	2	2	0	2	1	16	1	8.9%
	15:00-18:00	1	4	2	2	2	1	4	7	5	1	3	5	37	3	20.7%
	18:00-21:00	2	2	3	6	3	3	3	8	4	2	2	2	40	3	22.3%
	21:00-24:00	2	3	1	2	5	0	0	3	2	2	2	4	26	2	14.5%

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Table 3.6: Pedestrian and Bicycle Crashes by Intersection - 2011 to 2022

Pedestrian and Bicycle Crashes by Intersection														
Location	Traffic Control	Milepost	Period 2011 to 2015			Period 2016 to 2019			Period 2020 to 2022			Period 2011 to 2019		
			P	B	Total	P	B	Total	P	B	Total	P	B	Total
NW 25 Avenue	No Signalized	36.59	0	0	0	0	0	0	0	1	1	0	1	1
NW 24 Avenue	No Signalized	36.72	0	0	0	0	0	0	0	0	0	0	0	0
NW 23 Avenue	No Signalized	36.84	1	1	2	0	1	1	0	0	0	1	2	3
NW 22 Avenue	Signal	36.97	4	2	6	2	0	2	1	1	2	7	3	10
NW 21 Avenue	No Signalized	37.10	2	0	2	1	0	1	0	0	0	3	0	3
NW 19 Avenue	No Signalized	37.23	0	0	0	1	0	1	0	0	0	1	0	1
NW 18 Court/Transfer Station	No Signalized	37.29	0	2	2	0	2	2	0	0	0	0	4	4
NW 18 Avenue	No Signalized	37.35	0	0	0	0	1	1	0	1	1	0	2	2
NW 17 Place	No Signalized	37.38	1	0	1	0	0	0	0	0	0	1	0	1
NW 17 Avenue	Signal	37.48	1	3	4	4	1	5	2	1	3	7	5	12
NW 16 Avenue	No Signalized	37.55	0	0	0	0	2	2	2	0	2	2	2	4
NW 15 Avenue	No Signalized	37.61	2	1	3	1	0	1	0	0	0	3	1	4
NW 14 Place	No Signalized	37.64	1	0	1	2	0	2	0	0	0	3	0	3
NW 14 Court	No Signalized	37.71	1	0	1	0	0	0	1	0	1	2	0	2
NW 14 Avenue	No Signalized	37.73	1	2	3	0	2	2	0	0	0	1	4	5
NW 13 Court (North Leg)	Signal	37.80	0	0	0	0	0	0	0	0	0	0	0	0
NW 13 Court (South Leg)	No Signalized	37.83	0	0	0	0	0	0	0	0	0	0	0	0
NW 13 Avenue	No Signalized	37.86	2	0	2	2	1	3	0	0	0	4	1	5
NW 12 Place	No Signalized	37.90	0	0	0	1	0	1	0	0	0	1	0	1
NW 12 Court	No Signalized	37.93	0	0	0	1	0	1	1	0	1	2	0	2
NW 12 Avenue	Signal	37.99	4	1	5	2	0	2	4	1	5	10	2	12
NW 11 Court	No Signalized	38.07	2	1	3	3	0	3	1	0	1	6	1	7
NW 11 Avenue	No Signalized	38.14	0	1	1	0	0	0	0	0	0	0	1	1
NW 10 Court	Signal	38.19	0	0	0	2	0	2	0	0	0	2	0	2
NW 10 Avenue	No Signalized	38.24	3	1	4	4	0	4	0	0	0	7	1	8
NW 9 Avenue	No Signalized	38.28	1	0	1	0	0	0	2	0	2	3	0	3
NW 8 Court	No Signalized	38.34	2	0	2	0	0	0	0	0	0	2	0	2
NW 8 Avenue	No Signalized	38.36	3	0	3	2	1	3	0	0	0	5	1	6
SR 7/US 441/NW 7 Avenue	Signal	38.49	7	2	9	9	1	10	4	0	4	20	3	23
NW 6 Court	Signal	38.56	1	3	4	2	0	2	0	0	0	3	3	6
NW 6 Avenue	Signal	38.62	0	0	0	2	0	2	0	2	2	2	2	4
NW 5 Court	No Signalized	38.67	2	1	3	0	0	0	0	0	0	2	1	3
Pedestrian Crossing	Midblock Signal	38.70	1	0	1	0	1	1	0	0	0	1	1	2
NW 5 Avenue	No Signalized	38.72	1	0	1	1	0	1	2	1	3	4	1	5
NW 4 Court	No Signalized	38.78	0	0	0	0	1	1	0	0	0	0	1	1
NW 4 Avenue	No Signalized	38.85	4	1	5	4	0	4	2	0	2	10	1	11
NW 3 Avenue	No Signalized	38.90	0	0	0	0	0	0	0	0	0	0	0	0
NW 2 Court	No Signalized	38.94	3	0	3	1	0	1	0	1	1	4	1	5
NW 2 Avenue	Signal	39.00	2	3	5	4	0	4	3	1	4	9	4	13
NW 1 Place	No Signalized	39.03	0	0	0	0	1	1	0	1	1	0	2	2

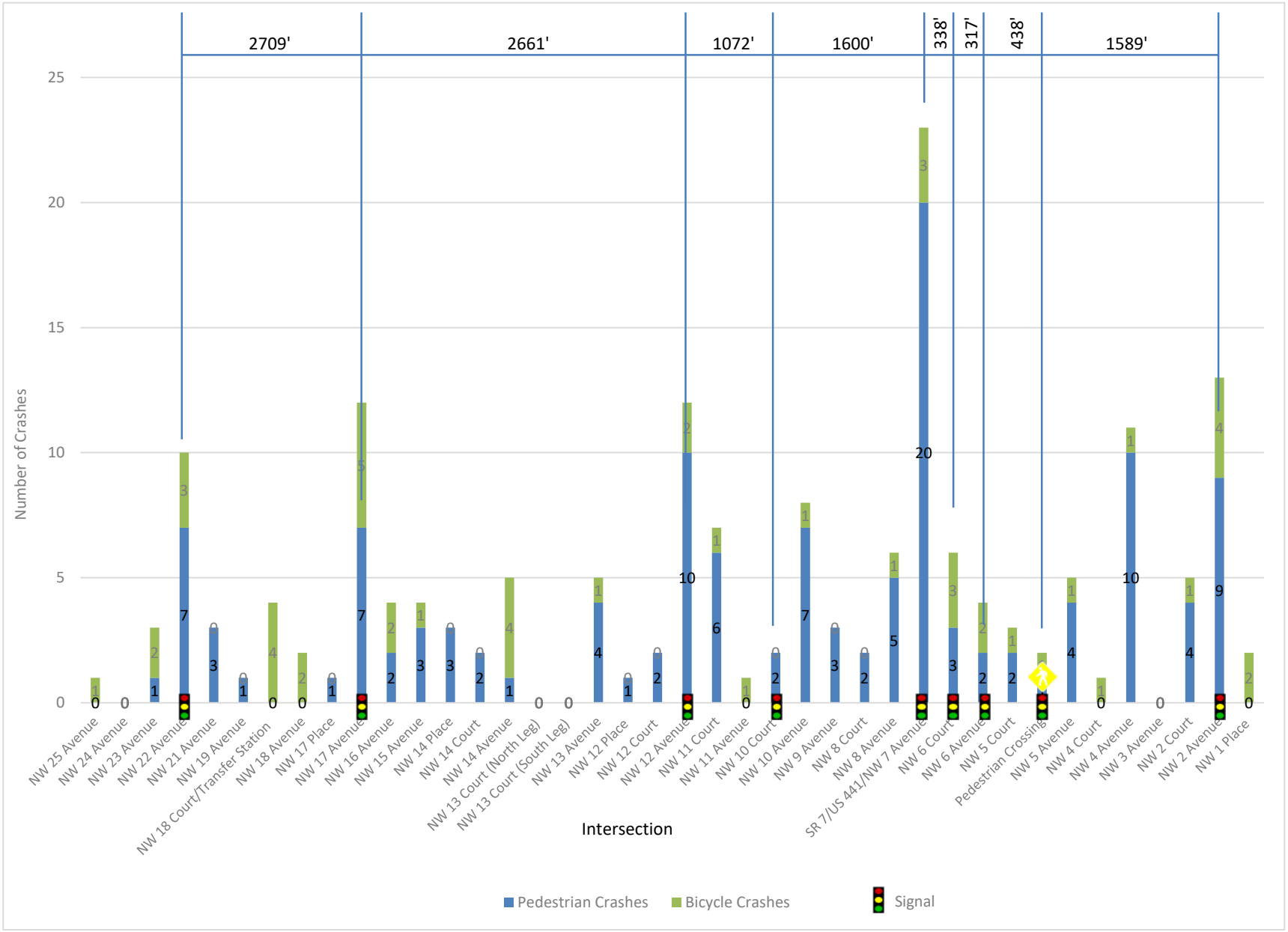


Figure 3.6: Histograms of Pedestrian and Bicycle Crashes for 12-Year Period from 2011 to 2022

3.4 FIELD REVIEW

Field reviews were conducted on Monday, June 12, 2017, from 1:00 PM to 6:00 PM and from 10:00 PM to 11:00 PM. The findings are summarized below:

- The level of pedestrian/bicycle activities within the study area was high during all the observation periods (including nighttime). Pedestrians were observed crossing randomly at midblock locations (sometimes even when a marked crosswalk was within a short distance away).
- West of I-95, where there are traffic separators, some pedestrians used the traffic separators as refuge areas. They would cross one direction of traffic and wait at the traffic separator before crossing to the other side. East of I-95, pedestrians crossing midblock had no refuge area, and some of them were observed standing at the double yellow line while waiting for gaps.
- No progression issues were observed along most of the corridor; however, heavy traffic congestion was observed during the afternoon field review at NW 7th Avenue, NW 6th Avenue, and NW 6th Court.
- Long queues were observed along all NW 7th Avenue approaches; however, the eastbound queues occasionally reached NW 8th Avenue but did not reach NW 9th Avenue, where a midblock pedestrian crossing is proposed.
- The intersection of SR 934/NW 79th Street at NW 7th Avenue has the highest pedestrian activity due to commercial and high transit activities. Note that providing an exclusive or lead pedestrian phase at the intersection has been studied in the past; however, given the impact on the intersection and the I-95 Interchange, the improvements have not been implemented.
- Pedestrians and bicyclists were observed disobeying signal indications at the signalized intersections and the midblock crosswalk located within the study segment.
- An FDOT project with FM No. 427452-1-52-01 was completed along SR 934/NW 79th Street from NW 14th Avenue to N Bayshore Drive on August 5 of 2016. This project included milling and resurfacing, upgrading the street lighting along the roadway segment, and upgrading the traffic signals and pedestrian features at the intersections of NW 79th Street with NW 12th Avenue, NW 10th Court, and SR 7/NW 7th Avenue.

Exhibits 16 and **17** present some of the major deficiencies and issues observed during field reviews

Exhibit 16: Field Observations

Pedestrians crossing midblock west of NW 22nd Avenue

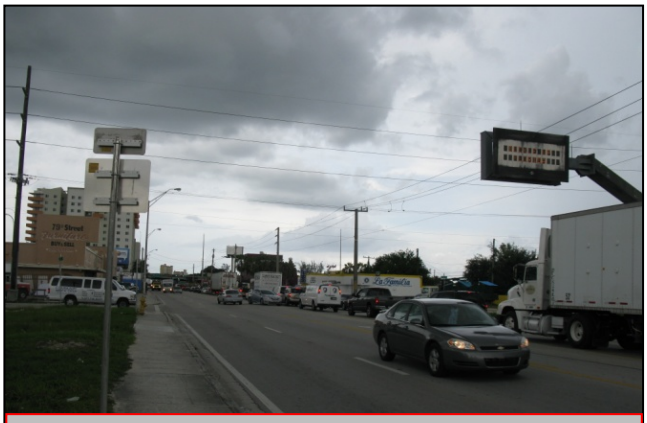
Pedestrians crossing midblock east of NW 17th Avenue

Exhibit 17: Field Observations

Pedestrians crossing SR 934/NW 79th Street between NW 12th Avenue and NW 7th Avenue conflicting with vehicles traveling on the two-way left-turn lane

Pedestrian crossing at the intersection of SR 934/NW 79th Street and NW 9th Avenue

Eastbound queue extending from NW 7th Avenue to NW 8th Avenue



Drivers use the two-way left turn lane as a travel lane to approach SR 7/NW 7th Avenue

Pedestrian crossing SR 934/NW 79th Street midblock near NW 2nd Avenue

4.0 IMPROVEMENTS DEVELOPMENT

4.1 CRASH PATTERNS AND COUNTERMEASURES

Table 4.1 details the probable contributing causes, and possible crash countermeasures. These countermeasures were used as the foundation to develop the conceptual improvements to reduce the identified crash patterns and improve pedestrians and bicyclists safety along the study segment.

Table 4.1: Probable Causes & Crash Countermeasures

Crash Pattern(s)	Probable Cause(s)	Countermeasure(s)
Pedestrian and Bicycle	- Pedestrians/bicyclists crossing away from the signalized crosswalks. - Pedestrians/bicyclists walking/running in front of vehicle path. - Pedestrians/bicyclists disobeying pedestrian signal indicators. - Right-turning vehicle not yielding right-of-way to pedestrians/bicyclists in the crosswalk. - Vehicle driving at high rate of speed. - Intoxicated pedestrian crossing the road.	- Install pedestrian signs - Provide a midblock pedestrian crossing - Provide a raised median - Provide pedestrian refuge area - Install/Improve Crosswalks - Educational Campaign - Enforcement

4.2 PROPOSED IMPROVEMENTS

Based on the historical crash analysis, field observations, and a review of the PD&E study, three alternatives were evaluated and presented to the Department to mitigate the pedestrian and bicycle crash patterns within the study limits:

Alternative 1: Assuming PD&E improvements are built.

- Installation of midblock pedestrian crossings at several locations.
- Improvement of pedestrian signage throughout the study limits.
- The PD&E study recommends a reduction of the eastbound travel lanes starting at NW 6th Avenue from three to two lanes and increasing the westbound travel lane from one to two.

Alternative 2: Assuming PD&E improvements are not built.

- Installation of midblock pedestrian crossings at several locations.
- Reduction of eastbound travel lanes from three (3) to two (2) travel lanes starting at NW 6th avenue to east of NW 1st Place and installation of a combination of raised median and traffic separators to provide a refuge area for crossing pedestrians. The number of travel lanes in the westbound direction will remain unchanged.
- Improvement of pedestrian signage throughout the study limits.

Alternative 3: Assuming PD&E improvements are not built.

- Installation of midblock pedestrian crossings at several locations.
- Removal of chevron areas along both sides of the corridor from NW 6th Avenue to NW 5th Avenue and removal of on-street parking along the south side of SR 934/NW 79th Street from NW 6th Avenue to NW 4th Court to install a raised median and/or traffic separator to provide a refuge area for pedestrian crossing the arterial.
- Installation of a traffic control signal at the intersection of SR 934/NW 79th Street and NW 4th Avenue.
- Improve pedestrian signage throughout the study limits.

The full list of improvements for each alternative are presented below:

ALTERNATIVE 1: The recommendations under this alternative take into consideration the improvement recommendations that were provided in the PD&E's Preferred Alternative:

- Install high-emphasis crosswalks at all legs and ground-mounted R10-15a signs facing all approaches at the intersections of SR 934/NW 79th Street and NW 22nd Avenue, and SR 934/NW 79th Street and NW 17th Avenue. This recommendation is not affected by the PD&E Study recommendations since the two locations are outside of the limits of that study.
- Install NO PEDESTRIAN CROSSING (R9-3) signs at various locations on the traffic separators along SR 934/NW 79th Street between NW 22nd Avenue and NW 13th Court. Supplement with a USE CROSSWALK plaque (R9-3bP) if located within 300 feet of a crosswalk.
- Construct a landscaped raised median along SR 934/NW 79th Street between NW 15th Avenue and NW 14th Place and install a midblock crosswalk controlled by Pedestrian Hybrid Beacons. *This recommendation is not affected by the PD&E Study recommendations since the area falls outside of the limits of that study.* The implementation of these improvements requires the following:
    - Restriction of the southbound and westbound left-turn movements at NW 15th Avenue.
    - Restriction of northbound and eastbound left-turn movements and northbound through movements at NW 14th Place.
        - Traffic diversion figures, including alternate routes for the affected movements and Turning Movement Counts (TMC), are presented in **Appendix H** and **Appendix I,** respectively**.**
    - A public hearing prior to the median opening modifications.
    - The Pedestrian Hybrid Beacons will be installed on two mast arms, and the installation of each mast-arm foundation may require a right-of-way clip.
- Extend the raised median past NW 13th Court and install a signalized crosswalk across SR 934/NW 79th Street to connect with the existing crosswalk across NW 81st Street (north side). *The PD&E recommends the removal of the intersection control signal controlling the westbound movements for NW 81st Street and NW 79th Street. This improvement assumes that the existing signal will not be removed; however, to avoid right of way (ROW) acquisition, it is recommended to replace the existing mast arm facing NW 79th Street westbound with a longer mast arm that can be used to control the eastbound vehicles as well. In addition, it is recommended that the existing signalized crosswalk across NW 81st Street remain in place to provide more pedestrian connectivity.*
- Relocate the existing eastbound bus stop at NW 13th Avenue close to the proposed signalized crosswalk at NW 13th Court. *Coordination with Miami Dade Transit Office will be required prior to the implementation of this improvement. This recommendation is not affected by the PD&E Study recommendations.*
- Relocate the westbound bus stop at NW 12th Place close to the proposed signalized crosswalk at NW 13th Court. *Coordination with Miami Dade Transit Office will be required prior to the implementation of this improvement. This recommendation is not affected by the PD&E Study recommendations.*
- Relocate the existing bus stops east of NW 12th Avenue closer to the signalized crosswalk. *Coordination with Miami Dade*

Transit Office will be required prior to the implementation of this improvement. This recommendation is not affected by the PD&E Study recommendations.

- Relocate the eastbound bus stop at NW 11th Avenue closer to the proposed signalized crosswalk at NW 10th Court west leg. Coordination *with Miami Dade Transit Office will be required prior to the implementation of this improvement. This recommendation is not affected by the PD&E Study recommendations.*
- Install a high-emphasis crosswalk on the west leg of the intersection of SR 934/NW 79th Street and NW 10th Court and install ground-mounted R10-15a signs facing the southbound and westbound approaches. *The PD&E Study did not propose any changes to the existing conditions at this intersection.*
- Provide a landscaped raised median/traffic separator along SR 934/NW 79th Street between NW 10th Avenue and NW 8th Avenue and install a midblock crosswalk near NW 9th Avenue controlled with mast-arm mounted Pedestrian Hybrid Beacons. *The PD&E Study recommends to maintain the existing two-way left-turn lane (TWLTL) in the median from NW 12th Avenue to I-95.* The implementation of these improvements requires the following:
  - Restriction of left-turn movements at the intersection of SR 934/NW 79th Street at NW 8th Court.
  - Restriction of southbound, eastbound, and westbound left turn movements at the intersections of SR 934 / NW 79th Street at NW 8th Avenue.
    - Traffic diversion figures, including alternate routes for the affected movements and Turning Movement Counts (TMC) are presented in **Appendix H** and **Appendix I,** respectively**.**
  - A public hearing prior to the median opening modifications.
  - *The installation of the mast arm foundation may require a right-of-way clip.*
- Consider providing a Leading Pedestrian Interval to cross all legs at the intersection of SR 934 / NW 79th Street and NW 7th Avenue. An operational analysis and coordination with Miami Dade County are necessary before implementing the LPI. *This recommendation is not affected by the PD&E Study recommendations.*
- Install electronic blank-out signs (R10-15) on the mast-arm uprights for all right turns, replace the existing mast-arm mounted R10-15L sign panel facing northbound left turn with a blank-out sign, and install a mast-arm mounted R10-15L blank out sign facing southbound left turn at the intersection of SR 934/NW 79th Street and NW 7th Avenue. *This recommendation is not affected by the PD&E Study recommendations.*
  - Installing the R10-15 blank-out signs on the mast arms requires the structural analysis of the mast-arms to determine if the existing structures can withstand the additional dead load and wind load. If the structural analysis reveals that the mast-arms need to be replaced due to the installation of the blank-out signs, the blank-out signs should be discarded.
- Replace the existing W11-2/W16-7P sign assembly panel at the southwest corner of SR 934/NW 79th Street and NW 6th Court with an R10-15a sign panel.
- Install a signalized midblock crosswalk across SR 934/NW 79th Street between NW 4th Avenue and NW 3rd Avenue. *Implementing this improvement requires the removal of four parking spaces (2 on the north side and 2 on the south side).*
- Install a high-emphasis crosswalk on the east leg and install a ground-mounted R10-15 sign facing the northbound approach at the intersection of SR 934 / NW 79th Street and NW 2nd Avenue. *The PD&E Study did not propose any changes to the existing*

conditions at this intersection.

- Install lighting at the proposed crosswalks to comply with FDM criteria.
- Increase pedestrian crossing time (FDW) for the intersection of SR 7/NW 79th Street at NW 17th Avenue.

The conceptual improvements for Alternative 1 are presented **in Appendix E.**

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ALTERNATIVE 2: Under this alternative all the improvements along the arterial west of NW 6th Avenue will be similar to those provided under Alternative 1. However, east of NW 6th Avenue, this recommendation recommends reducing the eastbound travel lanes to two while keeping the one westbound travel lane and installing a raised median and/or traffic separator to serve as a refuge area for pedestrians crossing the arterial. However, according to the PD&E Study's Project Traffic Analysis Report (PTAR) completed in August 2019, maintaining one lane in the westbound direction might be operationally challenging in the future. Below are the recommended improvements for this alternative:

- Install high-emphasis crosswalks on all legs and ground-mounted R10-15a signs facing all approaches at the intersections of SR 934 / NW 79th Street and NW 22nd Avenue, and SR 934 / NW 79th Street and NW 17th Avenue.
- Install NO PEDESTRIAN CROSSING (R9-3) signs at various locations on the traffic separators along SR 934 / NW 79th Street between NW 22nd Avenue and NW 13th Court. Supplement with a USE CROSSWALK plaque (R9-3bP) if located within 300 feet of a crosswalk.
- Construct a landscaped raised median along SR 934/NW 79th Street between NW 15th Avenue and NW 14th Place and install a midblock crosswalk controlled by Pedestrian Hybrid Beacons. The implementation of these improvements requires the following:
    - Restriction of the southbound and westbound left-turn movements at NW 15th Avenue.
    - Restriction of northbound and eastbound left-turn movements and northbound through movements at NW 14th Place.
    - A public hearing prior to the median opening modifications.
    - The Pedestrian Hybrid Beacons will be installed on two mast-arms, and the installation of each mast-arm foundation may require a right-of-way clip.
- Extend the raised median past NW 13th Court and install a signalized crosswalk across SR 934 / NW 79th Street to connect with the existing crosswalk across NW 81st Street (north side). *To avoid right-of-way (ROW) acquisition, it is recommended to replace the mast arm facing NW 79th Street westbound with a longer mast arm that can be used to control the eastbound vehicles as well when the crosswalk is in use.*
- Relocate the existing eastbound bus stop at NW 13th Avenue close to the proposed signalized crosswalk at NW 13th Court. *Coordination with Miami Dade Transit Office will be required prior to the implementation of this improvement.*
- Relocate the westbound bus stop at NW 12th Place close to the proposed signalized crosswalk at NW 13th Court. *Coordination with Miami Dade Transit Office will be required prior to the implementation of this improvement.*
- Relocate the existing bus stops east of NW 12th Avenue closer to the signalized crosswalk. *Coordination with Miami Dade Transit Office will be required prior to the implementation of this improvement.*
- Relocate the eastbound bus stop at NW 11th Avenue close to the proposed signalized crosswalk at NW 10th Court west leg. Coordination *with Miami Dade Transit Office will be required prior to the implementation of this improvement.*
- Install a high-emphasis crosswalk at the west leg of the intersection of SR 934/NW 79th Street and NW 10th Court and install ground-mounted R10-15 signs facing the southbound and westbound approaches.
- Provide a landscaped raised median/traffic separator along SR 934/NW 79th Street between NW 10th Avenue and NW 8th Avenue and install a midblock crosswalk near NW 9th Avenue controlled with mast-arm mounted Pedestrian Hybrid Beacons.

The implementation of these improvements requires the following:

- Restriction of left-turn movements at the intersection of SR 934/NW 79th Street at NW 8th Court.
- Restriction of southbound, eastbound, and westbound left turn movements at the intersections of SR 934/NW 79th Street at NW 8th Avenue.
- A public hearing prior to the median opening modifications.
- *The installation of the mast arm foundation may require a right-of-way clip.*

- Consider providing a Leading Pedestrian Interval to cross all legs at the intersection of SR 934/NW 79th Street and NW 7th Avenue. An operational analysis and coordination with Miami Dade County are necessary before implementing the LPI.
- Install electronic blank-out signs (R10-15a) on the mast-arm uprights for all right turns, replace the existing mast-arm mounted R10-15L sign panel facing northbound left turn with a blank-out sign, and install a mast-arm mounted R10-15L blank out sign facing southbound left turn at the intersection of SR 934/NW 79th Street and NW 7th Avenue.
  - Installing the R10-15a blank-out signs on the mast arms requires the structural analysis of the mast-arms to determine if the existing structures can withstand the additional dead load and wind load. If the structural analysis reveals that the mast-arms need to be replaced due to the installation of the blank-out signs, the blank-out signs should be discarded.
- Replace the existing W11-2/W16-7P sign assembly panel at the southwest corner of SR 934/NW 79th Street and NW 6th Court with an R10-15a sign panel.
- **To the east of NW 6th Avenue, reduce the number of existing eastbound travel lanes from three (3) to two (2), install a raised median and/or traffic separator between the two eastbound lanes and the existing westbound lane, and widen the existing westbound lane from 11 feet to 15 feet.**
- Install a signalized midblock crosswalk across SR 934/NW 79th Street between NW 4th Avenue and NW 3rd Avenue. *Implementing this improvement will require the removal of four parking spaces (2 on the north side and 2 on the south side).*
- Install a high-emphasis crosswalk on the east leg and install a ground-mounted R10-15 sign facing the northbound approach at the intersection of SR 934/NW 79th Street and NW 2nd Avenue.
- Install lighting at the proposed crosswalks to comply with FDM criteria.
- Increase pedestrian crossing time (FDW) for the intersection of SR 7/NW 79th Street at NW 17th Avenue.

The conceptual improvements for Alternative 2 are presented **in Appendix F.**

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ALTERNATIVE 3: Under this alternative, all the improvements along the arterial west of NW 6th Avenue will be similar to those provided in the two alternatives above. However, east of NW 6th Avenue, it is recommended to remove the existing chevrons in the segment as well as some on-street parking on the south side, installing a raised median/traffic separator, signalizing the intersection of SR 934/NW 79th Street and NW 4th Avenue and providing high emphasis crosswalks with pedestrian signal heads for all four legs. A signal warrant analysis for signalizing the intersection is provided in the next section. A summary of the recommended improvements for this alternative is provided below:

- Install high-emphasis crosswalks on all legs at the intersections of SR 934/NW 79th Street and NW 22nd Avenue, and SR 934/NW 79th Street and NW 17th Avenue and install ground-mounted R10-15 signs facing all approaches.
- Install NO PEDESTRIAN CROSSING (R9-3) signs at various locations on the traffic separators along SR 934/NW 79th Street between NW 22nd Avenue and NW 13th Court. Supplement the R9-3 signs with a USE CROSSWALK plaque (R9-3bP) if located within 300 feet of a crosswalk.
- Construct a landscaped raised median along SR 934/NW 79th Street between NW 15th Avenue and NW 14th Place and install a midblock crosswalk controlled by Pedestrian Hybrid Beacons. *This recommendation is not affected by the PD&E Study recommendations since the area falls outside of the limits of that study.* The implementation of these improvements requires the following:
    - Restriction of the southbound and westbound left-turn movements at NW 15th Avenue.
    - Restriction of northbound and eastbound left-turn movements and northbound through movements at NW 14th Place.
        - Traffic diversion figures, including alternate routes for the affected movements and Turning Movement Counts are presented in **Appendix H** and **Appendix I,** respectively**.**
    - A public hearing prior to the median opening modifications.
    - The Pedestrian Hybrid Beacons will be installed on two mast arms, and the installation of each mast arm foundation may require a right-of-way clip.
- Extend the raised median eastbound past NW 13th Court and install a signalized crosswalk across SR 934/NW 79th Street to connect with the existing crosswalk across NW 81st Street. *To avoid right-of-way (ROW) acquisition, it is recommended to replace the existing mast arm facing NW 79th Street westbound with a longer mast arm that can also be used to control the eastbound vehicles.*
- Relocate the existing eastbound bus stop at NW 13th Avenue close to the proposed signalized crosswalk at NW 13th Court. *Coordination with Miami Dade Transit Office will be required prior to the implementation of this improvement.*
- Relocate the westbound bus stop at NW 12th Place close to the proposed signalized crosswalk at NW 13th Court. *Coordination with Miami Dade Transit Office will be required prior to the implementation of this improvement.*
- Relocate the existing bus stops east of NW 12th Avenue closer to the signalized crosswalk. *Coordination with Miami Dade Transit Office will be required prior to the implementation of this improvement.*
- Relocate the eastbound bus stop at NW 11th Avenue close to the proposed signalized crosswalk at NW 10th Court west leg. Coordination *with Miami Dade Transit Office will be required prior to the implementation of this improvement.*
- Install a high-emphasis crosswalk on the west leg of the intersection of SR 934/NW 79th Street and NW 10th Court and install

ground-mounted R10-15a signs facing the southbound and westbound approaches.

- Provide a landscaped raised median/traffic separator along SR 934/NW 79th Street between NW 10th Avenue and NW 8th Avenue and install a midblock crosswalk near NW 9th Avenue controlled with mast-arm mounted Pedestrian Hybrid Beacons. The implementation of these improvements requires the following:
  - Restriction of left-turn movements at the intersection of SR 934/NW 79th Street at NW 8th Court.
  - Restriction of southbound, eastbound, and westbound left turn movements at the intersections of SR 934/NW 79th Street at NW 8th Avenue.
  - A public hearing prior to the median opening modifications.
  - *The installation of the mast arm foundation may require a right-of-way clip.*
- Consider providing a Leading Pedestrian Interval to cross all legs at the intersection of SR 934 / NW 79th Street and NW 7th Avenue. An operational analysis and coordination with Miami Dade County are necessary before implementing the LPI.
- Install electronic blank-out signs (R10-15) on the mast-arm uprights for all right turns, replace the existing mast-arm mounted R10-15L sign panel facing northbound left turn with a blank-out sign, and install a mast-arm mounted R10-15L blank out sign facing southbound left turn at the intersection of SR 934 / NW 79th Street and NW 7th Avenue.
  - Installing the R10-15 blank-out signs on the mast arms will require the structural analysis of the mast arms to determine if the existing structures can withstand the additional dead load and wind load. If the structural analysis reveals that the mast arms need to be replaced due to the installation of the blank-out signs, the blank-out signs should be discarded.
- Replace the existing W11-2/W16-7P sign assembly panel at the southwest corner of SR 934/NW 79th Street and NW 6th Court with an R10-15a sign panel.
- **Remove the chevron areas along both sides of the corridor from NW 6th Avenue to NW 5th Avenue and the on-street parking (12 parking spaces) along the south side of SR 934/NW 79th Street to build a raised median and/or traffic separator. However, it should be noted that the removal of on-street parking may be controversial due to lack of on-site parking for the surrounding businesses.**
- Signalize the intersection of SR 934 / NW 79th Street and NW 4th Avenue and provide high-emphasis crosswalks and pedestrian signal heads on all four legs of the intersection. An Intersection Control Evaluation (ICE) will be required. *Implementing this improvement will require the closure and/or modification of one driveway serving the convenience store at the southeast corner.*
- Install a high-emphasis crosswalk on the east leg and install a ground-mounted R10-15a sign facing the northbound approach at the intersection of SR 934/NW 79th Street and NW 2nd Avenue.
- Install lighting at the proposed crosswalks to comply with FDM criteria.
- Increase pedestrian crossing time (FDW) for the intersection of SR 7/NW 79th Street at NW 17th Avenue.

The conceptual improvements for Alternative 3 are presented **in Appendix G.** Traffic diversion figures for all three alternatives, including alternate routes for the affected movements, and Turning Movement Counts are presented in **Appendix H** and **Appendix I,** respectively**.**

4.3 SIGNAL ANALYSIS FOR NW 4th AVENUE

The Alternative 3 improvements include the installation of a signal at the intersection of SR 934 / NW 79th Street at NW 4th Avenue. Installation of the signal at this intersection may be considered using the following MUTCD signal warrant:

- Signal Warrant 6 - Coordinated Signal System which states that the need for a traffic control signal shall be considered if an engineering study finds that on a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide progressive operation.

This intersection is approximately 1,200 feet east of the NW 6th Avenue signal and 800 feet west of the NW 2nd Avenue. All the signals between NW 12th Avenue and the midblock signal east of NW 5th Court are in the same coordinated system. However, the signal at NW 2nd Avenue is on a different coordination system. Installing a signal at this intersection will provide a safe crossing for pedestrians crossing on both sides of NW 4th Avenue and create gaps for side streets to enter or cross the arterial. An Intersection Control Evaluation (ICE) will be needed to evaluate other alternative control strategies for the intersection. The MUTCD warrant extract page is included in **Appendix J.**

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4.4 EVALUATION OF MIDBLOCK CROSSWALKS

There are four (4) proposed midblock pedestrian crosswalks within the study limits. An evaluation was conducted to determine if these locations meet the midblock pedestrian crosswalk installation criteria provided in Section 3.8 of the FDOT Traffic Engineering Manual (TEM). Extract pages of the TEM criteria are included in **Appendix K**. The criteria are primarily based on minimum pedestrian demand for an average day and the characteristics of the proposed midblock crosswalk (average daily traffic volume, distance from nearest crossing, and not being within the influence area of adjacent signalized intersections). **Tables 4.2** and **4.3** present the spacing between the designated crossing facilities (signalized intersections and midblock pedestrian crosswalks) before and after the proposed midblock crooswalks.

Table 4.2: Comparison of spacing between Signalized Crossings (Existing Vs Alternative 1 & 2)

No	Location	Traffic Control	MilePost	Distance Between Existing Signalized Crossings (ft)	Distance Between Existing and Proposed Signalized Crossings (ft) Alternative 1 & 2
1	NW 22 Avenue	Signal	36.970		
2	NW 17 Avenue	Signal	37.483	2709	2709
NEW	East of NW 15 Avenue	Midblock Signal	37.620	-	723
NEW	East of NW 13 Court(North Leg)	Midblock Signal	37.813	-	1019
4	NW 12 Avenue	Signal	37.987	2661	919
5	NW 10 Court	Signal	38.190	1072	1072
NEW	East of NW 9 Court(North Leg)	Midblock Signal	38.306	-	612
6	SR 7/US 441/NW 7 Avenue	Signal	38.493	1600	987
7	NW 6 Court	Signal	38.557	338	338
8	NW 6 Avenue	Signal	38.617	317	317
9	East of NW 5 Court	Midblock Signal	38.700	438	438
NEW	East of NW 4 Avenue	Midblock Signal	38.870	-	898
10	NW 2 Avenue	Signal	39.001	1589	692

Table 4.3: Comparison of spacing between Signalized Crossings (Existing Vs Alternative 3)

No	Location	Traffic Control	MilePost	Distance Between Existing Signalized Crossings (ft)	Distance Between Existing and Proposed Signalized Crossings (ft) Alternative 3
1	NW 22 Avenue	Signal	36.970		
2	NW 17 Avenue	Signal	37.483	2709	2709
NEW	East of NW 15 Avenue	Midblock Signal	37.620	-	723
NEW	East of NW 13 Court(North Leg)	Midblock Signal	37.813	-	1019
4	NW 12 Avenue	Signal	37.987	2661	919
5	NW 10 Court	Signal	38.190	1072	1072
NEW	East of NW 9 Court(North Leg)	Midblock Signal	38.306	-	612
6	SR 7/US 441/NW 7 Avenue	Signal	38.493	1600	987
7	NW 6 Court	Signal	38.557	338	338
8	NW 6 Avenue	Signal	38.617	317	317
9	East of NW 5 Court	Midblock Signal	38.700	438	438
NEW	NW 4 Avenue	Signal	38.845	-	766
10	NW 2 Avenue	Signal	39.001	1589	824

The number of pedestrians/bicyclists crossing SR 934 / NW 79th Street were counted in the field in May 2017 at locations that exhibited a high frequency of midblock pedestrian/bicycle crashes. Four (4) Zones were used for data collection. These zones are depicted on

Figures 4.1 thru **4.4**. The pedestrian volume data for the three hours that presented the highest pedestrian volumes by zone are summarized in **Table 4.4**. Please note that the pedestrian volumes shown in this table are the combined volumes for pedestrians/bicyclists crossing in the north/south. As the table shows, the minimum pedestrian demand criterion is satisfied in all three zones. The raw pedestrian volume data are provided in **Appendix L**.

Table 4.4: Summary of Pedestrians Demand across SR 934

Zone	Count Date	Time of Day	Total Pedestrian
A	Thursday, May 25, 2017	8:00 AM to 9:00 AM	40
		3:00 PM to 4:00 PM	26
		4:00 PM to 5:00 PM	29
B	Thursday, May 25, 2017	12:00 PM to 1:00 PM	48
		3:00 PM to 4:00 PM	46
		6:00 PM to 7:00 PM	45
C	Thursday, May 25, 2017	10:00 AM to 11:00 AM	25
		1:00 PM to 2:00 PM	24
		3:00 PM to 4:00 PM	30
D	Tuesday, May 16, 2017	8:00 AM to 9:00 AM	38
		3:00 PM to 4:00 PM	36
		4:00 PM to 5:00 PM	38

- Zone A - SR 934/NW 79th Street from NW 17th Avenue to NW 14th Avenue
- Zone B - SR 934/NW 79th Street from NW 14th Avenue to NW 12th Place
- Zone C - SR 934/NW 79th Street from NW 10th Avenue to NW 8th Avenue
- Zone D - SR 934/NW 79th Street from NW 4th Avenue to NW 2nd Court

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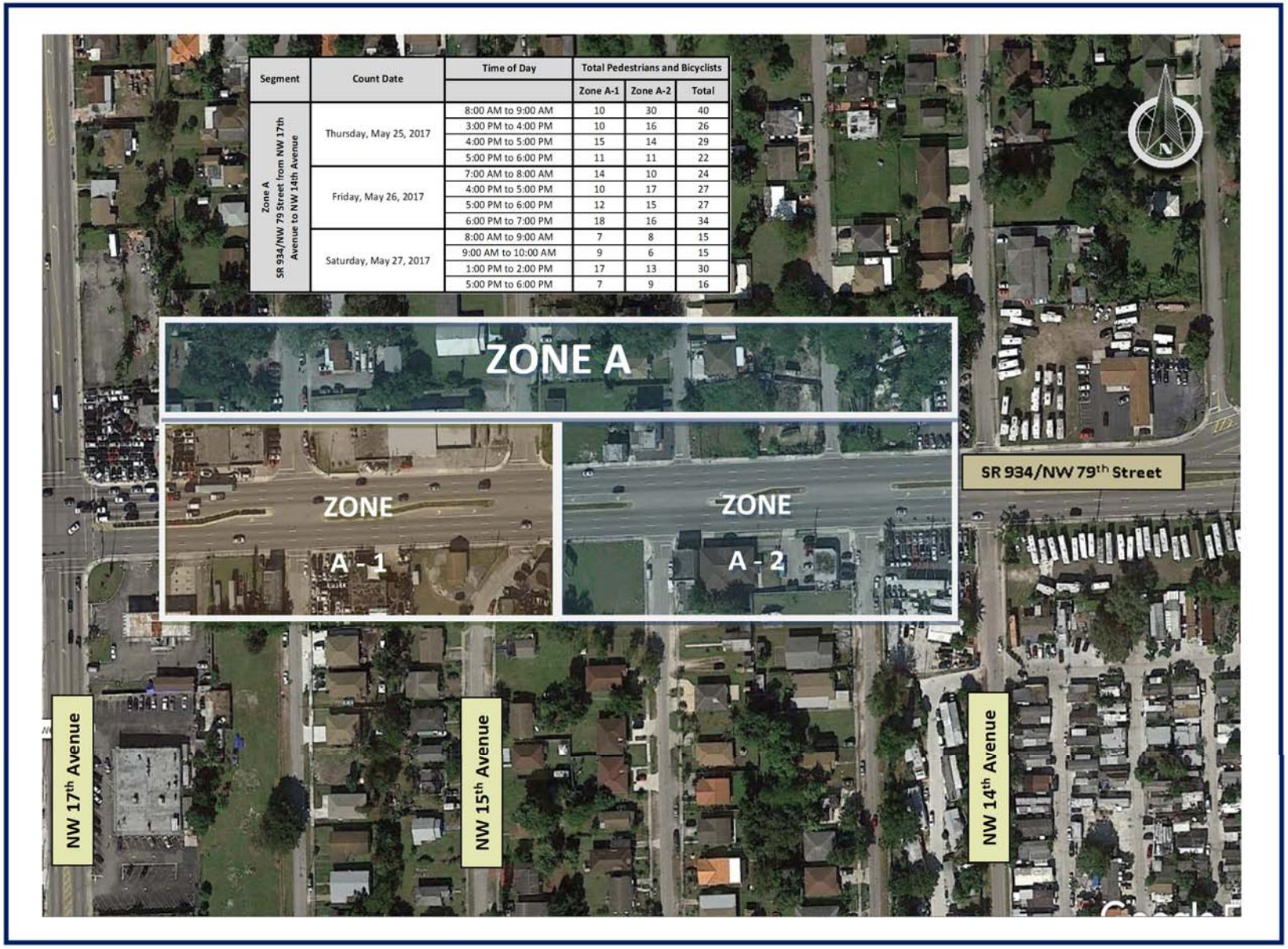
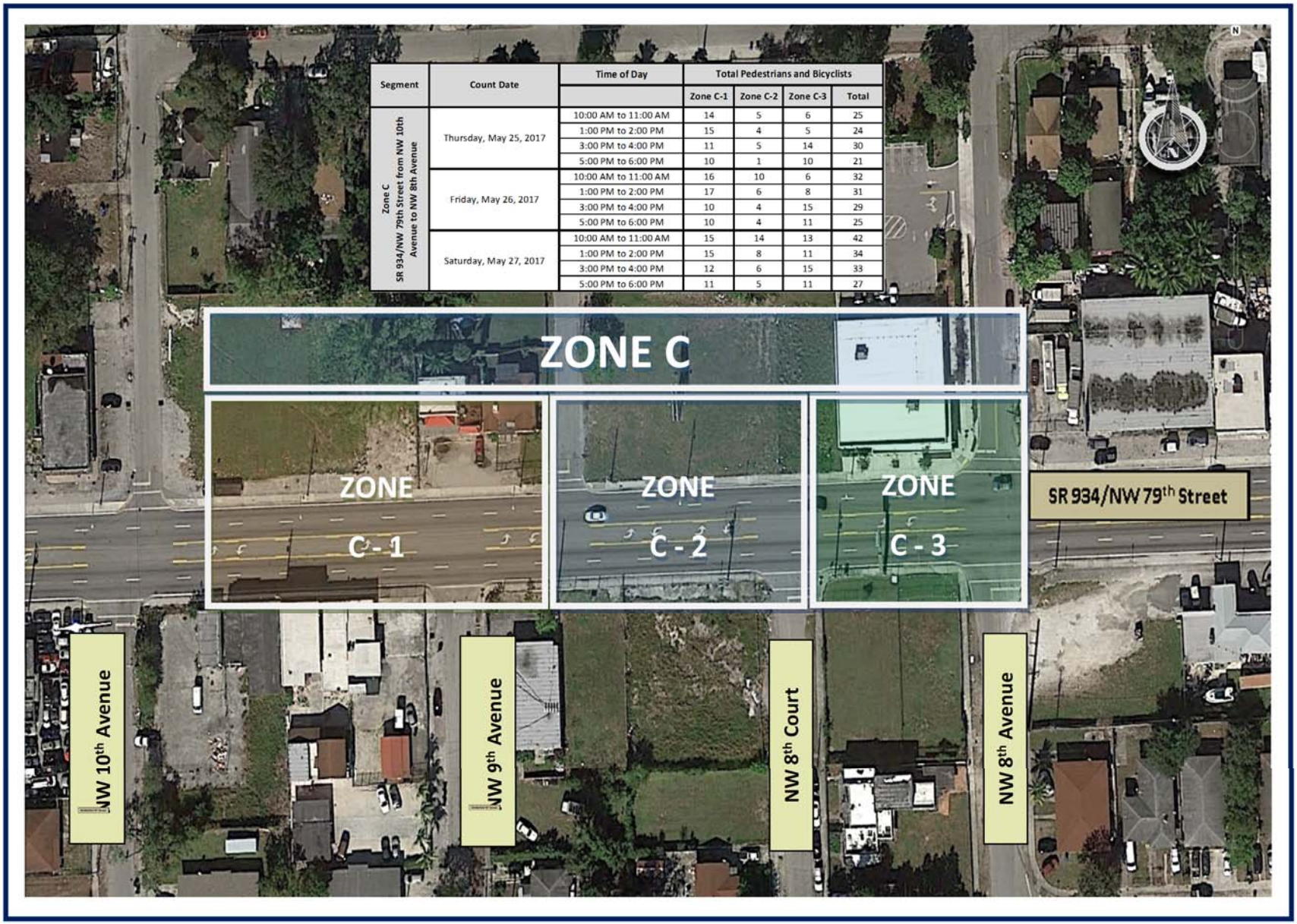


Segment	Count Date	Time of Day	Total Pedestrians and Bicyclists		
			Zone A-1	Zone A-2	Total
Zone A SR 934/NW 79 Street from NW 17th Avenue to NW 14th Avenue	Thursday, May 25, 2017	8:00 AM to 9:00 AM	10	30	40
		3:00 PM to 4:00 PM	10	16	26
		4:00 PM to 5:00 PM	15	14	29
		5:00 PM to 6:00 PM	11	11	22
	Friday, May 26, 2017	7:00 AM to 8:00 AM	14	10	24
		4:00 PM to 5:00 PM	10	17	27
		5:00 PM to 6:00 PM	12	15	27
		6:00 PM to 7:00 PM	18	16	34
	Saturday, May 27, 2017	8:00 AM to 9:00 AM	7	8	15
		9:00 AM to 10:00 AM	9	6	15
		1:00 PM to 2:00 PM	17	13	30
		5:00 PM to 6:00 PM	7	9	16

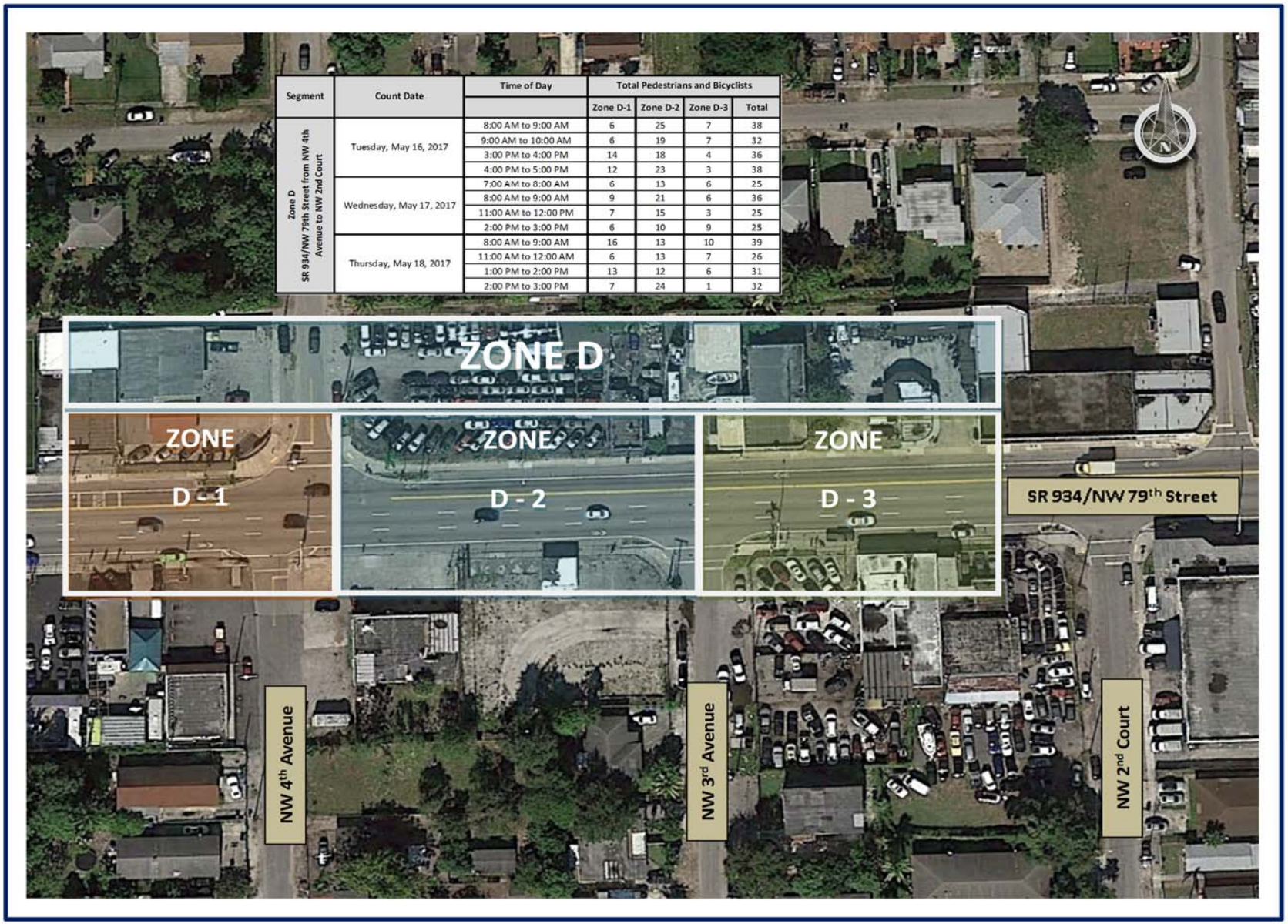
Figure 4.1: SR 934 from NW 17th Avenue to NW 14th Avenue (Zone A)

Figure 4.2: SR 934 from NW 14th Avenue to NW 12th Place (Zone B)



Segment	Count Date	Time of Day	Total Pedestrians and Bicyclists			
			Zone C-1	Zone C-2	Zone C-3	Total
Zone C SR 934/NW 79th Street from NW 10th Avenue to NW 8th Avenue	Thursday, May 25, 2017	10:00 AM to 11:00 AM	14	5	6	25
		1:00 PM to 2:00 PM	15	4	5	24
		3:00 PM to 4:00 PM	11	5	14	30
		5:00 PM to 6:00 PM	10	1	10	21
	Friday, May 26, 2017	10:00 AM to 11:00 AM	16	10	6	32
		1:00 PM to 2:00 PM	17	6	8	31
		3:00 PM to 4:00 PM	10	4	15	29
		5:00 PM to 6:00 PM	10	4	11	25
	Saturday, May 27, 2017	10:00 AM to 11:00 AM	15	14	13	42
		1:00 PM to 2:00 PM	15	8	11	34
		3:00 PM to 4:00 PM	12	6	15	33
		5:00 PM to 6:00 PM	11	5	11	27

Figure 4.3: SR 934 from NW 9th Avenue to NW 8th Avenue (Zone C)



Segment	Count Date	Time of Day	Total Pedestrians and Bicyclists			
			Zone D-1	Zone D-2	Zone D-3	Total
Zone D SR 934/NW 79th Street from NW 4th Avenue to NW 2nd Court	Tuesday, May 16, 2017	8:00 AM to 9:00 AM	6	25	7	38
		9:00 AM to 10:00 AM	6	19	7	32
		3:00 PM to 4:00 PM	14	18	4	36
		4:00 PM to 5:00 PM	12	23	3	38
	Wednesday, May 17, 2017	7:00 AM to 8:00 AM	6	13	6	25
		8:00 AM to 9:00 AM	9	21	6	36
		11:00 AM to 12:00 PM	7	15	3	25
		2:00 PM to 3:00 PM	6	10	9	25
	Thursday, May 18, 2017	8:00 AM to 9:00 AM	16	13	10	39
		11:00 AM to 12:00 AM	6	13	7	26
		1:00 PM to 2:00 PM	13	12	6	31
		2:00 PM to 3:00 PM	7	24	1	32

Figure 4.4: SR 934 from NW 4th Avenue to NW 2nd Court (Zone D)

Minimum Vehicular Demand

The TEM criteria specify that existing traffic must have a minimum of 2,000 vehicles per day along the roadway segment before considering the installation of a midblock crosswalk. The 72-hour machine counts collected showed an ADT of 37,300 vehicles per day along SR 934 / NW 79th Street west of NW 15th Avenue and 30,895 vehicles per day east of NW 4th Avenue. One-day counts were also taken west of the intersection of NW 9th Avenue, as summarized in **Table 4.5.** The raw machine counts, as well as the Turning Movement Counts for intersections are included in **Appendix M**.

Table 4.5: Summary of Daily Vehicular Traffic

Location	Date	Volume	ADT
NW 79 Street West of NW 15 Avenue (Bi-directional)	5/16/2017	36,800	37,307
	5/17/2017	37,110	
	5/18/2017	37,997	
NW 79 Street East of NW 9 Avenue (Bi-directional)	7/10/2017	23,055	-
NW 79 Street East of NW 4 Avenue (Bi-directional)	5/16/2017	30,664	30,895
	5/17/2017	30,814	
	5/18/2017	31,203	

Although not part of the installation criteria, an evaluation of speed and gaps was also conducted along the corridor, as described below.

Speed Data

The speed data along the corridor was obtained using the same set-up used for the vehicle machine counts. The data was used to determine the 85th percentile speed and the 10 MPH pace, as summarized in **Table 4.6**. The data was also analyzed to determine the percentage of vehicles exceeding the speed limit of 40 MPH (west of I-95) and 35 MPH (east of I-95). The 85th percentile speed was in line with the posted speed limit. However, an evaluation of the raw speed data, included in **Appendix N,** revealed several vehicles traveling far exceeding the speed limit, thus endangering pedestrians attempting to cross the roadway.

Table 4.6: Summary of Speed Data

		5/16/2017		5/17/2017		5/18/2017	
	Direction	85th Percentile (MPH)	10-Mile Pace (MPH)	85th Percentile (MPH)	10-Mile Pace (MPH)	85th Percentile (MPH)	10-Mile Pace (MPH)
NW 79 Street (West of I-95)	EB	41	29-38	41	29-38	40	17-26
	WB	41	31-40	42	32-41	40	30-39
NW 79 Street (East of I-95)	EB	33	15-24	33	15-24	32	15-24
	WB	26	14-23	26	14-23	26	14-23

Vehicle Gap Analysis

A vehicle gap analysis was performed to determine the size and number of gaps in the vehicular traffic stream for pedestrians to cross SR 934 / NW 79th Street in the two zones where midblock crosswalks were being considered. The adequate gap time required for pedestrians to cross SR 934 / NW 79th Street was calculated and compared to the available vehicular gap data. The adequate gap time required for pedestrians to cross the street (G) was obtained by using the following equation provided in FDOT's Manual on Uniform Traffic Studies, Chapter 8 as shown below:

$$G = W/s + 3 + 2 * (N - 1)$$

Where:

G = Critical gap (seconds)
W= Walking Distance (feet)
S = Walking speed (3.5 feet/second)
N-1 = Pedestrian clearance time (seconds)
N = Number of pedestrian rows in 85th percentile group size

An adequate gap for pedestrians is any gap that is larger than the critical gap calculated. The number of adequate gaps at the location should be at least equal to the number of pedestrians desiring to cross. Otherwise, interruption to the traffic flow would be required to allow safe crossing. **Table 4.7** summarizes the gap analysis, and the raw data collected for the study are included in **Appendix O**. Based on the above formula, the critical gaps were calculated and rounded up. Since Zone A and Zone Be are located in a portion of the arterial that is divided with a raised median, the gaps are calculated for each direction of travel. The critical gaps for Zone A and Zone B were calculated as 14 seconds for each direction, while for Zones C and D, the critical gaps (both directions) were calculated as 17 seconds and 21 seconds, respectively. As shown in the table, adequate gaps large enough for safe pedestrian crossing are not always available. As can be seen from the table, the number of Gaps is sometimes not adequate, especially in the undivided portion of the arterial.

Table 4.7: Summary of Gap Analysis

Zone	Count Date	Direction	Time of Day	Total Pedestrian	Adequate Gaps
A	Tuesday, May 16, 2017	EB	8:00 AM to 9:00 AM	40	**47**
			3:00 PM to 4:00 PM	26	**52**
			4:00 PM to 5:00 PM	29	**55**
		WB	8:00 AM to 9:00 AM	40	55
			3:00 PM to 4:00 PM	26	48
			4:00 PM to 5:00 PM	29	53
B	Tuesday, May 16, 2017	EB	8:00 AM to 9:00 AM	48	**47**
			12:00 PM- 1:00 PM	46	**51**
			6:00 PM to 7:00 PM	45	**59**
		WB	8:00 AM to 9:00 AM	48	55
			12:00 PM- 1:00 PM	46	60
			6:00 PM to 7:00 PM	45	55
C	Wednesday, July 12, 2017	Bi-directional	10:00 AM to 11:00 AM	25	14
			1:00 PM to 2:00 PM	24	13
			3:00 PM to 4:00 PM	30	4
D	Tuesday May 16, 2017	Bi-directional	8:00 AM to 9:00 AM	38	2
			3:00 PM to 4:00 AM	36	0
			4:00 PM to 5:00 PM	38	1

- Zone A - SR 934/NW 79th Street from NW 17th Avenue to NW 14th Avenue
- Zone B - SR 934/NW 79th Street from NW 14th Avenue to NW 12th Place
- Zone C - SR 934/NW 79th Street from NW 10th Avenue to NW 8th Avenue
- Zone D - SR 934/NW 79th Street from NW 4th Avenue to NW 2nd Court

The evaluation of each proposed midblock location is discussed below:

Near NW 15th Avenue

- This proposed midblock crosswalk location is located in Pedestrian Count Zone A.
- The location meets the minimum pedestrian demand and is located approximately 700 feet from the nearest crossing, has an ADT that exceeds the minimum threshold of 2,000 vehicles per day, and is located between two signalized intersections that are almost 2,600 feet apart
- Based on the evaluation, the suggested location is suitable for a midblock pedestrian crosswalk.

Near NW 13th Court

- This proposed midblock crosswalk location is located in Pedestrian Count Zone B.
- The location meets the minimum pedestrian demand.
- Based on the evaluation, the suggested location is suitable for a midblock pedestrian crosswalk.
- This midblock is located at a location that is already signalized for the westbound direction and is located over 800 feet from the nearest signalized crossing at NW 12th Avenue.

Near NW 9th Avenue

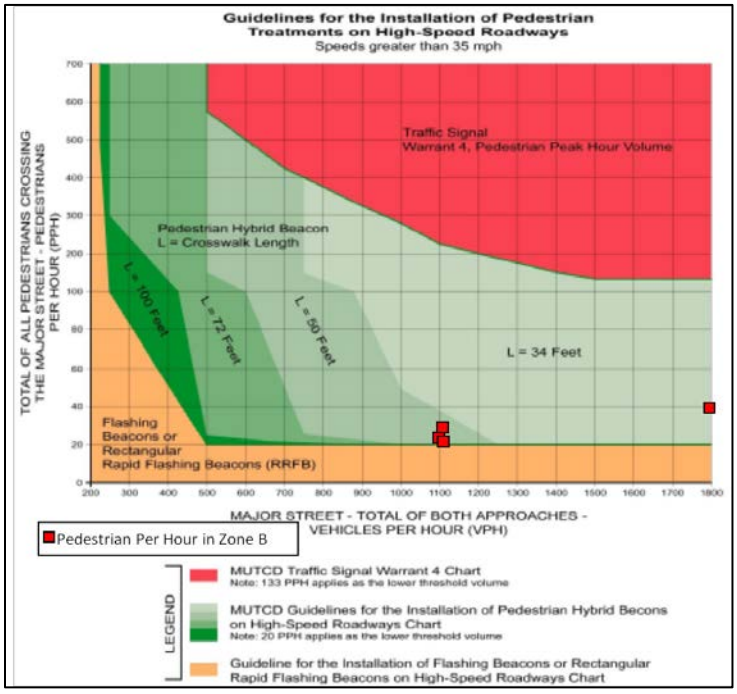
- This proposed midblock crosswalk location is located in Pedestrian Count Zone C.
- The location meets the minimum pedestrian demand, is located almost 550 feet from the nearest alternative crossing, has an ADT that exceeds the minimum threshold of 2,000 vehicles per day and is located between two signalized intersections that are almost 1,500 feet apart.
- Based on the evaluation, the suggested location is suitable for a midblock pedestrian crosswalk.

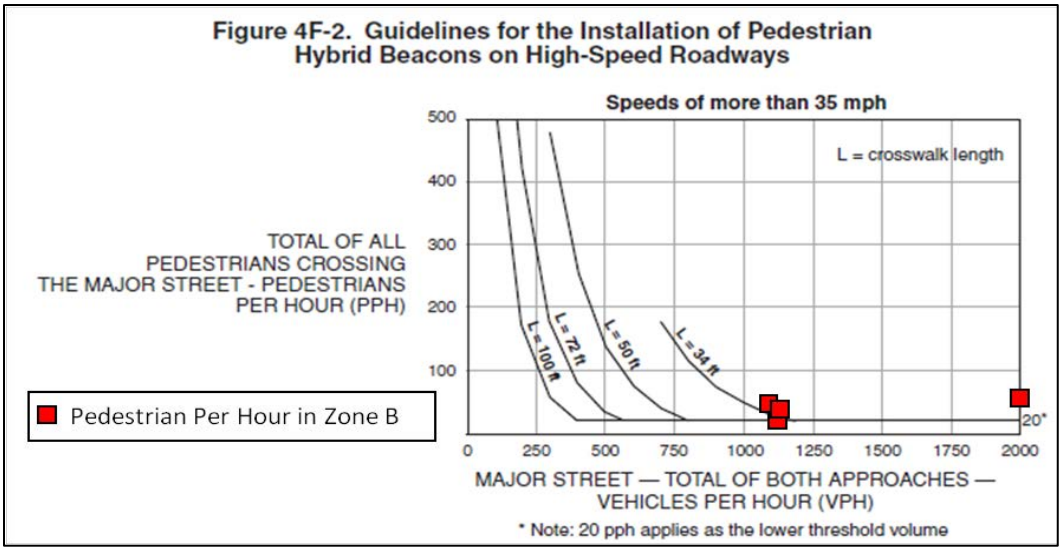
Near NW 4th Avenue

- This proposed midblock crosswalk location is located in Pedestrian Count Zone D.
- The location meets the minimum pedestrian demand, is located almost 700 feet from the nearest alternative crossing, has an ADT that exceeds the minimum threshold of 2,000 vehicles per day and is located between two signalized intersections that are almost 2,000 feet apart.
- Based on the evaluation, the suggested location is suitable for a midblock pedestrian crosswalk.

TEM guidelines for the Installation of Pedestrian Treatments on High-Speed roadways (Figure 3.8.5 – speeds greater than 35 MPH) and MUTCD 2009 Guidelines for the Installation of Pedestrian Hybrid Beacons (Figure 4F-2) were evaluated for the proposed midblock crosswalks (See **Exhibit 18** on next page). Guidelines show that the most appropriate treatment for both midblock crosswalks in Zone A and Zone B would be a Pedestrian Hybrid Beacon signals, while the proposed midblock in Zone C will be signalized to maintain consistency with the existing midblock near NW 5th Court.

Exhibit 18: TEM and MUTCD Guidelines for Installation of Pedestrian Treatments





4.5 BENEFIT / COST ANALYSIS

Given that the PD&E improvement recommendations (Alternative 1) will not be implemented and that Alternative 2 is not feasible due to the operational impacts along NW/NE 79th Street, this report includes only the Benefit/Cost analysis (B/C) for the improvement's recommendations proposed under **Alternative 3,** along SR 934 / NW 79th Avenue from NW 25th Avenue to NW 1st Place. The analysis includes evaluating the potential reduction of pedestrian, and bicyclist crashes upon implementing the improvements and the associated estimated improvement costs.

Cost Estimate for Alternative 3

The preliminary costs for this alternative are presented in **Table 4.8**. The estimated cost for the safety improvements was calculated at approximately **$5,680,000,** including costs for right-of-way acquisition and approximately **$5,510,000** without right-of-way acquisition costs.

Table 4.8: Preliminary Construction Cost Estimate for Alternative 3

SAFETY IMPROVEMENTS	COST WITHOUT ROW	COST WITH ROW
ROADWAY	$ 802,655.00	$802,655.00
SIGNING AND PAVEMENT MARKINGS	$ 328,939.00	$ 328,939.00
SIGNALIZATION AND LIGHTING	$ 1,536,946.00	$ 1,536,946.00
SUBTOTAL	**$2,668,540.00**	**$2,668,540.00**
10% General Mobilization	$ 266,854.00	$ 266,854.00
20% Maintenance of Traffic	$ 533,708.00	$ 533,708.00
Contingency	$ 200,000.00	$ 200,000.00
PE & CEI	$ 1,834,551.00	$ 1,834,551.00
RIGHT OF WAY	$ -	$ 175,900.00
GRAND TOTAL	**$ 5,503,653.00**	**$ 5,679,553.00**

Detailed cost estimates for the three alternatives are included in **Appendix P**.

Crash Reduction Factors (CRF)

An estimation of the total potential crash reduction for the improvements proposed under the Pedestrian Safety Study Alternative 3 and the improvements proposed under the Safety Study for NW 27th Avenue, NW 22nd Avenue, and NW 17th Avenue was calculated. The calculations were performed using the following sources: the Department's "CRASH"9 database; the FHWA report titled "Desktop Reference for Crash Reduction Factors" (Sept 2008); and the Crash Modification Factors (CMF) Clearinghouse. **Tables 4.9** illustrates in detail the crash reduction computations for the safety-related improvements for the Pedestrian Safety Study Alternative 3 and the crash targeted and reduced according to the intersection safety studies for NW 27th Avenue, NW 22nd Avenue, and NW 17th Avenue. Applying the CRF sources mentioned above, it is estimated that the safety improvements identified for all studies will result in nearly **20.17** crash reductions per year.

Table 4.9: Crash Reduction Computation for Alternative 3

	PROPOSED IMPROVEMENTS		CRF	Adjustment Reduction Factor	Source	CRASHES TARGETED				NUMBER OF REDUCED CRASHES	TOTAL CRASH REDUCED
						PEDESTRIAN BICYCLE	REAR-END	ANGLE	LEFT-TURN		
1	SR 934 Pedestrian Study (2018 THRU 2022)	Install a raised medians	46%	20%	FHWA Pg. 32	**8**				2.94	2.94
2		Provide high emphasis crosswalks	40%	75%	CMF Clearinghouse ID # 4123	**35**				3.50	3.50
3		Install pedestrian signing to conform to MUTCD	15%	75%	CMF Clearinghouse ID # 62	**78**				2.93	2.93
4		Provide intersection/midblock crossing illumination	78%	75%	CMF Clearinghose ID # 435	**9**				1.76	1.76
5		Install pedestrian hybrid beacon or pedestrian signal with advanced stop markings and signs	57%	20%	CFM Clearinghouse CMF ID: 9021	**9**				4.09	4.09
		Total Crashes Reduced in 5-Years									15.21
		Total Crashes Reduced Per Year									3.04
6	SR 934 at NW 27 Ave Safety Study (2016 THRU 2018)	Install signal backplates (or visors)	40%		CFM Clearinghouse CMF ID: 1448		103			18.60	18.60
7		Install signal backplates (or visors)	40%		CFM Clearinghouse CMF ID: 1449			12		1.20	1.20
8		Prohibit left-turns with "No Left Turn" sign	64%		CFM Clearinghouse CMF ID: 390				24	3.20	3.20
		Total Crashes Reduced in 3-Years									23.00
		Total Crashes Reduced Per Year									7.67
9	SR 934 at NW 22 Ave Safety Study (2014 THRU 2018)	Converting of protected/permissive left-turn phasing to protected only for EB/WB	60%		CFM Clearinghouse				29	14.50	14.50
		Total Crashes Reduced in 5-Years									14.50
		Total Crashes Reduced Per Year									2.90
10	SR 934 at NW 17 Ave Safety Study (2016 THRU 2018)	Install signal backplates (or visors) & Add signal head	40%		CFM Clearinghouse CMF ID: 1448 & 1414		38			9.26	9.26
11		Install signal backplates (or visors) & Add signal head	40%		CFM Clearinghouse CMF ID: 1448 & 1414			22		3.20	3.20
12		Improve left-turn lane offset to create positive offset	38%		CFM Clearinghouse CMF ID: 6097				24	7.22	7.22
		Total Crashes Reduced in 3-Years									19.68
		Total Crashes Reduced Per Year									6.56
		CRASHES REDUCED PER YEAR									**20.17**

4.6 B/C CALCULATION

The safety B/C ratio values were calculated for all the improvements presented under **Alternative 3,** as shown in **Table 4.10**. The B/C ratios for **Alternative 3** were calculated to be 5.2 without right-of-way costs and 5.1 with right-of-way costs. The detailed B/C ratio computations are shown in **Appendix Q**.

Table 4.10: Summary of B/C Analysis for Alternative 3

DESCRIPTION	COST WITHOUT ROW	COST WITH ROW
Safety Benefits	$ 2,482,671.83	$ 2,482,671.83
Annualized Cost of Project	$ 476,654.30	$ 489,597.33
SAFETY B/C	**5.2**	**5.1**
NVP	**$ 10,671,530.57**	**$ 10,495,630.57**

5.0 CONCLUSION / RECOMMENDATIONS

Based on the historical crash analysis and field observations, three proposed improvement alternatives were evaluated.

Three improvement alternatives were developed. All three alternatives provide more crossing opportunities for pedestrians across SR 934/NW 79th Street. To the west of I-95, all alternatives propose to install three new signalized midblock crosswalks. Two midblock crosswalks located between NW 15th Avenue and NW 14th Place and between NW 9th Avenue and NW 8th Court will be controlled by Pedestrian Hybrid Beacons. A midblock crosswalk is proposed to be installed at NW 13th Court, which is already signalized in one direction. To the east of I-95, a signalized midblock crosswalk is proposed under both Alternatives 1 and 2, while Alternative 3 proposes to install a full signal at the intersection of SR 934/NW 79th Street and NW 4th Avenue along with a combination of a raised median and traffic separators. Each alternative analyzed offers the following pros and cons:

Alternative 1:

Pros:

- Enhances pedestrian/bicycle safety by providing more crossing opportunities.
- Shortens the distance between available crossings compared to existing conditions.
- Creates more awareness among motorists regarding pedestrian facilities by enhancing signage.
- Reduces pedestrian crossing exposure by providing refuge areas on the raised median/traffic separators.

Cons:

- Although the alternative provides another signalized midblock crosswalk to the east of I-95, it does not provide a raised median that could be a refuge for crossing pedestrians. The safety benefits to pedestrians in this area will still be limited due to the long distance between the crossings (existing and proposed) and the fact that some pedestrians are likely to continue crossing away from the designated crossings.
- The removal of four parking spacing east of NW 4th Avenue may be controversial and face resistance from the surrounding business owners.

PD&E improvement recommendations will not be implemented. Therefore, the Department has decided not to proceed with this alternative.

Alternative 2:

Pros:

- Enhances pedestrian/bicycle safety by providing more crossing opportunities.
- Shortens the distance between available crossings compared to the existing conditions.
- Creates more awareness among motorists regarding pedestrian facilities by enhancing signage.
- Reduces pedestrian crossing exposure by providing refuge areas on the raised median/traffic separators.

Cons:

- Reducing the number of travel lanes in the eastbound direction east of I-95 may cause an impact on vehicular operation, resulting in more travel time and/or delays.

- It requires the removal of four parking spacing east of NW 4th Avenue, which may be controversial and face resistance from the surrounding business owners.

Given the operational impact of reducing an eastbound lane, this alternative will not be considered.

Alternative 3: **(Preferred)**

Pros:

- Enhances pedestrian/bicycle safety by providing more crossing opportunities.
- Shortens the distance between available crossings compared to the existing conditions.
- Creates more awareness among motorists regarding pedestrian facilities by enhancing signage.
- Reduces pedestrian crossing exposure by providing refuge areas on the raised median/traffic separators.

Cons:

- It requires the removal of 12 parking spaces east of I-95, which may be controversial and face resistance from business owners.
- Installation of the signal at NW 4th Avenue will add to the project cost compared to the other two alternatives.

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APPENDIX A – PD&E STUDY REPORT EXTRACTS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TECHNICAL REPORT COVERSHEET

650-050-38
ENVIRONMENTAL
MANAGEMENT
06/17

Preliminary Engineering Report - Final

Florida Department of Transportation

District Six

SR 934/NE/NW 79 ST

Limits of Project: FROM WEST OF I-95 (13 CT) TO END OF SR 934/1 WAY PR

Miami-Dade County, Florida

Financial Management Number: 410646-4-22-01

ETDM Number: 14312

October 4, 2019

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

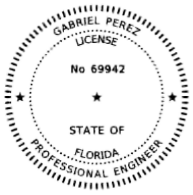
Authorized Signature

Gabriel Perez, PE
Print/Type Name

Project Manager
Title

901 Ponce de Leon Boulevard, Suite 900
Address

Coral Gables, FL, 33134
Address



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STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BOULEVARD, SUITE 90(
CORAL GABLES, FLORIDA 33134-3070
CERTIFICATE OF AUTHORIZATION 27013
GABRIEL PEREZ, P.E.
P.E. LICENSE NUMBER 69942

Seal

1.0 PROJECT SUMMARY

The Florida Department of Transportation (FDOT) District Six is conducting a Project Development and Environment (PD&E) Study for improvements to SR 934 – NE/NW 79th Street and NE/NW 81st/82nd Street from NW 13th Court to N Bayshore Drive in Miami-Dade County, Florida.

This Preliminary Engineering Report (PER) contains detailed information that fulfills the purpose and need for the project.

1.1 PROJECT BACKGROUND

In 2007, FDOT conducted a PD&E Study for SR 934 – NW/NE 79th Street and NW/NE 81st/82nd Street from NW 13th Court to Biscayne Bay to investigate livability enhancement strategies and mobility improvements along the corridor. Six proposed design alternatives were evaluated and compared to a No-Action alternative. Of the seven alternatives evaluated, none could balance project benefits with project impacts; therefore, the PD&E Study was placed in abeyance until additional support and research could be garnered for additional improvements. As such, the PD&E Study did not recommend an alternative to the Federal Highway Administration (FHWA) for Location and Design Concept Acceptance. The findings of the PD&E Study did indicate that long-term capacity/operational enhancements are needed along the project corridor to address congestion, safety conditions, and other "livability" issues.

1.2 PROJECT DESCRIPTION

This roadway project entails improving capacity deficiencies/traffic operations and multimodal use along SR 934 - NE/NW 79th Street and NE/NW 81st/82nd Street from NW 13th Court to N Bayshore Drive in order to address existing congestion and future travel demand, including safety conditions.

The SR 934 corridor extends east-west from SR 826/Palmetto Expressway to SR A1A in northern Miami-Dade County. The project segment of SR 934 is classified as a principal arterial east of I-95/SR 9A and a minor arterial west of I-95/SR 9A. Directly linking to major north-south facilities such as US 441/SR 7/NW 7th Avenue, I-95/SR 9A, and US 1/SR 5/Biscayne Boulevard, SR 934 services local commuter traffic to and from several adjacent communities. East of Biscayne Bay, SR 934 becomes the NE 79th Street Causeway/North Bay Causeway connecting Pelican Harbor Marina, North Bay Island, Treasure Island, Normandy Isle, and finally the City of Miami Beach to the mainland of Miami-Dade County. As one of only seven major roadways providing access to the coastal barrier islands within Miami-Dade County, SR 934 also facilitates regional traffic.

SR 934 - NE/NW 79th Street and NE/NW 81st/82nd Street function as an unbalanced one-way roadway pair within the limits of the study. The one-way pair begins at NW 13th Court (western limit) and ends at N Bayshore Drive (eastern limit). Beyond these limits, the SR 934 corridor transitions from an unbalanced one-way pair into a conventional two-way roadway.

The project corridor is located within the City of Miami and Unincorporated Miami-Dade County. SR 934 - NE/NW 79th Street is predominantly bordered by commercial properties. SR 934 - NE/NW 81st/82nd Street traverses a combination of residential and commercial areas; most of the commercial development occurs at or near major intersections. The project corridor is also located within the Miami-Dade County Enterprise Zone and the NE/NW 79th Street Corridor Community Redevelopment Area (adopted by the Miami-Dade County Commission in May 2009). In addition, the area north of SR 934 - NE/NW 79th Street and west of N Miami Avenue falls within the Miami-Dade County designated "West Little River Neighborhood Revitalization Strategy Area"; the area directly south of SR 934 - NE/NW 79th Street and west of NW 7th Avenue is

designated by Miami-Dade County as the "Model City Neighborhood Revitalization Strategy Area". Improvements along the SR 934 corridor are intended to stimulate economic redevelopment within the overall area while balancing livability enhancements with mobility needs, traffic operations, and safety concerns.

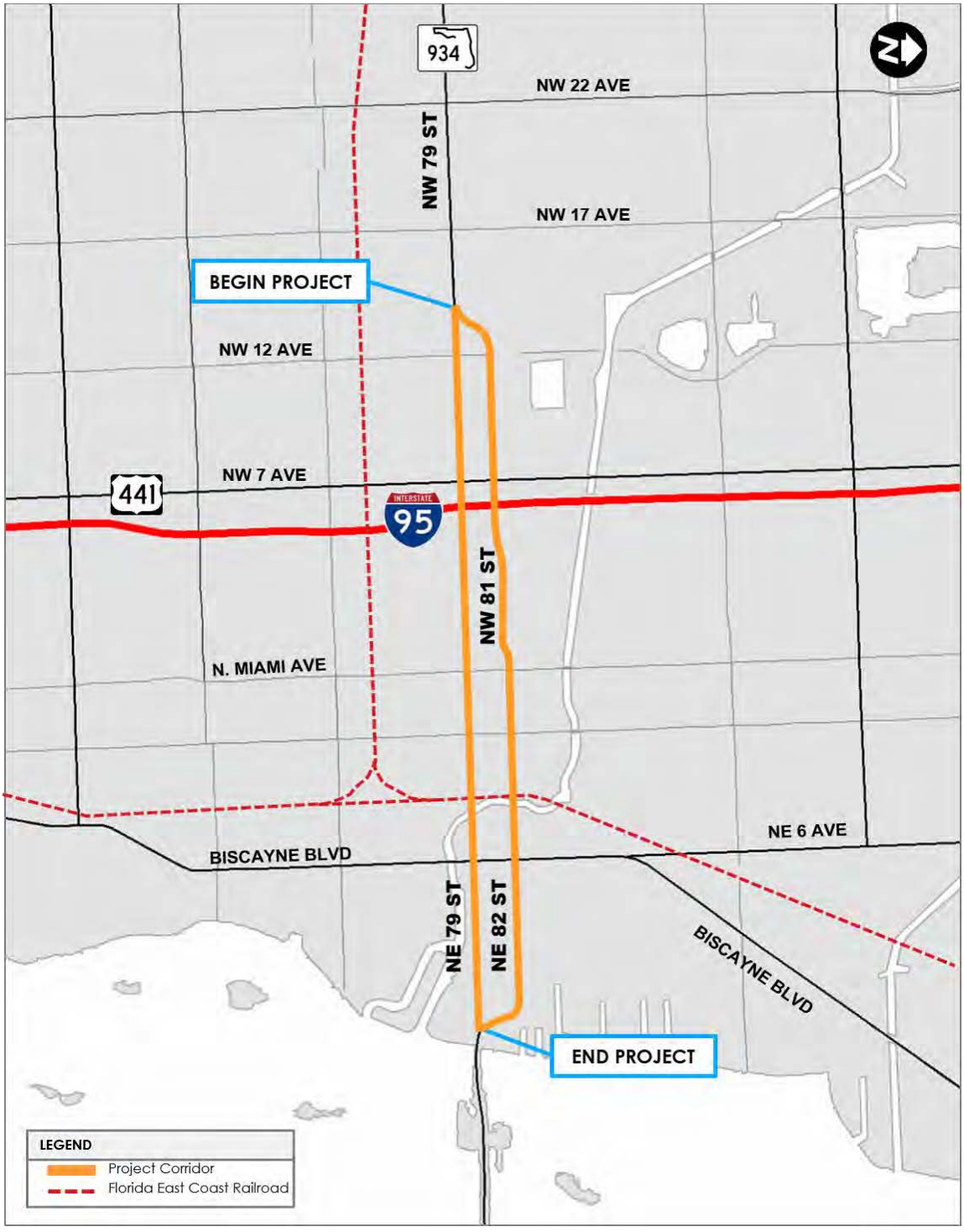


Figure 1-1 Project Location Map

1.3 PURPOSE AND NEED

The purpose of this project is to improve capacity deficiencies/traffic operations and multimodal use along SR 934 - NE/NW 79th Street and NE/NW 81st/82nd Street from NW 13th Court to N Bayshore Drive in order to address existing congestion and future travel demand, including safety conditions. A major objective of the project is to achieve a balance between the "Complete Streets/Livability Goals" of the local community and both local and regional "Mobility Goals" as presented below.

COMPLETE STREETS/LIVABILITY GOALS

- Promote a choice in transportation through a balance of travel modes.
- Provide traffic relief in the form of traffic calming along NE/NW 81st/82nd Street. This involves a reduction in motorized vehicle volumes where practical, as well as a reduction in motorized vehicle average speeds.
- Promote a safe, walkable, and easy-to-bike environment by improving existing multimodal transportation facilities for all users within and beyond the project limits.
- Enhance the area's image and aesthetic quality along the corridor (through the consideration of landscaping, lighting, and streetscape improvements).
- Address on-street parking and loading/delivery issues and concerns along the corridor.
- Improve business access along NE/NW 79th Street.

MOBILITY GOALS

- Relieve congestion and improve capacity along the corridor by enhancing the people-carrying capacity of the transportation network primarily through the use of new enhanced bus service along with supporting pedestrian and bicycle facilities.
- Increase average transit speed, reliability, capacity, intensity/frequency, span of service, and convenience along the corridor.
- Promote and support a multimodal multi-user transportation corridor that is more pedestrian and bicycle friendly.
- Support and provide congestion management strategies including potential intersection improvements.
- Improve multimodal transportation safety for local users and commuters.
- Provide for adequate emergency response service and hurricane evacuation times.

Strategies that will be considered to address the project goals and overall intent include:

- Lane (parking and/or travel lane) repurposing and roadway and bridge resurfacing, restoration and rehabilitation
- Roadway and bridge minor widening and bridge and railroad crossing rehabilitation and/or replacement
- Potential ramp terminal improvements and/or additional lanes at the I-95 split diamond interchange
- Special treatments and/or additional lanes at all intersections
- Widening/improvements of all crossroads up to 1,000 ft. in each direction where necessary to provide intersection operation at Level of Service D or higher where feasible

- Access management improvements along SR 934 - NE/NW 79th Street and NE/NW 81st/82nd Street

The SR 934 project corridor operates at or over capacity during peak travel times as indicated through the traffic analysis conducted as part of the 2007 PD&E Study. Conditions are expected to deteriorate further if improvements are not implemented as the existing roadways lack sufficient capacity and lane functionality to accommodate the projected travel demand.

1.3.1 Capacity/Transportation Demand

In 2007, the Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study for SR 934 - NE/NW 79th Street and NE/NW 81st/82nd Street from NW 13th Court to Biscayne Bay. The traffic analysis conducted as part of the 2007 PD&E Study indicated that the SR 934 project corridor operates at or over capacity during peak travel times, thus affecting automobile and transit travel. The LOS target for SR 934 is D as set by the Miami-Dade County Comprehensive Development Master Plan and FDOT.

The PD&E Study revealed failing conditions along the existing segments of the corridor during peak periods. It was reported that eastbound SR 934 - NE/NW 79th Street operates at an overall LOS E west of I-95/SR 9A and LOS D east of I-95/SR 9A during the AM peak; in the westbound direction, the roadway operates at LOS D west of I-95/SR 9A and LOS F east of I-95/SR 9A. SR 934 - NE/NW 81st/82nd Street operates at LOS E west of I-95/SR 9A, LOS B between I-95/SR 9A and Biscayne Boulevard, and LOS D east of Biscayne Boulevard in the AM peak. During the PM peak, SR 934 - NE/NW 79th Street operates under worse conditions (LOS E and F) in the eastbound direction than during the AM peak. However, the corridor operates at better conditions in the westbound direction. During the PM peak, SR 934 - NE/NW 81st/82nd Street generally operates at the same LOS B and LOS E as during the AM peak.

In general, the PD&E Study documented that eastbound SR 934 failed during the PM peak. Westbound SR 934 - NE/NW 81st/82nd Street operates at a better level of service during both peak hours than westbound SR 934 - NE/NW 79th Street. It should additionally be noted that some of the most severe congestion is located at the intersections of three major north-south regional roadways [US 441/SR 7/NW 7th Avenue, I-95/SR 9A, and US 1/SR 5/Biscayne Boulevard] where the highest turning movement volumes are concentrated.

The deficient LOS values along the corridor are likely the result of:

1. A series of closely spaced signalized intersections;
2. Poor signal progression;
3. Large number of turning movements at intersections; and
4. Heavy northbound and southbound traffic volumes thus limiting the amount of green time available for the eastbound and westbound movements.

Based on the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan, the project corridor traverses three transportation planning areas: central, northwest, and north. Between 2010 and 2040, the central transportation planning area is expected to grow by 27.9% in population and 32.5% in employment; the northwestern area is expected to grow by 20% in population and 41.9% in employment. The north transportation planning area is anticipated to remain the most populous increasing by 38.5% in population and 42.7% in employment. The projected growth in the area coupled with anticipated economic redevelopment along the project facility will result in a significant increase in travel demand and further deteriorate the conditions of the congested SR 934 corridor. The 2007 PD&E Study further

indicated a 40% increase in vehicular volumes by the design year resulting in failing LOS conditions, particularly if no improvements occur along the project corridor.

1.3.2 Safety

FDOT crash data revealed that over 3,000 crashes (total) occurred along the project corridor for the five-year period from 2010 to 2014. Specifically, 1,989 crashes occurred along SR 934 - NE/NW 79th Street from NW 13th Court to N Bayshore Drive, 662 accidents occurred along SR 934 - NE/NW 81st/82nd Street from NW 13th Court to N Bayshore Drive, 335 crashes occurred along the corridor west of NW 13th Court, and 306 accidents occurred along the corridor east of N Bayshore Drive.

According to the FDOT crash data, the safety ratio along SR 934 - NE/NW 79th Street is above 1.0 signifying that the number of crashes recorded for the roadway exceeds the statewide average for similar facilities. While only a small segment along SR 934 - NE/NW 81st/82nd Street (near the I-95 interchange) contains a safety ratio above 1.0, the safety ratio for the majority of the roadway is below 1.0 indicating that the number of crashes falls below the statewide average for similar facilities.

The safety analysis conducted as part of the 2007 PD&E Study determined that rear-end and angle crashes were the most common crash types recorded along the project segment. These types of crashes can be attributed to the heavy levels of congestion and deteriorating operational conditions within the project corridor. The analysis further determined that the highest crash accumulation locations along the corridor (i.e., locations with more than 25 crashes during the three-year period from 2004 to 2006) include the following major signalized intersections: NW 12th Avenue, in the vicinity of the I-95/SR 9A interchange ramp terminals (NW 6th Court and NW 6th Avenue), N Miami Avenue, and NE 2nd Avenue.

The safety analysis further revealed that there were high levels of sideswipe and pedestrian crashes on SR 934 - NE/NW 79th Street. Two additional safety studies (performed in 2009 and 2013 due to the frequency of fatal pedestrian crashes within the SR 934 corridor) show a recurrent need for safety improvements along SR 934 - NE/NW 79th Street and SR 934 - NE/NW 81st/82nd Street.

Overall, the high incidence of severe crashes along the project corridor underscores the need for safety improvements to reduce vehicle-to-vehicle and vehicle-to-pedestrian/bicycle conflicts. Improved pavement conditions, adequate drainage systems, increased sight distances, improved roadway geometry, signalization improvements, access management, and pedestrian and bicycle features will greatly enhance the safety of both SR 934 - NE/NW 79th Street and SR 934 - NE/NW 81st/82nd Street. Improvements are additionally needed to facilitate the movement of traffic during emergency evacuation events as SR 934 serves as a major evacuation route of Miami-Dade County, providing direct access to and from the Miami Beach area.

1.3.3 Modal Interrelationships

Two major east-west transit routes [Routes 79 and 112 (L)] serve the project corridor, connecting to Metrorail and Amtrak stations on the west and to the City of Miami Beach on the east. Other major north-south transit routes also connect to the SR 934 corridor. It should be noted that the FEC Railroad (which passes through the project corridor parallel to the west bank of the C-7/Little River Canal) is an active railway currently serving freight trains, and All Aboard Florida intercity passenger trains.

Additionally, SR 934 will soon be a vital transit link between existing Metrorail service at the Northside Station, the proposed Miami-Dade Transportation Planning Organization (TPO) Strategic Miami Area Rapid Transit (SMART) Plan North Corridor along NW 27th Avenue, the proposed Northeast Corridor along the FEC Railroad line (and Tri-Rail Coastal Link), and the proposed enhanced bus service of the City of Miami Beach. The project segment of SR 934 is between the

two premium transit corridors (North and Northeast) included in the TPO SMART Plan. Both corridors (under TPO Resolutions #06-16 and #26-16) are high priority corridors of Miami-Dade County.

Currently, sidewalks exist on both sides of SR 934 - NE/NW 79th Street and SR 934 - NE/NW 81st/82nd Street. A bikeway is also present along SR 934 - NE/NW 81st/82nd Street from NW 13th Court to US 1/SR 5/Biscayne Boulevard [in the form of a conventional bicycle lane] and from US 1/SR 5/Biscayne Boulevard to N Bayshore Drive [in the form of a shared outside lane (or "sharrow")].

In addition to the transit services improvements along the corridor, landscaping as well as pedestrian/bicycle facility improvements are identified. The consideration of improvements within the corridor regarding non-motorized modes of transportation is critical to 1) facilitating current and planned pedestrian, bicycle, and transit use; 2) promoting quality of life; and 3) addressing mobility needs of community residents and visitors.

1.3.4 Social Demand and Economic Development

The project corridor is located in a highly urbanized area of Unincorporated Miami-Dade County and the City of Miami. SR 934 serves as a major state arterial carrying regional traffic to and from Miami Beach, as well as local commuter traffic to and from adjacent communities. The project occurs within the Miami-Dade County Enterprise Zone, which serves to attract new businesses to the area through incentive programs, thereby boosting the area's economic conditions.

East of US 441/SR 7/NW 7th Avenue, the project is also located within the NE/NW 79th Street Corridor Community Redevelopment Area (CRA) [adopted by the Miami-Dade County Commission in May 2009]. This area was designated a CRA given the large number of vacant and derelict properties dispersed throughout the community as well as the unsafe conditions (including higher crime rates and code violations) which create an atmosphere of neglect and abandonment. In addition, the area north of SR 934 - NE/NW 79th Street and west of N Miami Avenue falls within the Miami-Dade County designated "West Little River Neighborhood Revitalization Strategy Area". This particular area has been targeted for assistance by the Miami-Dade County Office of Community and Economic Development under the United States Housing and Urban Development Community Block Grant Program as it is considered an economically depressed area within Unincorporated Miami-Dade County. Likewise, the area directly south of SR 934 - NE/NW 79th Street and west of NW 7th Avenue has been designated by Miami-Dade County as the "Model City Neighborhood Revitalization Strategy Area". Improvements needed to stimulate economic growth within this specific area have been documented in the North Central Charrette Report prepared by Miami-Dade County. Furthermore, results of the City of Miami's Upper Eastside Master Plan (1999), the City of Miami's Miami 21 effort, and FDOT District Six's Livable Communities Initiative - Phase I (2002) have established the need for economic redevelopment along the corridor and the community's desire to improve both facilities while balancing livability enhancements with mobility needs, traffic operations, and safety concerns.

Economic redevelopment coupled with current and future growth patterns in North Bay Village, Normandy Isles, the City of Miami Beach, and other adjacent communities will contribute to the increase in multimodal travel demand along the corridor.

1.3.5 Planning Consistency

The project is identified in the FY 2016/2017 - FY 2020/2021 FDOT Work Program and the State Transportation Improvement Program (STIP) with $1,460,000 allocated for a new PD&E Study. The project is also included in the FY 2016/2017 - FY 2020/2021 Miami-Dade TPO Transportation Improvement Program (TIP) and denoted as a Priority IV project in the Cost Feasible Plan of the Miami-Dade TPO 2040 Long Range Transportation Plan (LRTP). In addition, the project is consistent with policies of the Miami-Dade County Comprehensive Development Master Plan (CDMP)

[specifically Policies 2C and 2E of the Transportation Element; Policies 1E, 2A, 3A, and 4C of the Traffic Circulation Sub-element; and Policy 8E of the Mass Transit Sub-element]. During future project phases, FDOT will coordinate with Miami-Dade County and the Miami-Dade TPO, respectively, to ensure that the project is consistent with the local government comprehensive plan(s) and that required project funding is identified in the TIP, LRTP, STIP, and Work Program.

Funding for the project's next phase is tentatively programmed for inclusion in the Miami-Dade TPO FY 2020 TIP with proposed full funding for the Design phase in FY 2021 and ROW phase in FY 2023. The funding for the project phases noted above will be included in the upcoming FY 2020 TIP and STIP.

1.4 PROPOSED IMPROVEMENTS

Build Alternative 1 was selected as the Preferred Alternative following the September 13, 2018 Alternatives Public Workshop based on results from the alternative analysis process; public, local and state officials input; and coordination with FDOT. This alternative meets the purpose and need of the project. The proposed improvements under this alternative meet the objectives of the Department by achieving a balance between the "Complete Streets/Livability Goals" of the local community and both local and regional "Mobility Goals".

The Preferred Alternative converts NE/NW 81st/82nd Street to a two-way facility. This is achieved by converting one of the two westbound lanes to an eastbound lane to provide one lane in each direction. Along NE/NW 79th Street, one of the eastbound lanes is converted to a westbound lane to provide two lanes in each direction. In general, the existing horizontal geometry for both NE/NW 79th and 81st/82nd Streets is maintained; however, the conversion of the lanes along both NE/NW 79th and 81st/82nd Streets introduces deflections and transitions to accommodate turn lanes at signalized intersections.

Based on a design speed of 35 mph, additional improvements associated with the Preferred Build Alternative include:

- Pedestrian facilities are improved by providing standard 6 ft. sidewalks along NE/NW 81st/82nd Street from NW 13th Court to Biscayne Boulevard and 6.5 ft. sidewalks along NW 79th Street from NW 12th Avenue to NW 6th Court.
- Sidewalks along NE/NW 79th Street east of I-95 will be widened to provide a minimum of 5.5 feet.
- Signalization upgrades, including a new signalized intersection at NE 79th Street and N Bayshore Drive.
- Landscaping enhancements along both NE/NW 79th and 81st/82nd Streets.

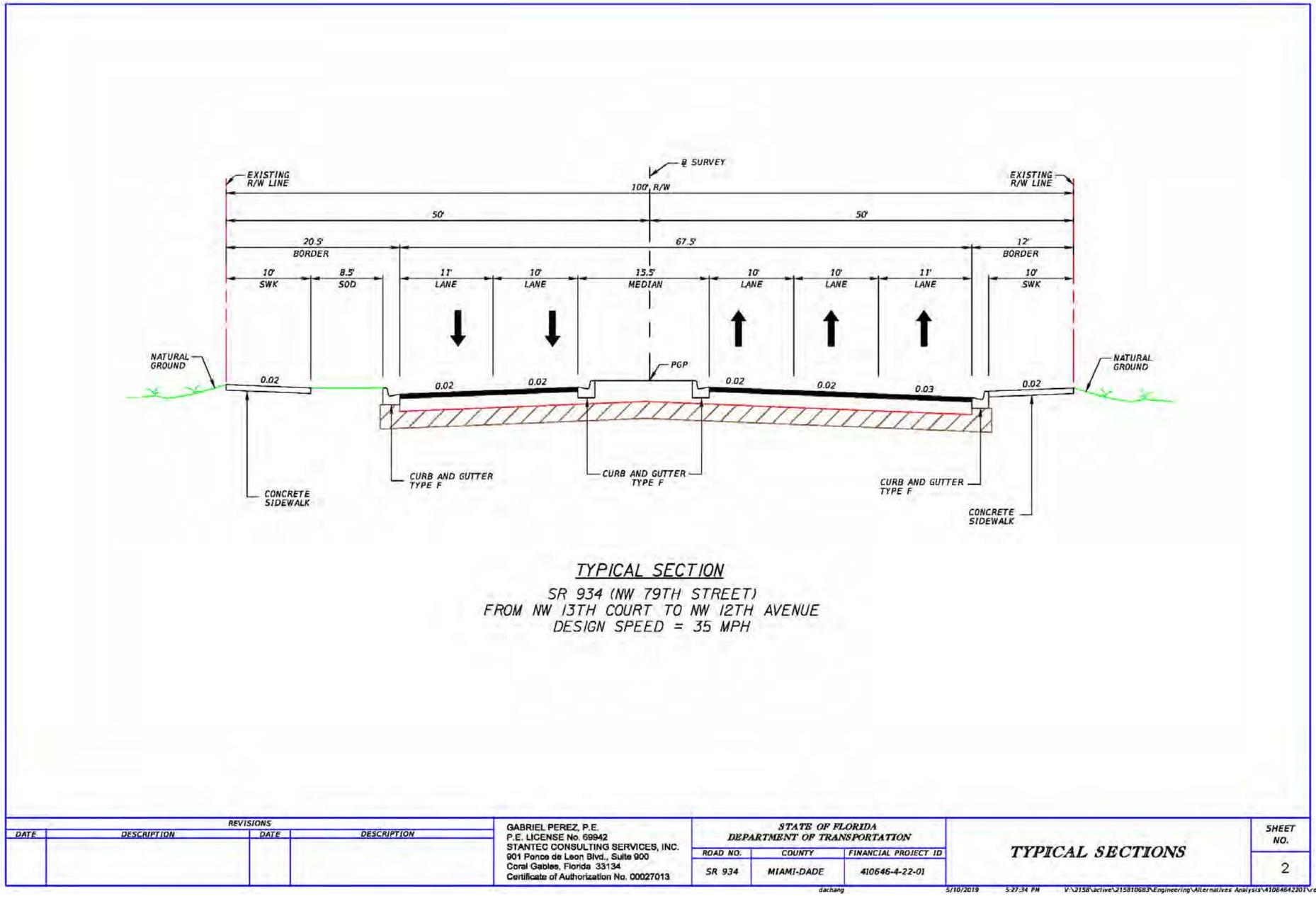


Figure 7-1 NW 79th Street Typical Section from NW 13th Court to NW 12th Avenue

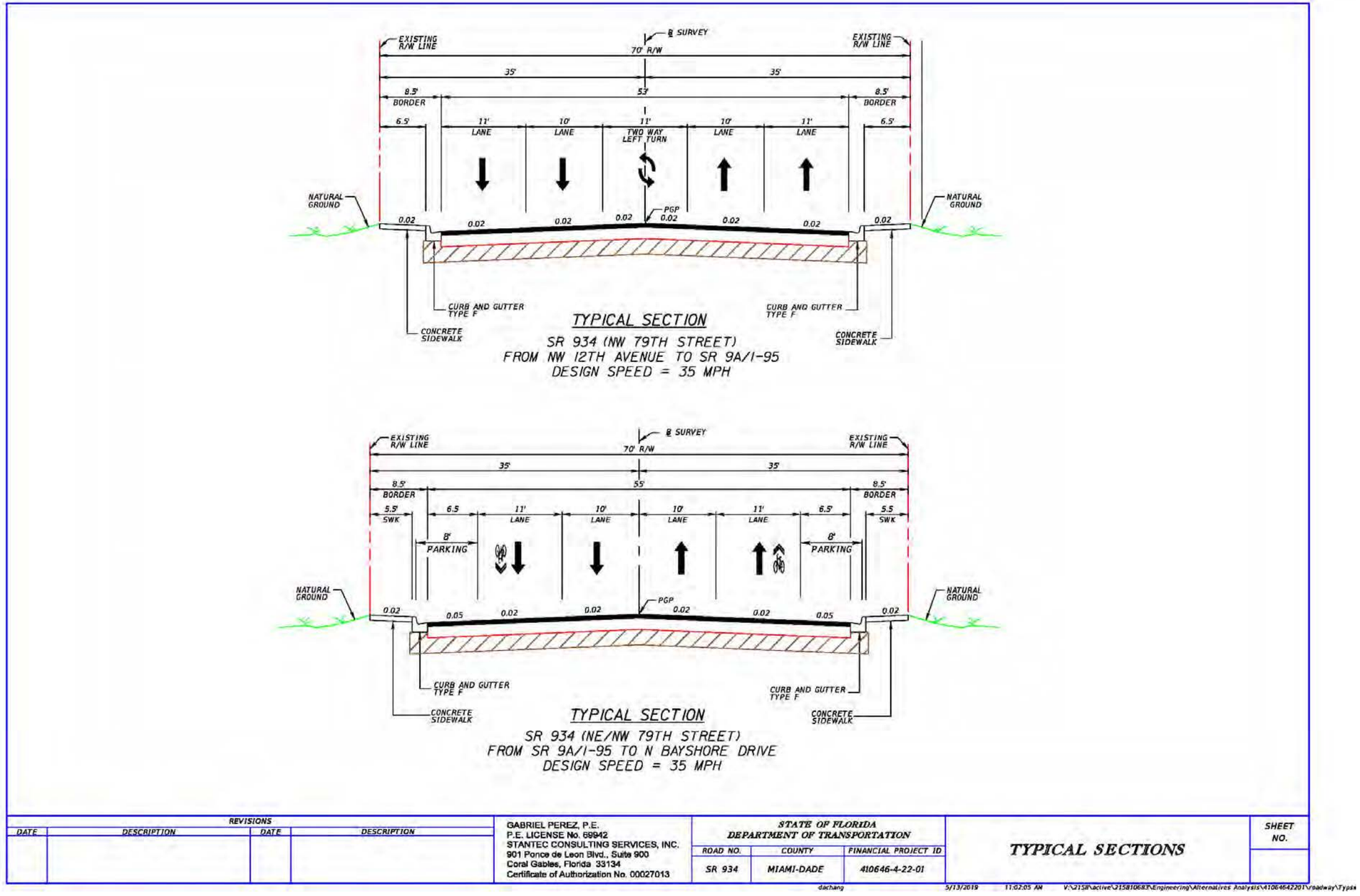


Figure 7-2 NE/NW 79th Street Typical Sections from NW 12th Avenue to SR 9A/I-95 and from SR 9A/I-95 to N Bayshore Drive

Table 4-1 SR 934 Design Criteria			
Design Parameters	**Criteria**		**Source**
Context Class	**C4 - Urban General**	**C5 - Urban Center**	**Page 3, FDOT Context Classification, August 2017**
	45 mph - Outside Clear zone, if conventional 4 ft.		
Utility Poles	Existing Utilities 25-35 mph 1.5 ft, New or Relocated Utilities 4 ft		
	Existing Utilities 40-45 mph 4 ft, New or Relocated Utilities 4 ft		
Signal Poles and Controller Cabinets for Signals	25-35 mph 1.5 ft. from face of outside curbs (Desirable)		
	40-45 mph 4 ft. from face of outside curbs (Desirable)		
Trees	25-35 mph 1.5 ft. from face of outside curbs (Desirable)		
	40-45 mph 4 ft. from face of outside curbs (Desirable)		
Bridge Piers and Abutments	Inside or Outside Travel Lane: 16 ft from Edge of Travel Lane		
	Outside Auxiliary Lane: 4 ft from Face of Curb		
	Inside Auxiliary Lane (Median): 6 ft from Edge of Auxiliary Lane		
Border Width	35 mph - 12 ft.		Table 210.7.1, Chapter 210, FDM 2019
	40 mph - 12 ft.		
	45 mph - 14 ft.	45 mph - N/A	
Bridge Width			
Undivided (AADT < 750)	Total width of approach Lanes + 2 ft. outside		Section 260.9.1 and Table 260.9.1, Chapter 260, FDM 2019
Undivided (AADT ≥ 750)	Total width of approach Lanes + 4 ft. outside		Section 260.9.1 and Table 260.9.1, Chapter 260, FDM 2019
Divided (Median Separator)	Total width of approach Lanes + 4 ft. outside, median 1.5 ft.		Section 260.9.1 and Table 260.9.1,

Table 4-1 SR 934 Design Criteria			
Design Parameters	**Criteria**		**Source**
Context Class	**C4 - Urban General**	**C5 - Urban Center**	**Page 3, FDOT Context Classification, August 2017**
Divided (Median Barrier Wall)	Total width of approach Lanes + 4 ft. outside, median 2.5 ft.		Chapter 260, FDM 2019
One Way Bridges	Total width of approach Lanes + 4 ft. outside, median 2.5 ft.		
Sidewalk Width	6 ft. minimum, may be increased up to 8 feet when the demand is demonstrated	10 ft. minimum, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.	Table 222.1.1, Chapter 222, FDM 2019
Bike Lane Width	7 ft. - For projects where a bike lane is needed, and it is not practical to move the existing curb, the width of the bicycle lane depends on the width of the available roadway pavement. Never less than 4 ft. Provide 4 ft. bicycle lane adjacent to the travel lane with a 3 ft. buffer between parallel parking lane and bike lane. Provide a shared lane marking in place of a bike facility when there is less than 7 ft. for the bike lane and buffer.		Section 223.2.1.1 & Section 223.4 Chapter 223, FDM 2019
Parking	35 mph - Parallel parking: 8 ft. wide and 22 ft. long		Section 210.2.3, Chapter 210, FDM 2019, Standard Plans – Index 711-001
	Angle parking: 17 ft. wide and 9 ft. wide		
Median	35 mph - 15.5 ft.	35 mph - 15.5 ft.	Table 210.3.1, Chapter 210, FDM 2019
	40 mph - 22 ft.	40 mph - N/A	
	45 mph - 22 ft.	45 mph - N/A	

Table 5-19 Qualitative Evaluation Matrix

EVALUATION CRITERIA	SR 934 BUILD ALTERNATIVES				
	NO-ACTION	**TSM&O**	**BUILD ALTERNATIVE 1**	**BUILD ALTERNATIVE 2**	**BUILD ALTERNATIVE 3**
Residential Impacts	No improvements to substandard sidewalks. No traffic calming measures implemented.	No improvements to substandard sidewalks. No traffic calming measures implemented.	Best alternative with regards to residential impacts. Two-way configuration on 81st/82nd St. promotes traffic calming and provides standard 6 ft. sidewalks from NW 13th Ct. to Biscayne Blvd. Maintains WB bicycle lane. Minimal residential impacts due to minor ROW acquisition along both corridors for addition of turn lanes at several locations. Maintains adequate on-street parking to meet peak demand.	Improvements including 8 ft. sidewalks and a dedicated separated bicycle facility. No ROW impacts are anticipated. Maintains adequate parking along 81st/82nd St. to meet peak demand. Speeding issues along 81st./82nd St. may remain maintaining the existing one-way pair configuration.	Two-way configuration on 81st/82nd St. promotes traffic calming and provides standard 6 ft. sidewalks from NW 13th Ct. to Biscayne Blvd. Maintains WB bicycle lane. Minimal residential impacts due to ROW acquisition along 81st/82nd St. for addition of turn lanes at a few locations. 79th St. may have some significant impacts to residential communities.
Business Impacts	No improvements to substandard sidewalks. Single WB lane impacts transit operations and access to businesses.	No improvements to substandard sidewalks. Single WB lane impacts transit operations and access to businesses.	Minimal improvements. Balanced two-way four lane section along 79th St. from I-95 to N. Bayshore Dr. provides additional WB lane and better traffic and transit circulation for businesses. Overall reduction of on-street parking. Minimal business impacts due to ROW acquisition for addition of turn lanes and lane shifts at several locations.	Impacts to transit operations and access to businesses remain along 79th St. by maintaining the existing configuration with only one WB lane. Better pedestrian accommodation with 8 ft. sidewalks and landscaping along 79th St., however businesses will be impacted due to the removal of one side of on-street parking, primarily on the north side.	The worst alternative with regards to business impacts due to the significant ROW required along 79th St. on the south side west of I-95 and the north side east of I-95. Full acquisition of business properties may be required along the majority of 79th Street.
ROW Impacts	No ROW acquisition	No ROW acquisition	Minor ROW acquisition along both 79th and 81st/82nd Streets required for the addition of turn lanes and lane shifts at several locations	No ROW impacts are anticipated	Significant ROW impacts along 79th St. on the south side west of I-95 and the north side east of I-95
Construction Impacts	No impacts	Minimal Impacts	Construction impacts anticipated due to reconstruction of both roadways including curb and gutter and bulb-outs/islands, reconstruction of retaining wall to provide new Texas U-turn under I-95 at 81st St. and new signalized intersection at 79th St. and N Bayshore Dr.	Construction impacts anticipated due to reconstruction of both roadways, including curb and gutter and bulb-outs/islands and reconstruction of retaining wall to provide new Texas U-turn under I-95 at 81st St.	Significant construction impacts involving the reconstruction of both corridors, extensive widening of the ROW along 79th St. to 105 ft. west of I-95 and 118 ft. east of I-95 and replacement of the 79th St. bridge over the Little River Canal. The majority of the existing ROW along the corridor is predominantly 70 feet.
Traffic Operations	Increased congestion	Minor reductions in delay through optimization of traffic control signals	Provides moderate traffic operations benefits in terms of congestion relief and level of service for both intersections and segments	Provides better traffic operations benefits than Alternative 1 with regards to congestion and LOS for both intersections and segments	Provides significant traffic operations benefits by providing additional capacity with 3 travel lanes in each direction on 79th St.

Table 5-19 Qualitative Evaluation Matrix

EVALUATION CRITERIA	SR 934 BUILD ALTERNATIVES				
	NO-ACTION	**TSM&O**	**BUILD ALTERNATIVE 1**	**BUILD ALTERNATIVE 2**	**BUILD ALTERNATIVE 3**
Access Management	No Impacts	No impacts	Improved access along 81st/82nd St. due to two-way traffic configuration	Access will remain the same as the No-Action Alternative considering the same existing one-way pair configuration remains	Change in access management classification and restrictions along 79th St. due to proposed 22 ft. median. Mid-block directional median openings will be provided per standards. Improved access along 81st/82nd St. due to two-way traffic configuration.
Emergency Management	No improvements to emergency management operations	Improved traffic incident management	Balanced two-way typical sections along both corridors will provide better accessibility for emergency management operations	Single WB lane on 79th St. and one-way operation along 81st/82nd St. will provide no improvements to emergency management operations	Best alternative due to additional capacity along 79th St. and two-way configuration along both corridors
Safety	Existing safety concerns not addressed	Minor reduction in the number of crashes through implementation of adaptive traffic signals	Balanced two-way operations along both corridors will provide safety benefits, such as the additional WB lane on 79th St. and traffic calming on 81st/82nd St., although it will increase the number of conflict points at the intersections along 81st/82nd St. Pedestrian features including standard sidewalks and high emphasis crosswalks.	Similar to safety concerns as the No-Action Alternative due to single WB lane on 79th St. and one-way operation along 81st/82nd St.	Best alternative due to additional capacity, wide median and decreased congestion on 79th St., traffic calming on 81st/82nd St. Standard sidewalk widths are provided along both corridors. Bicycles will be able to utilize the transit only lanes if provided.
Transit	Single WB lane impedes traffic during transit stops	Improvements to transit operations through implementation of Transit Signal Priority (TSP)	Additional WB lane on 79th St. and relocation of bus stops will improve transit operations	Single WB lane will continue to impede traffic during transit stops along the single WB lane on 79th St.	If the outside lanes are transit only, this is the best alternative with regards to transit operations along 79th St.
Pedestrians	No improvements to substandard sidewalks	Improvements including traveler information services, and traffic control and repairs/enhancements to pedestrian facilities	Minimal improvements including 6 ft. standard sidewalks along 81st/82nd St., high emphasis crosswalks at signalized intersections and relocation of bus stops	Best alternative to accommodate pedestrians by providing wider 8 ft. sidewalks with landscaping along 79th St. and upgrading 81st/82nd St. with standard 6 ft. sidewalks	Improvements including 6 ft. standard sidewalks along both corridors., high emphasis crosswalks at signalized intersections and relocation of bus stops
Bicycles	No bicycle improvements	No bicycle improvements	Only maintains a dedicated WB bicycle lane along 81st/82nd St. from NW 13th Ct. to Biscayne Blvd. Sharrows are also maintained for the remainder of the corridor segments	Best alternative for bicycle accommodation providing a separated dedicated two-way bicycle facility from NW 13th Court to US 1/Biscayne Boulevard	Bicycles will be able to benefit from the use of the transit only lanes along 79th St. and WB bicycle lane that is provided along 81st/82nd St.
Traffic Calming	Speeding along 81st/82 Street is not addressed	Speeding along 81st/82nd Street is not addressed	Provides significant traffic calming along 81st/82nd St. Also provides some traffic calming effects along 79th St. as well	Maintains the existing one-way pair configuration which does not address the speeding issues along 81st/82nd St.	Similar to Build Alternative1, it provides significant traffic calming along 81st/82nd Street. Traffic calming along 79th St. will be minimal.

Table 5-19 Qualitative Evaluation Matrix

EVALUATION CRITERIA	SR 934 BUILD ALTERNATIVES				
	NO-ACTION	**TSM&O**	**BUILD ALTERNATIVE 1**	**BUILD ALTERNATIVE 2**	**BUILD ALTERNATIVE 3**
On-street Parking	No improvements to on-street parking	No improvements to on-street parking	There is an overall parking reduction of 30% along 79th St. and 17% along 81st/82nd St., but both corridors will retain a surplus of parking to meet the peak demand per each of the parking zones	Worst alternative due to the removal of one side of on-street parking along 79th St. which maintains 52% of the overall existing parking along the corridor	There is an overall increase in on-street parking along 79th St. as it is provided along every block of the corridor which include areas that are currently without parking. Although, there is a 17% reduction along 81st/82nd St. there is a surplus of parking to meet the peak demand per zone.
Aesthetics/ Landscaping	No improvements to minimal existing landscaping	No improvements to minimal existing landscaping	Minimal aesthetic/landscaping improvements along 79th St. Some additional landscaping improvements can be provided on 81st/82nd St. within bulb-out and island areas.	Good alternative due to wider 8 ft. sidewalks along 79th St., which allow for the inclusion of landscaped areas while maintaining a 4 ft. clear path for pedestrians adjacent to the landscaping. Minor improvements to 81st/82nd St. with landscaped bulb-out and island areas	The 22 ft. median along 79th St. will provide the opportunity for some significant landscape improvements along the corridor, along with potential bulb-outs in the on-street parking areas. Also opportunity for additional landscaping improvements on 81st/82nd St. within bulb-out and island areas.
Environmental Impacts	Generally no impacts	Generally no impacts	Minimal impacts to contaminated sites	Generally no impacts	Significant potential ROW acquisition, including contaminated sites and potential historic resources. In addition, this alternative includes added capacity which would potentially require noise abatement and impacts to the Little River Canal, which is considered Essential Fish Habitat.
Stakeholder Input	Stakeholder and public concerns not addressed	Stakeholder and public concerns not addressed	Strong stakeholder support regarding the balanced two-way configuration with regards to both businesses and residential community	This alternative does not reflect the overall desires of the business and residential stakeholders	This alternative has received the most opposition, particularly business stakeholders due to the significant impact to the businesses required through ROW acquisition along 79th Street. This alternative is seen as a significant negative economic impact to the area.
Cost Estimate	No construction, no cost involved ($0)	Minimal construction costs	Approximately $72 M	Approximately $49 M	Approximately $370 M

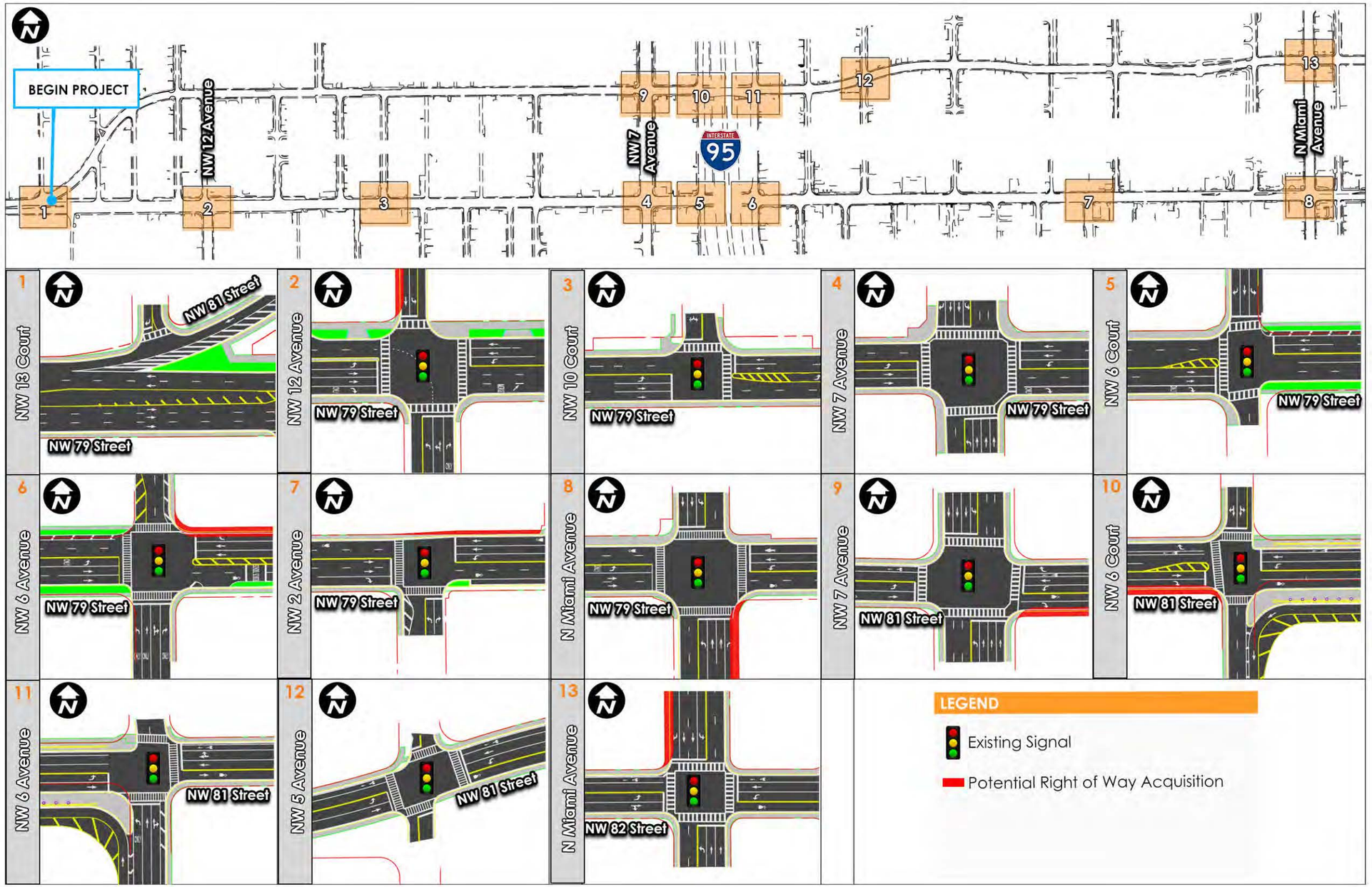


Figure 7-6 Preferred Build Alternative Major Intersection Details (From NW 13th Court to N Miami Avenue)

Project Traffic Analysis Report

Florida Department of Transportation

District Six

SR 934/NE/NW 79 ST

Limits of Project: FROM WEST OF I-95 (13 CT) TO END OF SR 934/1 WAY PR

Miami-Dade County, Florida

Financial Management Number: 410646-4-22-01

ETDM Number: 14312

August 21, 2019

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

4.4 EXISTING OPERATIONAL ANALYSIS

4.4.1 Arterial Level of Service

The Arterial Level of Service (LOS) analysis for the SR 934/NE/NW 79th Street and SR 934/NE/NW 81st/82nd Street arterial segments was determined using SYNCHRO 9 for both the AM and PM peak periods.

Table 4-6 and **Table 4-7** show the existing LOS along the study arterials. The results indicate that the NE/NW 79th Street corridor operates at an overall LOS D in the eastbound direction with an average speed of 15.5 mph and LOS E in the westbound direction with an average speed of 13.4 mph during the AM peak period. During the PM peak period, NE/NW 79th Street will operate at LOS D in both directions with an average speed of 15.6 mph in the eastbound direction and 14.8 mph in the westbound direction. The NE/NW 81st/82nd Street corridor will operate at an overall LOS E during the AM peak period with an average speed of 13.0 mph and LOS C in the PM peak period with an average speed of 18.3 mph.

The detailed results of the existing conditions analysis for the study intersections are provided in **Appendix E.**

Table 4-6 2017 Existing Arterial Level of Service - AM Peak Period								
Corridor	Cross Street	Distance	Eastbound			Westbound		
			Travel Time (s)	Speed (mph)	LOS	Travel Time (s)	Speed (mph)	LOS
79th Street Corridor	NW 17th Avenue	0.5	114.7	16.3	D	79.6	14.4	D
	NW 13th Court	0.3	53.8	21.2	C	92.7	7.4	F
	NW 12th Avenue	0.2	56.0	12.3	E	49.6	14.5	D
	NW 10th Court	0.2	24.3	29.6	B	37.6	29.3	B
	NW 7th Avenue	0.3	45.2	24.4	B	46.7	4.8	F
	NW 6th Court	0.1	48.1	4.7	F	19.5	11.3	E
	NW 6th Avenue	0.1	20.5	10.7	E	92.7	14.9	D
	NW 2nd Avenue	0.4	71.2	19.4	C	53.7	17.2	D
	N Miami Avenue	0.3	142.1	6.5	F	76.9	11.9	E
	NE 2nd Avenue	0.3	60.1	15.2	D	59.2	14.4	D
	NE 4th Avenue	0.2	34.5	24.7	B	13.8	12.4	E
	NE 4th Court	0.1	9.3	18.3	C	63.3	6.6	F
	NE 5th Avenue	0.1	21.8	19.2	C	28.0	14.2	D
	Biscayne Boulevard	0.1	58.2	6.8	F	103.0	4.1	F
	NE 7th Avenue	0.1	57.9	7.2	F	58.6	24.1	B
	NE 10th Avenue	0.4	81.9	17.3	D	109.3	19.8	C
	Pelican Harbor Drive	0.6	71.8	30.1	A	27.1	16.7	D
	Total	**4.2**	**971.4**	**15.5**	D	**1011.3**	**13.4**	E
81st/82nd Street Corridor	NE 10th Avenue	0.3	-	-	-	56.8	17.2	D
	Biscayne Boulevard	0.5	-	-	-	120.2	15.3	D
	NE 2nd Avenue	0.5	-	-	-	131.1	14.0	D
	N Miami Avenue	0.3	-	-	-	105.9	8.6	F
	NW 6th Avenue	0.6	-	-	-	98.9	23.3	C
	NW 6th Court	0.1	-	-	-	11.6	18.5	C
	NW 7th Avenue	0.1	-	-	-	114.9	2.0	F
	Total	**2.31**	**-**	**-**	-	**639.4**	**13.0**	E

Table 4-7 2017 Existing Arterial Level of Service - PM Peak Period								
Corridor	Cross Street	Distance	Eastbound			Westbound		
			Travel Time (s)	Speed (mph)	LOS	Travel Time (s)	Speed (mph)	LOS
79th Street Corridor	NW 17th Avenue	0.5	117.7	15.9	D	83.5	13.7	E
	NW 13th Court	0.3	58.9	19.4	C	74.7	9.2	F
	NW 12th Avenue	0.2	73.9	9.3	F	46.8	15.4	D
	NW 10th Court	0.2	25.5	28.2	B	38.8	28.4	B
	NW 7th Avenue	0.3	53.9	20.5	C	40.5	5.6	F
	NW 6th Court	0.1	28.1	8.1	F	15.9	13.8	E
	NW 6th Avenue	0.1	28.0	7.8	F	85.8	16.1	D
	NW 2nd Avenue	0.4	72.0	19.1	C	56.0	16.5	D
	N Miami Avenue	0.3	102.7	9.0	F	87.4	10.5	E
	NE 2nd Avenue	0.3	57.2	16.0	D	60.6	14.0	D
	NE 4th Avenue	0.2	35.6	23.9	C	11.3	15.1	D
	NE 4th Court	0.1	24.8	6.9	F	24.2	17.3	D
	NE 5th Avenue	0.1	22.2	18.9	C	31.0	12.8	E
	Biscayne Boulevard	0.1	65.6	6.1	F	92.9	4.5	F
	NE 7th Avenue	0.1	60.4	6.9	F	54.6	25.9	B
	NE 10th Avenue	0.4	62.2	22.7	C	84.7	25.5	B
	Pelican Harbor Drive	0.6	76.6	28.2	B	32.8	13.8	E
	Total	**4.2**	**965.3**	**15.6**	D	**921.5**	**14.8**	D
81st/82nd Street Corridor	NE 10th Avenue	0.3	-	-	-	57.8	16.9	D
	Biscayne Boulevard	0.5	-	-	-	96.3	19.0	C
	NE 2nd Avenue	0.5	-	-	-	81.2	22.7	C
	N Miami Avenue	0.3	-	-	-	45.5	20.1	C
	NW 6th Avenue	0.6	-	-	-	90.6	25.4	B
	NW 6th Court	0.1	-	-	-	14.1	15.2	D
	NW 7th Avenue	0.1	-	-	-	69.0	3.3	F
	Total	**2.31**	**-**	**-**	-	**454.5**	**18.3**	C

4.4.2 Intersection Capacity Analysis

Table 4-8 and **Table 4-9** summarize the existing conditions LOS analysis results for the study intersections during the AM and PM peak period. The results include intersection delay (in seconds per vehicle) and overall level of service for the intersections and individual group lanes.

The results indicate that most of the intersections in the study area operate at LOS E or better except for the following intersections:

- NW 79th Street and NW 7th Avenue during both the AM and PM peak periods
- NW 79th Street and NW 6th Avenue during both the AM and PM peak periods

The analysis also indicates that the following intersection approaches operate at LOS F.

- NW 79th Street and NW 12th Avenue southbound approach during the AM peak period
- NW 79th Street and NW 10th Court southbound approach during the AM peak period
- NW 79th Street and NW 7th Avenue southbound approach during both the AM and PM peak periods
- NW 79th Street and NW 7th Avenue northbound approach during the PM peak period
- NW 79th Street and NW 6th Avenue northbound approach during both the AM and PM peak periods
- NE 79th Street and N Miami Avenue eastbound approach during both the AM and PM peak periods
- NE 79th Street and NE 4th Court northbound approach during the PM peak period
- Biscayne Boulevard and NE 78th Street westbound approach during both the AM and PM peak periods
- Biscayne Boulevard and NE 81st Street eastbound approach during the PM peak period

Table 4-8 2017 Existing Intersection Level of Service - AM Peak Period

Corridor	No	Intersection	Approach Delay (s/veh)/LOS								Intersection (s/veh)/ LOS		
			EB		WB		NB		SB		Delay	LOS	Max V/C
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
79th Street Corridor	1	NW 17th Avenue	56.5	E	43.0	D	39.5	D	41.4	D	46.3	D	0.83
	2	NW 13th Court	0.2	A	9.1	A	-	-	5.6	A	2.9	A	0.29
	3	NW 12th Avenue	40.5	D	36.6	D	38.5	D	83.0	F	40.0	D	0.88
	4	NW 10th Court	0.4	A	0.7	A	-	-	81.6	F	1.4	A	0.35
	5	NW 7th Avenue	7.4	A	26.5	C	47.1	D	160.6	F	89.3	F	**1.23**
	6	NW 6th Court	39.5	D	9.2	A	-	-	33.7	C	34.4	C	0.75
	7	NW 6th Avenue	29.2	C	44.9	D	400.0	F	-	-	142.1	F	**2.01**
	8	NW 2nd Avenue	23.8	C	22.5	C	19.2	B	-	-	23.1	C	0.55
	9	N Miami Avenue	92.1	F	61.1	E	20.3	C	29.1	C	50.4	D	**1.05**
	10	NE 2nd Avenue	23.8	C	24.9	C	36.6	D	50.3	D	31.8	C	0.88
	11	NE 4th Avenue	6.0	A	0.5	A	-	-	48.0	D	6.8	A	0.37
	12	NE 4th Court	0.5	A	36.2	D	49.5	D	-	-	13.3	B	0.67
	13	NE 5th Avenue	1.2	A	11.2	B	42.1	D	43.7	D	6.7	A	0.36
	14	Biscayne Boulevard	43.2	D	79.0	E	33.3	C	15.3	B	31.5	C	0.90
	15	NE 7th Avenue	32.5	C	42.8	D	18.0	B	16.2	B	35.9	D	**1.04**
	16	NE 10th Avenue	21.1	C	43.4	D	24.0	C	50.4	D	34.1	C	0.96
	17	Pelican Harbor Drive	10.9	B	12.9	B	35.3	D	35.3	D	12.0	B	0.56
81st/82nd Street Corridor	18	NW 7th Avenue	-	-	79.8	E	4.9	A	11.2	B	22.7	C	0.68
	19	NW 6th Court	-	-	3.1	A	-	-	33.6	C	12.2	B	0.39
	20	NW 6th Avenue	-	-	32.9	C	20.3	C	-	-	29.8	C	0.41
	21	N Miami Avenue	-	-	50.1	D	15.7	B	22.5	C	32.1	C	0.99
	22	NE 2nd Avenue	-	-	30.2	C	15.0	B	17.8	B	24.0	C	0.71
	23	Biscayne Boulevard	-	-	64.1	E	3.5	A	29.3	C	32.2	C	0.86
	24	NE 10th Avenue	-	-	23.7	C	23.6	C	34.5	C	27.0	C	0.77
Biscayne Boulevard	25	NE 81st Street	54.0	D	48.8	D	6.9	A	9.5	A	11.5	B	0.67
	26	NE 78th Street	57.5	E	263.3	F	14.9	B	4.6	A	58.9	E	**1.46**

Table 4-9 2017 Existing Intersection Level of Service - PM Peak Period													
Corridor	No	Intersection	Approach Delay (s/veh)/LOS								Intersection (s/veh)/ LOS		
			EB		WB		NB		SB		Delay	LOS	Max V/C
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
79th Street Corridor	1	NW 17th Avenue	58.0	E	45.1	D	75.5	E	46.3	D	56.8	E	0.97
	2	NW 13th Court	0.2	A	0.2	A	-	-	5.6	A	0.2	A	0.28
	3	NW 12th Avenue	68.3	E	30.0	C	40.3	D	74.9	E	49.6	D	0.93
	4	NW 10th Court	1.8	A	2.1	A	-	-	73.7	E	2.5	A	0.38
	5	NW 7th Avenue	3.7	A	4.9	A	149.0	F	88.0	F	80.2	F	**1.20**
	6	NW 6th Court	18.1	B	6.9	A	-	-	39.3	D	25.3	C	0.73
	7	NW 6th Avenue	27.2	C	39.7	D	321.8	F	-	-	91.6	F	**1.75**
	8	NW 2nd Avenue	24.6	C	24.8	C	25.7	C	-	-	24.8	C	0.56
	9	N Miami Avenue	89.0	F	58.7	E	49.9	D	23.7	C	62.8	E	**1.35**
	10	NE 2nd Avenue	24.0	C	27.0	C	63.9	E	47.7	D	35.1	D	0.90
	11	NE 4th Avenue	7.1	A	0.9	A	-	-	46.1	D	6.0	A	0.47
	12	NE 4th Court	23.2	C	8.9	A	156.5	F	-	-	59.6	E	**1.30**
	13	NE 5th Avenue	1.7	A	11.7	B	45.8	D	47.7	D	7.3	A	0.53
	14	Biscayne Boulevard	72.4	E	79.3	E	36.7	D	11.3	B	41.1	D	**1.16**
	15	NE 7th Avenue	22.8	C	11.9	B	25.9	C	18.8	B	20.4	C	0.77
	16	NE 10th Avenue	16.4	B	22.2	C	36.1	D	77.1	E	30.0	C	0.98
	17	Pelican Harbor Drive	15.8	B	18.1	B	29.6	C	29.4	C	17.0	B	0.58
81st/82nd Street Corridor	18	NW 7th Avenue	-	-	69.6	E	12.2	B	15.9	B	28.7	C	0.85
	19	NW 6th Court	-	-	5.8	A	-	-	45.2	D	21.1	C	0.66
	20	NW 6th Avenue	-	-	24.0	C	40.4	D	-	-	28.8	C	0.44
	21	N Miami Avenue	-	-	36.6	D	22.4	C	20.8	C	27.8	C	0.80
	22	NE 2nd Avenue	-	-	26.2	C	39.3	D	27.5	C	30.1	C	0.83
	23	Biscayne Boulevard	-	-	55.9	E	2.1	A	26.9	C	25.8	C	0.90
	24	NE 10th Avenue	-	-	25.7	C	30.3	C	33.1	C	27.8	C	0.66
Biscayne Boulevard	25	NE 81st Street	113.0	F	42.9	D	15.5	B	13.4	B	28.9	C	**1.10**
	26	NE 78th Street	63.6	E	233.8	F	12.7	B	0.7	A	36.4	D	**1.38**

5.3 PRELIMINARY BUILD ALTERNATIVES (TIER 1 ANALYSIS)

As part of the SR 934 PD&E Study, a first-tier screening analysis was performed to evaluate conceptual preliminary roadway typical sections in order to determine the three Build Alternatives that will be further evaluated during the PD&E process. These preliminary typical sections were developed based on the PD&E Study Scope of Services in combination with the findings from the Pre-PD&E Scoping Report that was completed in 2016. These preliminary typical sections address the corridor's mobility needs and the complete streets component of the project.

Fifteen preliminary typical sections were developed for the Tier 1 analysis. Potential multimodal accommodations were considered throughout the development process within the existing right of way footprint or within a logical right of way. Proposed features considered were consistent with FDOT's approach in addressing complete streets concepts for the corridor. Each of the alternatives that were screened are a combination of a NE/NW 79th Street typical section with a corresponding NE/NW 81st/82nd Street typical section; and with regards to the typical section features, including number of travel lanes (balanced and unbalanced), multimodal features (pedestrian, bicycle, and transit), and other components, these typical section alternatives were evaluated as individual options. **Appendix G** shows the evaluation matrix for the Tier 1 evaluation. Refer to the Tier-1 Evaluation Memorandum for the detailed analysis.

After evaluating the 15 typical sections described above in accordance with the aforementioned criteria, Typical Section Alternatives 2, 4, and 10 received the highest scores: 60, 56, and 56, respectively. Typical Section Alternative 2 received the highest score and with minimal impacts and no obvious fatal flaw, it is recommended to move forward in the study as Build Alternative 1.

Typical Section Alternative 4 similarly has minimal impacts and no obvious fatal flaw. The primary impacts associated with this alternative are the removal of parking along one side, which is being replaced with bike lanes and wider sidewalks and landscape areas. These improvements are in line with the goals of the study from a livability standpoint and Typical Section Alternative 4 is therefore recommended to move forward in the study as Build Alternative 2.

The third highest scoring alternative was Typical Section Alternative 10. This typical section has obvious flaws that are not captured by the qualitative evaluation performed as part of the Tier 1 Analysis. For one, the individual evaluation criterion used to evaluate the typical sections are not weighted and all criteria are considered equal. As a result, the true magnitude of the impacts of certain criteria cannot be accurately assessed by simply assigning a 1 to 5 score. This is particularly true when it comes to the operational impacts associated with the conversion of one vehicular lane in each direction to transit-only lanes, as is the case with Alternative Typical Section 10. The determination of whether the two vehicular lanes can be converted to transit-only lanes will require extensive coordination with Miami-Dade Transit as well as a more refined traffic operations analysis. This type of analysis will occur during the Tier 2 evaluation. For this reason, it is recommended that transit only lanes be considered as part of the evaluation of Typical Section Alternative 2 and that Typical Section Alternative 10 be dropped from consideration.

In order to select a third typical section alternative to be further evaluated as part of the study, the next three highest scoring alternatives (fourth, fifth, and sixth) were considered. Alternative 9 was the fourth highest with a score of 54. This was followed by Typical Section Alternatives 3 and 15, both of which scored 53. Alternatives 3 and 9 are both similar to Alternative 2 with the following exceptions: Alternative 3 proposes an eastbound bike lane on NE/NW 81st/82nd Street and Alternative 9 proposes removing the parking along both sides of NE/NW 79th Street and right of way acquisition in order to accommodate a landscaped median. Options for incorporating an additional bike lane along NE/NW 81st/82nd Street or a landscaped median along NE/NW 79th Street, while minimizing the right of way impacts associated with Alternatives 3 and 9 can be evaluated as part of Typical Section Alternative 2 and this, in addition to their similarity from a traffic operational standpoint, removes them from further consideration.

Typical Section Alternative 15, which ranked as the sixth highest Typical Section Alternative, provides the most benefit when it comes to mobility and multimodal capabilities. However, its potential negative impacts on the residential and business communities may make this option not only cost prohibitive but unlikely to garner any local support. Despite the obvious flaws associated with this Typical Section Alternative, the preliminary traffic results as well as the results of the Qualitative Evaluation**,** suggest that a Typical Section Alternative which addresses the capacity needs of the corridor should move forward in the study. It should be noted that this Typical Section Alternative will require the support and commitment of Miami-Dade Transit. Failure to garner such support would remove the transit-only lanes from consideration and Typical Section Alternative 15 would become Typical Section Alternative 14, which features a similar configuration with the additional lanes serving vehicular traffic instead of transit. The feasibility of transit-only lanes will ultimately determine which concept is evaluated as Build Alternative 3.

Consequently, the three Typical Sections proposed for further evaluation are:

- Build Alternative 1 - Typical Section Alternative 2
- Build Alternative 2 - Typical Section Alternative 4
- Build Alternative 3 - Typical Section Alternative 15

5.4 REFINED BUILD ALTERNATIVES (TIER 2 ANALYSIS)

5.4.1 Build Alternative 1

Along NE/NW 79th Street, one of the eastbound lanes is replaced with a westbound lane, providing a balanced section with two travel lanes in each direction. On-street parking is maintained on both sides of the corridor and sharrows are provided for bicycle traffic. A balanced two-way two-lane section is provided along NE/NW 81st/82nd Street with a 7 ft. buffered bicycle lane in the westbound direction. Standard on-street parking is provided, and 6 ft. sidewalks are maintained or provided in both directions.

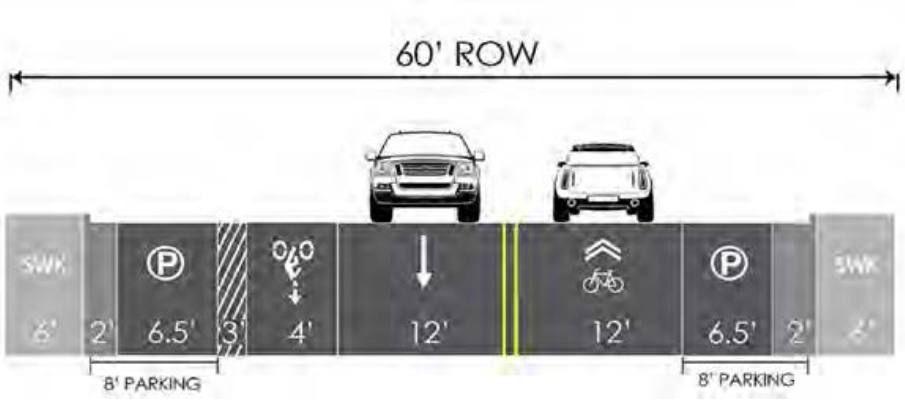


Figure 5-1 NE/NW 81st/82nd Street – Build Alternative 1

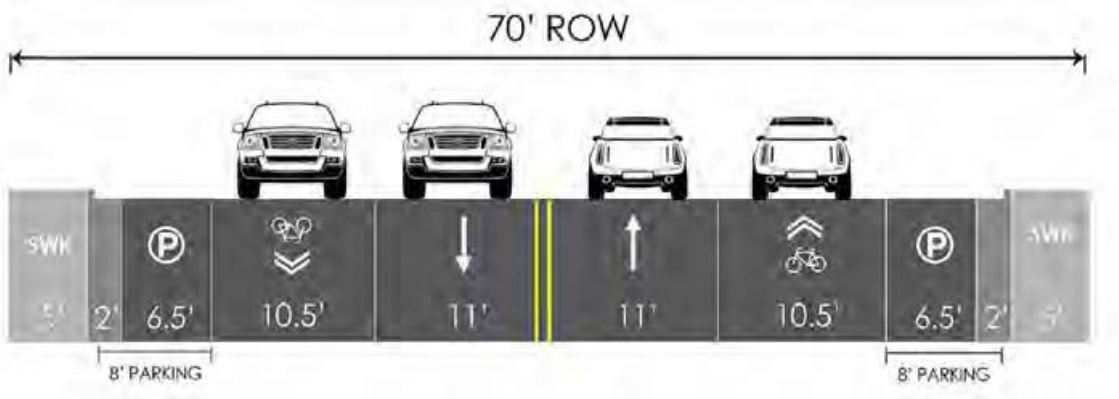


Figure 5-2 NE/NW 79th Street – Build Alternative 1

5.4.1.1 Advantages

- A balanced typical section provides better access to businesses and residential properties along the corridor.
- The proposed improvements can generally be accommodated within the existing ROW requiring minimal ROW acquisition to provide improvements at some intersections along both NE/NW 79th and 81st/82 Streets.
- Shared through/left movements at signalized intersections are eliminated along both streets.
- Local access and circulation are improved due to balanced two-way traffic on both streets.
- A dedicated bicycle lane along NE/NW 81st/82nd Street is maintained in the westbound direction from NW 13th Court to Biscayne Boulevard.
- Pedestrian facilities are improved by providing standard 6 ft. sidewalks along NE/NW 81st/82nd Street and consistent 5 ft. (minimum) sidewalks along NE/NW 79th Street.
- On-street parking along both sides of each corridor is maintained.

7.2 BUILD ALTERNATIVE 1

Build Alternative 1 replaces one of the eastbound lanes along NE/NW 79th Street with a westbound lane and provides a balanced configuration with two travel lanes in each direction. The configuration along NE/NW 81st/82nd Street is also modified to provide a two-lane roadway with one lane in each direction. The proposed intersection configuration for Build Alternative 1 is shown in **Figure 7-1**. The detailed results of the intersection and arterial analysis for Build Alternative 1 are provided in **Appendix N.**

7.2.1 Arterial Level of Service

Table 7-9 to **Table 7-12** summarize the 2025 opening year and 2045 design year LOS analysis along the study arterials under Build Alternative 1.

The results indicate that for the 2025 opening year, the NE/NW 79th Street corridor will operate at LOS D in both directions with an average speed of 15.7 mph in the eastbound direction and 17.1 mph in the westbound direction during the AM peak period. During the PM peak period the corridor will operate at LOS D with an average speed of 17.2 mph in the eastbound direction and 15.7 mph in the westbound direction. Similarly, NE 81st/82nd Street will operate at LOS D in both directions during both the AM and PM period with average speeds ranging from 16.1 mph to 17.3 mph.

In the 2045 design year, NE/NW 79th Street will operate at LOS D in both directions during the AM peak period with an average speed of 14.5 mph in the eastbound direction and 15.1 mph in the westbound direction. In the PM peak period, NE/NW 79th Street will operate at LOS D in both directions with an average speed of 16.2 mph in the eastbound direction and 14.5 mph in the westbound direction. NE/NW 81st/82nd Street on the other hand will operate at LOS D in both directions during the AM peak period with an average speed of 13.5 mph in the eastbound direction and 13.1 mph in the westbound direction. During the PM peak period NE/NW 81st/82nd Street will operate at LOS D in both directions with an average speed of 14.5 mph in the eastbound direction and 14.2 mph in the westbound direction.

Table 7-9 2025 Build Alternative 1 Arterial Level of Service - AM Peak								
Corridor	Cross Street	Distance	Eastbound			Westbound		
			Travel Time (s)	Speed (mph)	LOS	Travel Time (s)	Speed (mph)	LOS
79th Street Corridor	NW 17th Avenue	0.5	92.3	13.4	E	90.9	20.1	C
	NW 12th Avenue	0.3	114.2	16.0	D	69.4	10.4	E
	NW 10th Court	0.2	25.2	28.5	B	39.2	28.2	B
	NW 7th Avenue	0.2	100.2	11.0	E	47.0	4.8	F
	NW 6th Court	0.3	31.1	7.3	F	20.7	10.6	E
	NW 6th Avenue	0.1	12.6	17.0	D	86.5	15.9	D
	NW 2nd Avenue	0.1	56.5	24.2	B	34.3	26.9	B
	N Miami Avenue	0.4	83.0	11.1	E	48.8	18.7	C
	NE 2nd Avenue	0.3	105.7	8.6	F	48.5	17.5	D
	NE 4th Avenue	0.3	31.9	26.8	B	14.7	11.6	E
	NE 4th Court	0.2	12.8	13.3	E	22.5	18.6	C
	NE 5th Avenue	0.1	25.4	16.5	D	31.0	12.8	E
	Biscayne Boulevard	0.1	43.8	9.1	F	51.1	8.2	F
	NE 7th Avenue	0.1	31.4	13.4	E	50.8	27.8	B
	NE 10th Avenue	0.1	58.9	24.0	B	28.1	25.8	B
	Bayshore Dr	0.4	38.8	18.7	C	86.0	16.7	D
	Pelican Harbor Drive	0.6	53.4	26.9	B	27.3	16.6	D
	Total	**4.2**	**917.2**	**15.7**	**D**	**796.7**	**17.1**	**D**
81st/82nd Street Corridor	NE 10th Avenue	0.3	119.5	16.4	D	78.3	13.0	E
	Biscayne Boulevard	0.5	31.2	7.3	F	81.3	22.6	C
	NE 2nd Avenue	0.5	19.5	11.0	E	118.4	15.5	D
	N Miami Avenue	0.3	136.9	16.8	D	69.1	13.3	E
	NW 6th Avenue	0.6	53.7	17.1	D	99.9	23.1	C
	NW 6th Court	0.1	121.1	15.2	D	25.0	8.5	F
	NW 7th Avenue	0.1	88.4	20.7	C	39.3	5.8	F
	Total	**2.31**	**570.3**	**16.3**	**D**	**511.3**	**16.3**	**D**

Table 7-10 2025 Build Alternative 1 Arterial Level of Service - PM Peak								
Corridor	Cross Street	Distance	Eastbound			Westbound		
			Travel Time (s)	Speed (mph)	LOS	Travel Time (s)	Speed (mph)	LOS
79th Street Corridor	NW 17th Avenue	0.5	76.6	16.1	D	112.1	16.3	D
	NW 12th Avenue	0.3	111.1	16.5	D	72.8	9.9	F
	NW 10th Court	0.2	26.1	27.6	B	42.3	26.1	B
	NW 7th Avenue	0.2	67.9	16.2	D	21.3	10.6	E
	NW 6th Court	0.3	32.0	7.1	F	25.6	8.6	F
	NW 6th Avenue	0.1	15.7	14.0	E	68.9	20.0	C
	NW 2nd Avenue	0.1	55.8	24.7	B	33.7	27.4	B
	N Miami Avenue	0.4	72.3	12.8	E	62.6	14.6	D
	NE 2nd Avenue	0.3	62.4	14.6	D	48.9	17.4	D
	NE 4th Avenue	0.3	30.6	27.8	B	16.0	10.7	E
	NE 4th Court	0.2	16.3	10.5	E	30.0	14.0	E
	NE 5th Avenue	0.1	26.9	15.6	D	30.5	13.1	E
	Biscayne Boulevard	0.1	47.6	8.4	F	75.1	5.6	F
	NE 7th Avenue	0.1	33.0	12.7	E	59.5	23.8	C
	NE 10th Avenue	0.1	66.7	21.2	C	58.9	12.3	E
	Bayshore Drive	0.4	38.8	18.7	C	77.4	18.6	C
	Pelican Harbor Drive	0.6	54.3	26.5	B	28.9	15.7	D
	Total	**4.2**	**834.1**	**17.2**	**D**	**864.5**	**15.7**	**D**
81st/82nd Street Corridor	NE 10th Avenue	0.3	105.2	18.6	C	73.4	13.9	E
	Biscayne Boulevard	0.5	19.1	11.9	E	117.4	15.6	D
	NE 2nd Avenue	0.5	20.8	10.3	E	101.6	18.1	C
	N Miami Avenue	0.3	115.9	19.9	C	68.9	13.3	E
	NW 6th Avenue	0.6	52.4	17.5	D	105.7	21.8	C
	NW 6th Court	0.1	133.0	13.8	E	19.7	10.9	E
	NW 7th Avenue	0.1	89.4	20.5	C	33.2	6.9	F
	Total	**2.31**	**535.8**	**17.3**	**D**	**519.9**	**16.1**	**D**

Table 7-11 2045 Build Alternative 1 Arterial Level of Service - AM Peak								
Corridor	Cross Street	Distance	Eastbound			Westbound		
			Travel Time (s)	Speed (mph)	LOS	Travel Time (s)	Speed (mph)	LOS
79th Street Corridor	NW 17th Avenue	0.5	104.5	11.8	E	103.3	17.7	D
	NW 12th Avenue	0.3	116.8	15.7	D	77.2	9.3	F
	NW 10th Court	0.2	26.3	27.4	B	40.1	27.5	B
	NW 7th Avenue	0.2	113.1	9.7	F	91.3	2.5	F
	NW 6th Court	0.3	36.2	6.3	F	21.3	10.3	E
	NW 6th Avenue	0.1	12.0	18.3	C	88.9	15.5	D
	NW 2nd Avenue	0.1	58.6	23.5	C	34.4	26.9	B
	N Miami Avenue	0.4	101.7	9.1	F	55.0	16.6	D
	NE 2nd Avenue	0.3	96.6	9.5	F	54.4	15.6	D
	NE 4th Avenue	0.3	35.0	24.3	B	15.6	10.9	E
	NE 4th Court	0.2	17.2	9.9	F	23.3	18.0	D
	NE 5th Avenue	0.1	26.4	15.9	D	33.4	11.9	E
	Biscayne Boulevard	0.1	46.5	8.6	F	56.1	7.5	F
	NE 7th Avenue	0.1	36.2	11.6	E	52.6	26.9	B
	NE 10th Avenue	0.1	62.4	22.7	C	33.4	21.7	C
	Bayshore Drive	0.4	46.0	15.8	D	88.2	16.3	D
	Pelican Harbor Drive	0.6	55.3	26.0	B	35.2	12.9	E
	Total	**4.2**	**990.8**	**14.5**	**D**	**903.7**	**15.1**	**D**
81st/82nd Street Corridor	NE 10th Avenue	0.3	171.2	11.4	E	135.7	7.5	F
	Biscayne Boulevard	0.5	47.7	4.8	F	82.2	22.3	C
	NE 2nd Avenue	0.5	20.1	10.7	E	146.5	12.6	E
	N Miami Avenue	0.3	158.0	14.6	D	93.7	9.8	F
	NW 6th Avenue	0.6	61.8	14.8	D	104.8	22.0	C
	NW 6th Court	0.1	134.7	13.7	E	24.3	8.8	F
	NW 7th Avenue	0.1	95.4	19.2	C	48.0	4.7	F
	Total	**2.31**	**688.9**	**13.5**	E	**635.2**	**13.1**	E

Table 7-12 2045 Build Alternative 1 Arterial Level of Service - PM Peak								
Corridor	Cross Street	Distance	Eastbound			Westbound		
			Travel Time (s)	Speed (mph)	LOS	Travel Time (s)	Speed (mph)	LOS
79th Street Corridor	NW 17th Avenue	0.5	79.9	15.5	D	120.9	15.1	D
	NW 12th Avenue	0.3	115.7	15.8	D	75.1	9.6	F
	NW 10th Court	0.2	28.0	25.7	B	43.4	25.4	B
	NW 7th Avenue	0.2	74.5	14.8	D	23.3	9.7	F
	NW 6th Court	0.3	33.1	6.8	F	27.4	8.0	F
	NW 6th Avenue	0.1	15.7	14.0	E	72.7	19.0	C
	NW 2nd Avenue	0.1	58.0	23.8	C	34.1	27.1	B
	N Miami Avenue	0.4	77.6	11.9	E	68.0	13.4	E
	NE 2nd Avenue	0.3	61.5	14.9	D	52.3	16.3	D
	NE 4th Avenue	0.3	30.5	27.9	B	20.0	8.5	F
	NE 4th Court	0.2	23.0	7.4	F	31.4	13.4	E
	NE 5th Avenue	0.1	28.0	15.0	D	31.8	12.5	E
	Biscayne Boulevard	0.1	51.0	7.8	F	84.3	5.0	F
	NE 7th Avenue	0.1	37.5	11.1	E	57.8	24.5	B
	NE 10th Avenue	0.1	75.3	18.8	C	67.0	10.8	E
	Bayshore Drive	0.4	42.2	17.2	D	93.5	15.4	D
	Pelican Harbor Drive	0.6	57.0	25.2	B	35.3	12.8	E
	Total	**4.2**	**888.5**	**16.2**	**D**	**938.3**	**14.5**	**D**
81st/82nd Street Corridor	NE 10th Avenue	0.3	134.9	14.5	D	113.1	9.0	F
	Biscayne Boulevard	0.5	19.4	11.7	E	118.9	15.4	D
	NE 2nd Avenue	0.5	21.6	9.9	F	114.4	16.1	D
	N Miami Avenue	0.3	138.1	16.7	D	77.9	11.8	E
	NW 6th Avenue	0.6	58.1	15.8	D	108.0	21.3	C
	NW 6th Court	0.1	170.6	10.8	E	20.1	10.7	E
	NW 7th Avenue	0.1	96.8	18.9	C	35.5	6.4	F
	Total	**2.31**	**639.5**	**14.5**	**D**	**587.9**	**14.2**	**D**

Table 7-13 2025 Build Alternative 1 Intersection Level of Service - AM Peak

Corridor	No	Intersection	Approach Delay (s/veh)/LOS								Intersection (s/veh)/ LOS		
			EB		WB		NB		SB		Delay	LOS	Max V/C
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
79th Street Corridor	1	NW 17th Avenue	56.1	E	40.8	D	56.7	E	58.9	E	52.8	D	0.88
	2	NW 13th Court	-	-	-	-	-	-	-	-	-	-	-
	3	NW 12th Avenue	17.7	B	23.2	C	53.8	D	60.4	E	28.1	C	0.53
	4	NW 10th Court	7.6	A	0.1	A	-	-	79.5	E	9.0	A	0.85
	5	NW 7th Avenue	69.5	E	69.1	E	37.9	D	35.0	D	48.8	D	0.91
	6	NW 6th Court	35.1	D	34.8	C	-	-	38.6	D	36.4	D	0.95
	7	NW 6th Avenue	16.3	B	39.0	D	65.6	E	-	-	39.2	D	0.86
	8	NW 2nd Avenue	13.5	B	8.2	A	55.9	E	-	-	15.5	B	0.41
	9	N Miami Avenue	41.1	D	15.6	B	56.7	E	58.9	E	29.5	C	0.82
	10	NE 2nd Avenue	56.1	E	53.6	D	59.7	E	51.3	D	54.6	D	0.88
	11	NE 4th Avenue	6.9	A	11.1	B	-	-	56.4	E	11.0	B	0.43
	12	NE 4th Court	4.4	A	6.7	A	59.0	E	-	-	10.1	B	0.44
	13	NE 5th Avenue	10.6	B	14.1	B	60.9	E	75.5	E	19.5	B	0.74
	14	Biscayne Boulevard	25.6	C	14.4	B	65.6	E	29.5	C	34.7	C	0.82
	15	NE 7th Avenue	13.6	B	16.0	B	71.4	E	60.5	E	18.0	B	0.94
	16	NE 10th Avenue	14.5	B	1.2	A	61.8	E	56.5	E	15.1	B	0.60
	17	Pelican Harbor Drive	0.1	A	7.9	A	61.5	E	65.9	E	4.5	A	0.53
	18	Bayshore Drive	25.8	C	54.4	D	51.8	D	65.4	E	43.9	D	0.89
81st/82nd Street Corridor	19	NW 7th Avenue	45.5	D	17.9	B	38.1	D	56.7	E	44.9	D	0.93
	20	NW 6th Court	27.6	C	8.1	A	-	-	64.8	E	33.6	C	0.86
	21	NW 6th Avenue	13.9	B	18.5	B	72.8	E	-	-	32.8	C	0.86
	22	N Miami Avenue	41.3	D	38.5	D	44.7	D	50.4	D	44.5	D	0.83
	23	NE 2nd Avenue	5.0	A	35.7	D	51.2	D	69.1	E	40.4	D	0.90
	24	Biscayne Boulevard	38.1	D	44.3	D	38.5	D	45.0	D	41.8	D	0.84
	25	NE 10th Avenue	26.8	C	43.7	D	45.1	D	50.2	D	39.4	D	0.89
Biscayne Boulevard	26	NE 81st Street	75.6	E	71.2	E	7.4	A	11.3	B	14.2	B	0.73
	27	NE 78th Street	98.3	F	77.6	E	9.3	A	16.9	B	23.3	C	0.87

Table 7-14 2025 Build Alternative 1 Intersection Level of Service - PM Peak

Corridor	No	Intersection	Approach Delay (s/veh)/LOS								Intersection (s/veh)/ LOS		
			EB		WB		NB		SB		Delay	LOS	Max V/C
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
79th Street Corridor	1	NW 17th Avenue	39.3	D	41.2	D	57.7	E	67.6	E	49.2	D	1.02
	2	NW 13th Court	-	-	-	-	-	-	-	-	-	-	-
	3	NW 12th Avenue	22.9	C	29.1	C	62.0	E	78.5	E	39.8	D	0.84
	4	NW 10th Court	13.0	B	0.2	A	-	-	75.7	E	13.2	B	0.88
	5	NW 7th Avenue	37.6	D	13.6	B	65.0	E	40.5	D	42.0	D	0.91
	6	NW 6th Court	21.0	C	21.7	C	-	-	51.1	D	32.1	C	0.95
	7	NW 6th Avenue	8.7	A	15.2	B	62.4	E	-	-	26.1	C	0.86
	8	NW 2nd Avenue	14.1	B	9.0	A	63.9	E	-	-	21.0	C	0.75
	9	N Miami Avenue	37.0	D	35.4	D	57.7	E	67.6	E	44.8	D	0.89
	10	NE 2nd Avenue	29.4	C	8.1	A	56.0	E	26.1	C	29.4	C	0.77
	11	NE 4th Avenue	5.6	A	10.4	B	-	-	57.7	E	9.2	A	0.45
	12	NE 4th Court	1.8	A	13.8	B	58.3	E	-	-	19.8	B	0.82
	13	NE 5th Avenue	11.9	B	15.4	B	60.8	E	68.4	E	20.4	C	0.66
	14	Biscayne Boulevard	32.8	C	25.4	C	55.4	E	32.9	C	38.7	D	0.93
	15	NE 7th Avenue	19.2	B	13.9	B	62.8	E	50.0	D	20.9	C	0.82
	16	NE 10th Avenue	13.2	B	1.1	A	61.3	E	54.3	D	12.1	B	0.54
	17	Pelican Harbor Drive	8.8	A	11.2	B	59.5	E	60.1	E	10.6	B	0.45
	18	Bayshore Drive	24.8	C	29.7	C	59.5	E	58.5	E	35.1	D	0.80
81st/82nd Street Corridor	19	NW 7th Avenue	41.2	D	13.5	B	50.5	D	44.0	D	39.9	D	0.89
	20	NW 6th Court	17.0	B	4.7	A	-	-	70.6	E	27.5	C	0.89
	21	NW 6th Avenue	2.8	A	21.5	C	72.8	E	-	-	33.6	C	0.88
	22	N Miami Avenue	33.0	C	30.0	C	75.5	E	53.5	D	50.2	D	1.01
	23	NE 2nd Avenue	2.5	A	31.5	C	59.9	E	49.2	D	35.3	D	0.79
	24	Biscayne Boulevard	47.7	D	40.0	D	51.9	D	37.7	D	45.2	D	0.91
	25	NE 10th Avenue	25.7	C	38.3	D	61.0	E	57.5	E	40.7	D	0.87
Biscayne Boulevard	26	NE 81st Street	97.3	F	71.4	E	15.7	B	1.7	A	21.8	C	1.01
	27	NE 78th Street	89.3	F	74.9	E	12.6	B	14.3	B	21.9	C	0.84

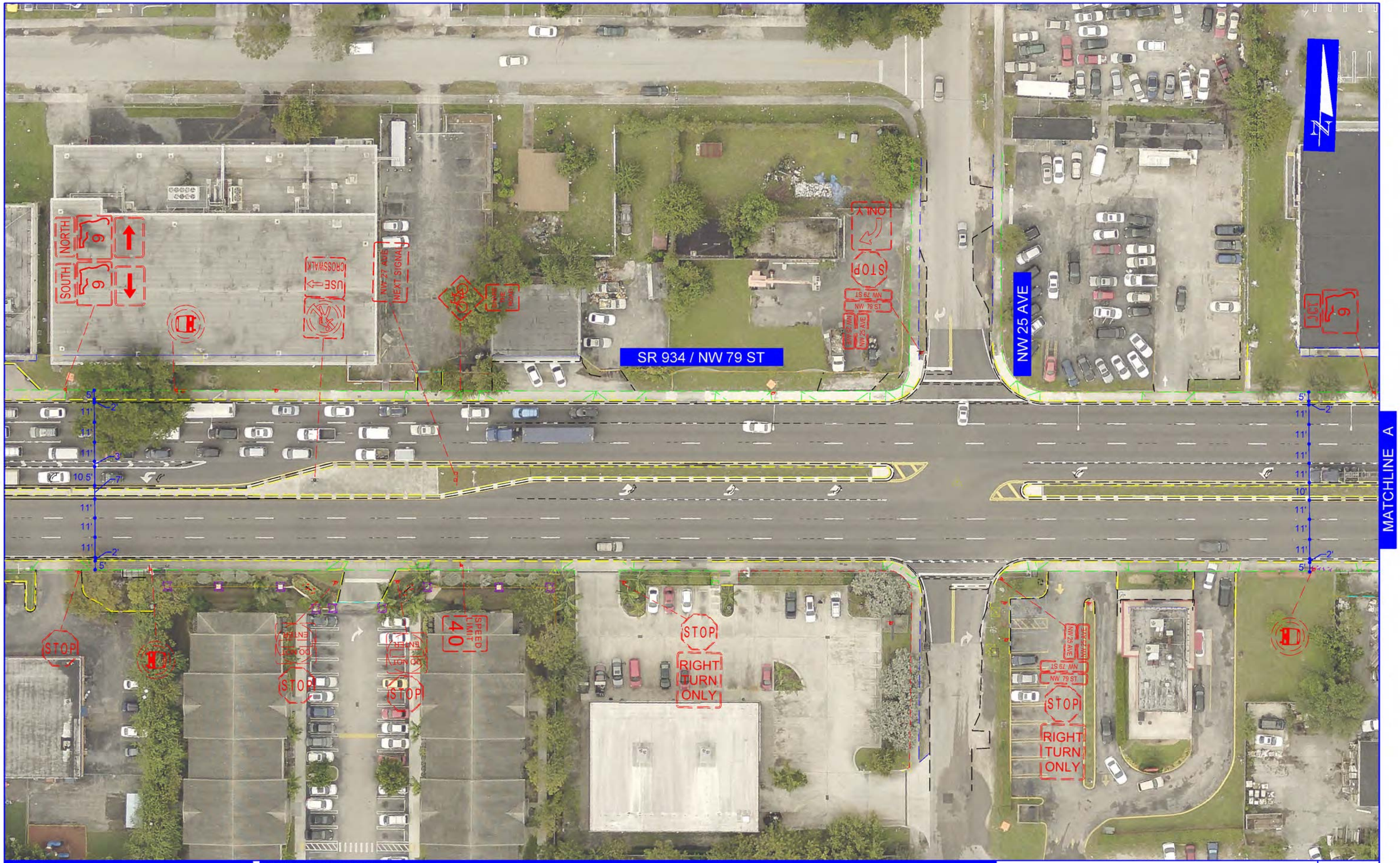
Table 7-15 2045 Build Alternative 1 Intersection Level of Service - AM Peak

Corridor	No	Intersection	Approach Delay (s/veh)/LOS								Intersection (s/veh)/ LOS		
			EB		WB		NB		SB		Delay	LOS	Max V/C
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
79th Street Corridor	1	NW 17th Avenue	64.5	E	56.9	E	71.2	E	78.8	E	67.2	E	0.99
	2	NW 13th Court	-	-	-	-	-	-	-	-	-	-	-
	3	NW 12th Avenue	22.3	C	29.6	C	54.5	D	58.8	E	32.2	C	0.75
	4	NW 10th Court	8.2	A	0.1	A	-	-	78.4	E	9.2	A	0.88
	5	NW 7th Avenue	90.9	F	102.4	F	44.6	D	44.6	D	64.7	E	1.03
	6	NW 6th Court	43.1	D	43.2	D	-	-	54.5	D	47.7	D	**1.07**
	7	NW 6th Avenue	21.8	C	44.1	D	68.7	E	-	-	43.8	D	0.91
	8	NW 2nd Avenue	15.4	B	9.4	A	58.0	E	-	-	17.1	B	0.65
	9	N Miami Avenue	57.5	E	24.6	C	71.2	E	78.8	E	39.8	D	0.98
	10	NE 2nd Avenue	52.4	D	59.6	E	64.7	E	43.1	D	54.2	D	0.92
	11	NE 4th Avenue	7.5	A	12.6	B	-	-	57.8	E	12.1	B	0.52
	12	NE 4th Court	5.6	A	7.5	A	61.2	E	-	-	11.2	B	0.55
	13	NE 5th Avenue	11.7	B	15.8	B	64.7	E	94.9	F	22.6	C	0.90
	14	Biscayne Boulevard	30.6	C	23.6	C	79.7	E	36.4	D	43.5	D	0.97
	15	NE 7th Avenue	26.2	C	34.0	C	77.5	E	62.8	E	33.0	C	1.06
	16	NE 10th Avenue	22.1	C	1.5	A	62.3	E	51.3	D	18.7	B	0.70
	17	Pelican Harbor Drive	0.2	A	16.4	B	60.3	E	61.0	E	9.7	A	0.77
	18	Bayshore Drive	31.6	C	61.1	E	56.0	E	67.7	E	49.6	D	0.92
81st/82nd Street Corridor	19	NW 7th Avenue	88.8	F	34.3	C	39.1	D	100.1	F	76.8	E	**1.11**
	20	NW 6th Court	36.3	D	27.1	C	-	-	95.2	F	52.8	D	**1.04**
	21	NW 6th Avenue	20.4	C	26.2	C	74.5	E	-	-	38.3	D	0.91
	22	N Miami Avenue	77.4	E	55.4	E	51.3	D	70.4	E	65.1	E	**1.02**
	23	NE 2nd Avenue	13.3	B	65.8	E	55.1	E	95.4	F	59.9	E	**1.03**
	24	Biscayne Boulevard	55.7	E	140.4	F	43.1	D	63.9	E	71.9	E	**2.06**
	25	NE 10th Avenue	35.7	D	90.0	F	46.2	D	65.2	E	64.8	E	**1.09**
Biscayne Boulevard	26	NE 81st Street	90.9	F	71.2	E	8.3	A	14.1	B	17.2	B	0.88
	27	NE 78th Street	100.6	F	147.6	F	13.0	B	22.8	C	40.9	D	**1.05**

Table 7-16 2045 Build Alternative 1 Intersection Level of Service - PM Peak

Corridor	No	Intersection	Approach Delay (s/veh)/LOS								Intersection (s/veh)/ LOS		
			EB		WB		NB		SB		Delay	LOS	Max V/C
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
79th Street Corridor	1	NW 17th Avenue	61.3	E	53.2	D	96.1	F	127.4	F	78.2	E	1.58
	2	NW 13th Court	-	-	-	-	-	-	-	-	-	-	-
	3	NW 12th Avenue	37.6	D	37.0	D	83.6	F	78.2	E	54.3	D	1.03
	4	NW 10th Court	14.3	B	0.3	A	-	-	74.8	E	13.8	B	0.90
	5	NW 7th Avenue	66.8	E	17.1	B	113.2	F	70.5	E	72.1	E	1.44
	6	NW 6th Court	24.2	C	25.5	C	-	-	75.5	E	43.2	D	1.10
	7	NW 6th Avenue	17.7	B	21.2	C	64.1	E	-	-	31.9	C	0.92
	8	NW 2nd Avenue	15.8	B	10.0	B	76.6	E	-	-	24.4	C	0.91
	9	N Miami Avenue	51.9	D	46.1	D	96.1	F	127.4	F	66.6	E	1.09
	10	NE 2nd Avenue	32.7	C	13.4	B	73.5	E	27.4	C	36.7	D	0.94
	11	NE 4th Avenue	6.2	A	12.0	B	-	-	58.5	E	10.3	B	0.55
	12	NE 4th Court	2.9	A	14.9	B	78.2	E	-	-	25.4	C	1.00
	13	NE 5th Avenue	17.1	B	16.5	B	67.0	E	77.6	E	24.5	C	0.85
	14	Biscayne Boulevard	56.1	E	33.9	C	105.9	F	41.8	D	64.1	E	1.14
	15	NE 7th Avenue	26.9	C	35.5	D	71.3	E	52.8	D	35.3	D	1.07
	16	NE 10th Avenue	17.3	B	0.5	A	61.8	E	51.6	D	13.8	B	0.70
	17	Pelican Harbor Drive	10.6	B	16.0	B	59.4	E	61.7	E	14.3	B	0.71
	18	Bayshore Drive	51.6	D	41.6	D	60.3	E	77.9	E	54.2	D	1.30
81st/82nd Street Corridor	19	NW 7th Avenue	68.2	E	40.9	D	89.9	F	59.7	E	68.0	E	1.28
	20	NW 6th Court	21.5	C	17.9	B	-	-	78.4	E	36.0	D	0.95
	21	NW 6th Avenue	4.4	A	28.0	C	77.5	E	-	-	38.0	D	0.94
	22	N Miami Avenue	56.2	E	41.8	D	135.2	F	58.5	E	78.2	E	1.20
	23	NE 2nd Avenue	3.2	A	41.0	D	67.0	E	59.8	E	42.1	D	0.96
	24	Biscayne Boulevard	78.0	E	53.4	D	99.3	F	48.0	D	73.3	E	1.12
	25	NE 10th Avenue	33.7	C	78.6	E	57.6	E	94.5	F	65.1	E	1.06
Biscayne Boulevard	26	NE 81st Street	107.5	F	71.8	E	19.0	B	6.8	A	26.4	C	1.07
	27	NE 78th Street	85.7	F	82.6	F	22.1	C	21.4	C	30.9	C	0.89

APPENDIX B – EXISTING CONDITION DIAGRAM



LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

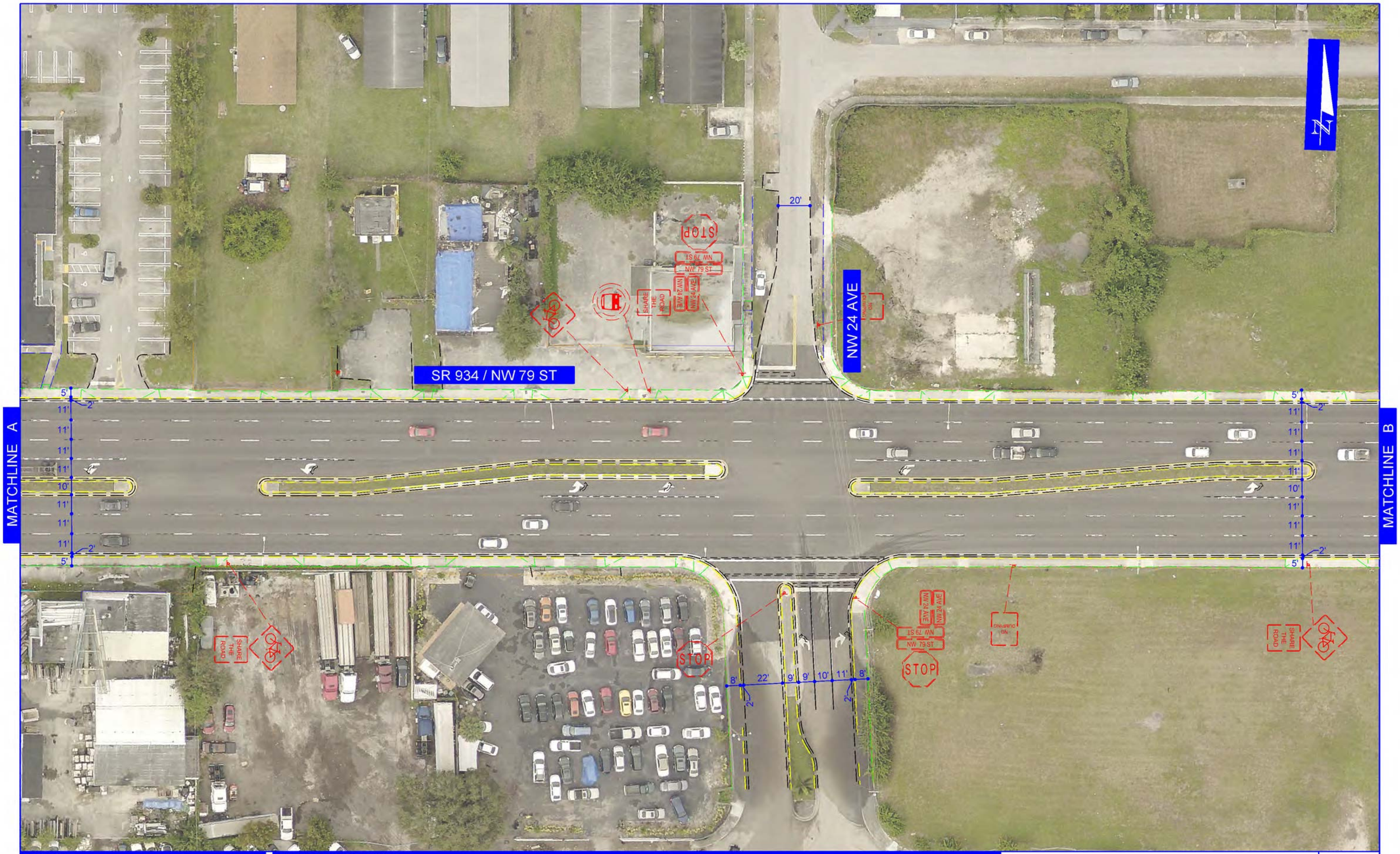
INTERSECTION DETAILS:						

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.

3.1A

JSlowinski 6/25/2020 2:15:14 PM T:\308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\planrd_EX_01.dgn



LEGEND:

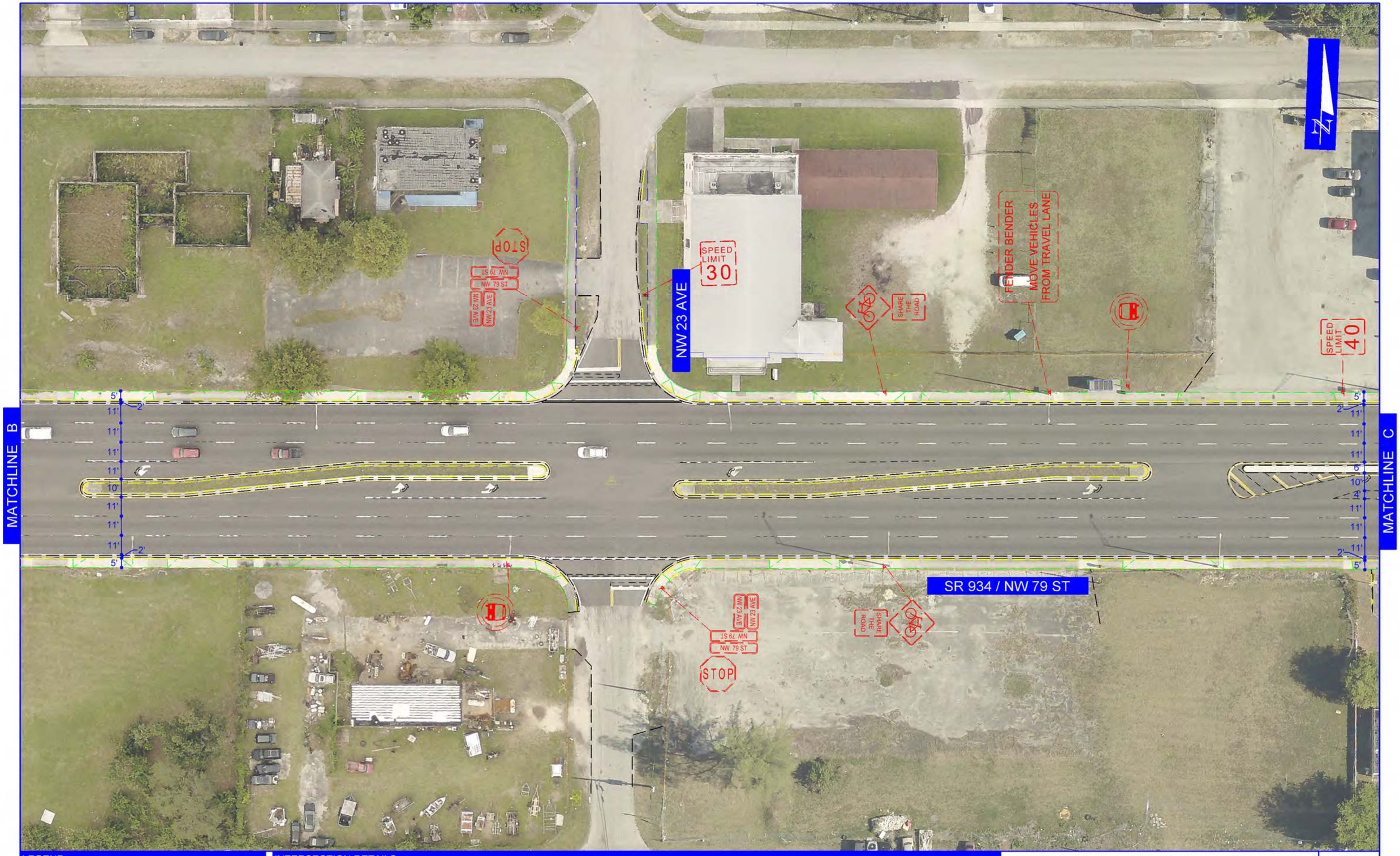
	EXISTING SIGN		DRAINAGE
	PED. SIGNAL		LIGHT POLE
	BUS STOP		

INTERSECTION DETAILS:

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.

3.1B



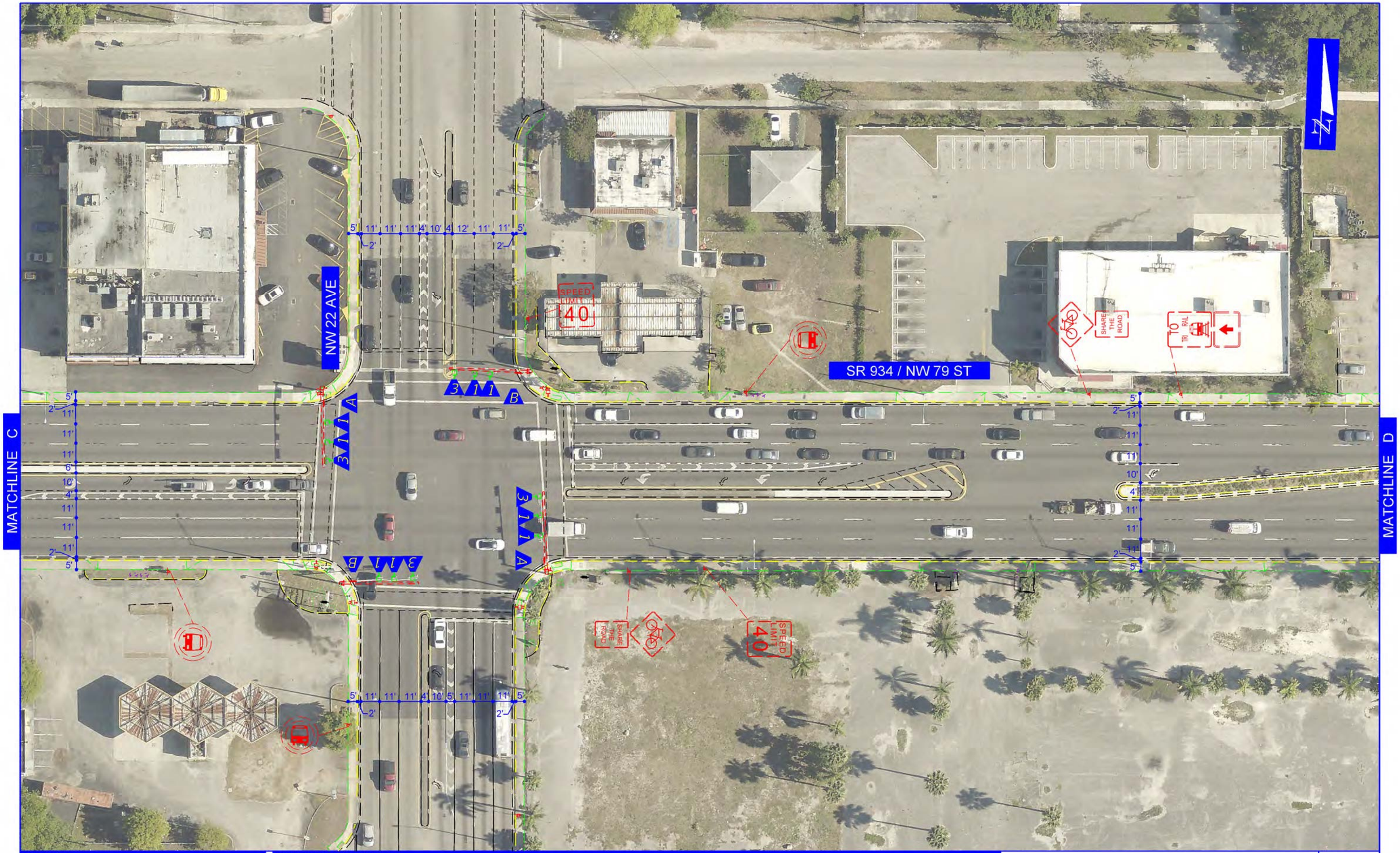
LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:						

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.
3.1C

JSlaw1nsk1 6/25/2020 2:15:37 PM T:\308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\plan rd_EX_03.dgn



LEGEND:

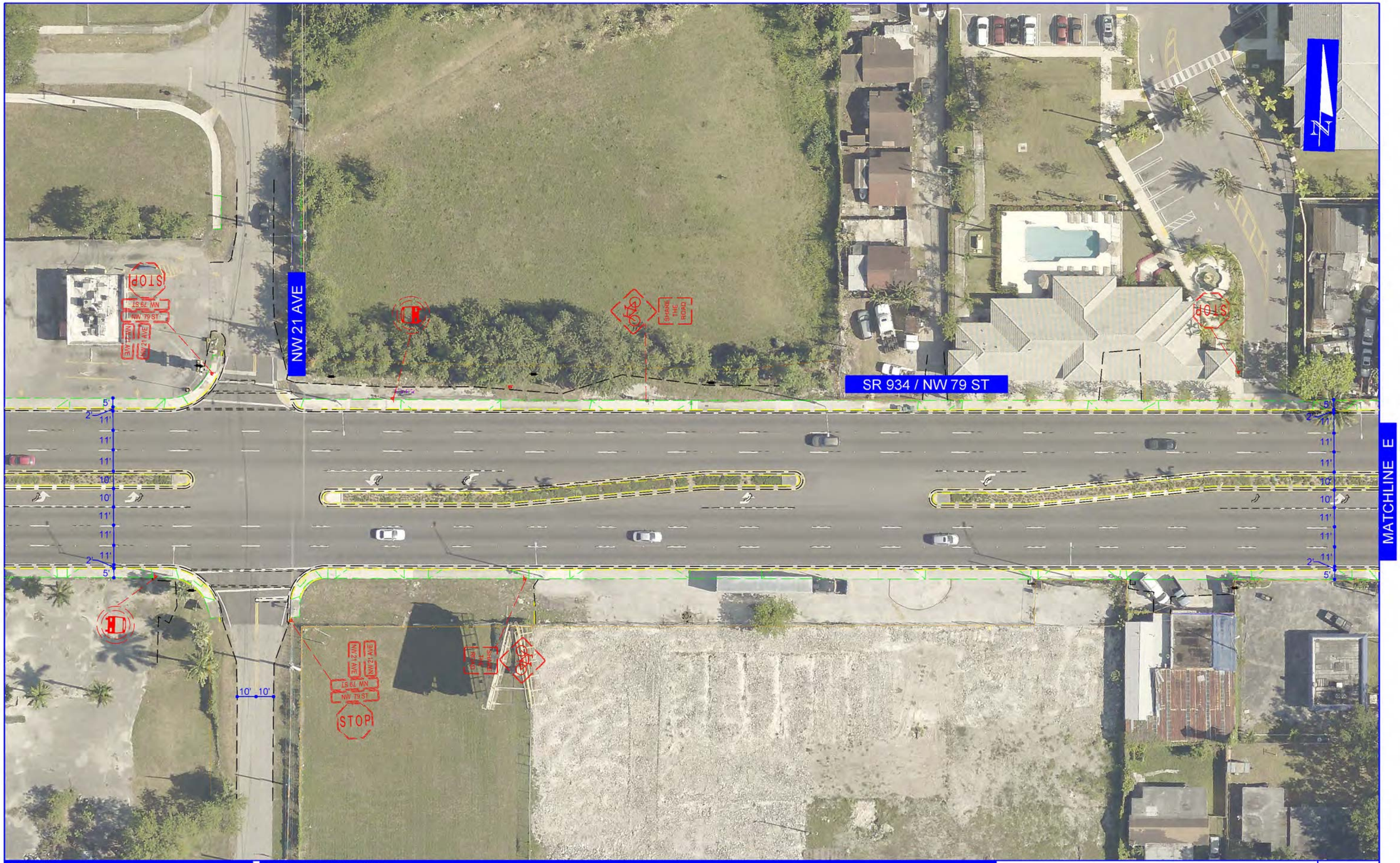
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:

1		3		NW 22 AVE Jessie Trice Blvd/Capt James E Scott Av	A		
2				NW 79 ST	B		

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.
3.1D



LEGEND:			
	EXISTING SIGN		DRAINAGE
	PED. SIGNAL		LIGHT POLE
	BUS STOP		

INTERSECTION DETAILS:

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.
3.1E

NW 19 AVE

NW 18 CT

NW 18 AVE

SR 934 / NW 79 ST

NO OUTLET

STOP

SHARE THE ROAD

MATCHLINE E

MATCHLINE F

5'
2'
11'
11'
10'
10'
11'
11'
11'
2'
5'

NW 79 ST

LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:						

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.
3.1F

LEGEND:

EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:

1		3	NW 17 AVE	A			
2			NW 79 ST	B			

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO. 3.1G

T:\308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\plans_EX_DT.dgn

MATCHLINE G

MATCHLINE H

NW 16 AVE

NW 15 AVE

NW 14 PL

SR 934 / NW 79 ST

STOP

SHARE THE ROAD

EAST 934

5' 2' 11' 11' 11' 10' 11' 11' 11' 2' 5'

LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:						

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.

3.1H

JSlowinski 6/25/2020 2:16:29 PM T:\1308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\plan rd_EX_08.dgn

MATCHLINE H

MATCHLINE I

NW 14 CT

SR 934 / NW 79 ST

NW 14 AVE

NW 13 CT

NW 14 CT

LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:						

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.

3.11

LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:							
1		3		NW 13 CT	A	C	
2				NO TURNS	B		

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.
3.1J

T:\308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\plans_EX_10.dgn

LEGEND:

EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:

1		3	NW 12 AVE John H Peavy Jr. Av	A	C		
2			NW 79 ST	B	D		

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.

3.1K

T:\308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\plan1d_EX_II.dgn

MATCHLINE K

MATCHLINE L

NW 11 AVE

NW 10 CT

SR 934 / NW 79 ST

NW 11 AVE

NW 10 AVE

STOP

SPEED LIMIT 40

END CENTER LANE ONLY

BEGIN CENTER LANE ONLY

NW 79 ST

NW 10 AV

5' 2' 11' 11' 12' 11' 11' 5'

LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

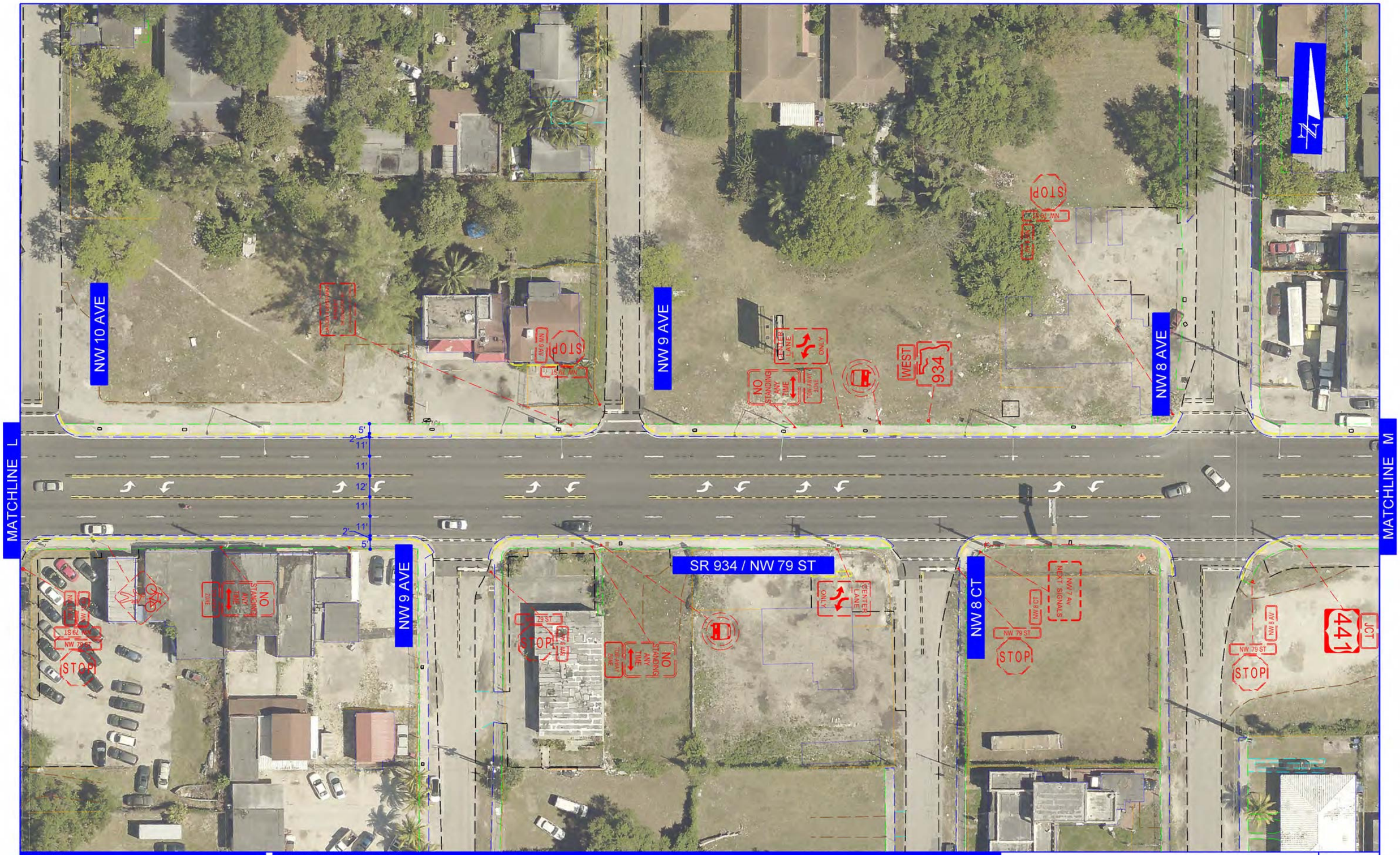
INTERSECTION DETAILS:							
1		3		NW 10 CT	A		
2				NW 79 ST	B		

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.

3.1L

T:\1308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\planrd_EX_12.dgn



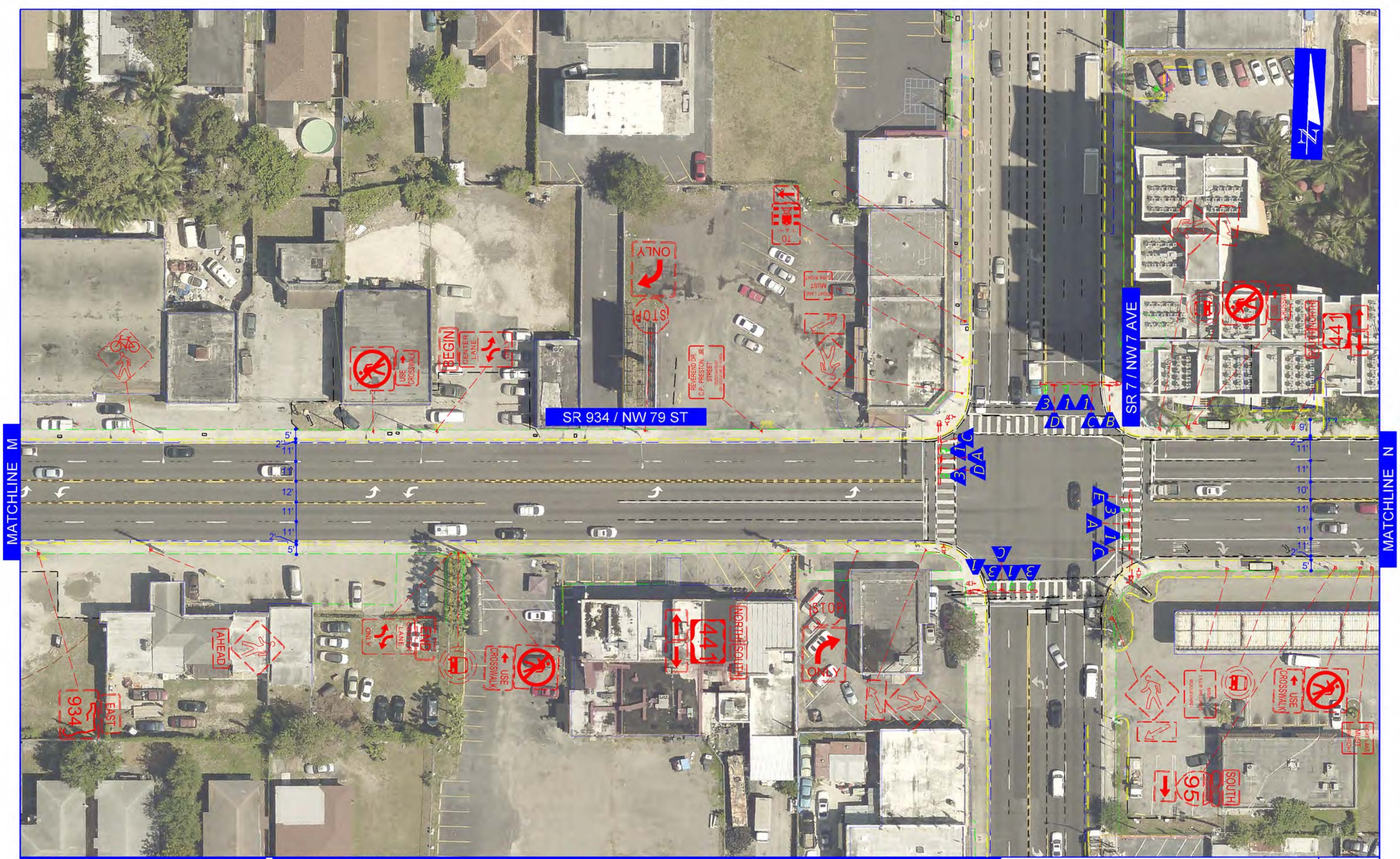
LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:						

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.
3.1M

JSlowinski 6/25/2020 2:17:17 PM T:\1308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\planrd_EX_13.dgn



LEGEND:

EXISTING SIGN	DRAINAGE
PED. SIGNAL	LIGHT POLE
BUS STOP	

INTERSECTION DETAILS:

1		3		A		C		E	
2				B		D			

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.

3.IN

T:\308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\plandr_EX_J4.dgn

MATCHLINE NE N

MATCHLINE NE O

I-95 SOUTHBOUND

I-95 NORTHBOUND

NW 6 AVE

SR 934 / NW 79 ST

NW 6 CT

NW 5 CT

WEST 934

STOP

ONE WAY

DO NOT ENTER

SPEED LIMIT 35

NO TURNS

NORTH TO I-95

SOUTH I-95

RIGHT TURN ONLY

NW 79 ST

END SCHOOL ZONE

SPEEDING FINES DOUBLED

SCHOOL SPEED LIMIT 15

SCHOOL SPEED LIMIT 15

ONLY

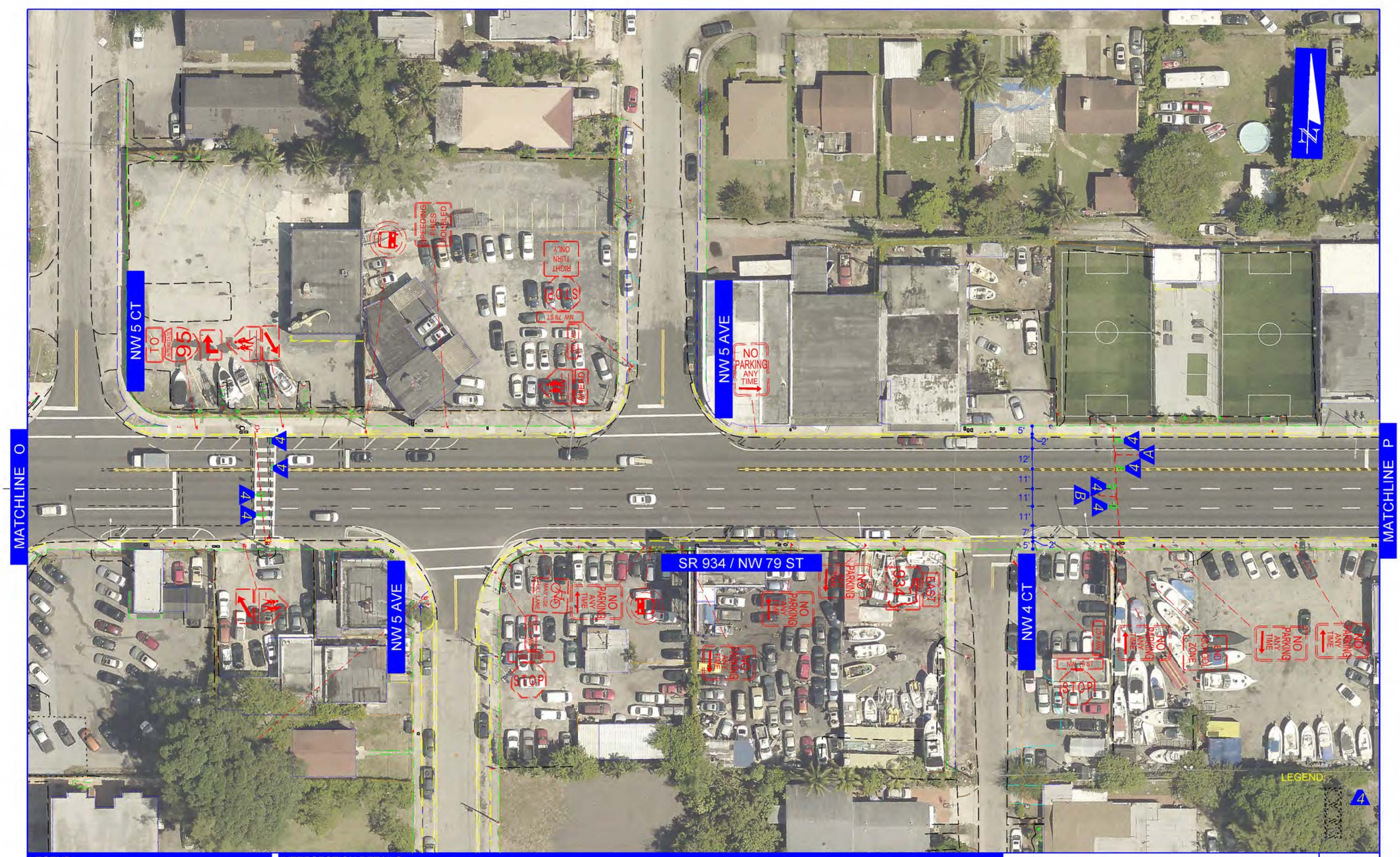
LEGEND:			
EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:									
1	3	NW 79 ST	A	NW 6 CT I-95 NORTH	C	NO TURNS	E	G	SCHOOL ZONE 15 MPH WHEN FLASHING	I
2	4	NW 6 CT I-95 SOUTH	B		D		F	H	SCHOOL ZONE 15 MPH END	J

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO. 3.10

J:\Scan\Year\ 6/25/2020 2:47:19 PM T:\308 C-9022 SE Safety-Sub's\COPPA\(10) TWO 38 - 2019 PED HOL\acE - SR 934 - NW 79 St From NW 38.59 to NW 1 Ct\CADD\plan\rd_EXIS.dgn



LEGEND:

EXISTING SIGN		DRAINAGE	
PED. SIGNAL		LIGHT POLE	
BUS STOP			

INTERSECTION DETAILS:

1		3		SCHOOL ZONE 15 MPH WHEN FLASHING	A		
2		4		SCHOOL ZONE 15 MPH END	B		

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.

3.1P

T:\308 C-9022 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1Ct\CADD\plan1d_EX_16.dgn

LEGEND:			
	EXISTING SIGN		DRAINAGE
	PED. SIGNAL		LIGHT POLE
	BUS STOP		

INTERSECTION DETAILS:						

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.
3.1Q

MATCHLINE Q

NW 1 PL

NW 2 AVE

SR 934 / NW 79 ST

NO PARKING ANY TIME

STOP

MAY USE BIKE LANE

EXCEPT BUSES

N

5' 2' 7' 12' 11' 11' 11' 7' 5' 2'

LEGEND:

EXISTING SIGN	DRAINAGE
PED. SIGNAL	LIGHT POLE
BUS STOP	

INTERSECTION DETAILS:

1	3	NW 79 ST	A	C	EXCEPT BUSES E		
2		NW 2 AVE	B	D			

EXISTING CONDITION DIAGRAM
SR 934 / NW 79 ST
FROM NW 27 AVE TO NW 1 CT.

FIGURE NO.
3.1R

T:\308 C-9C22 06 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\plan\rd_EX_18.dgn

APPENDIX C – SIGNAL TIMING AND PHASING INFORMATION

TOD Schedule Report

for 2498: NW 22 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 4:23 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2498	NW 22 Av&NW 79 St	DOW-3		[01] EARLY MORNING	150	68	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
8	70	8	38	8	70	8	38

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	25 - 25 - 25	4	2
2 SBT	7 - 7 - 7	22 - 22 - 22	7 - 7 - 7	1 - 1 - 1	26 - 26 - 26	0 - 55 - 55	4.6	2.2
3 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	25 - 25 - 25	4	2
4 WBT	7 - 7 - 7	22 - 22 - 22	16 - 16 - 16	5 - 5 - 5	26 - 26 - 26	40 - 55 - 55	4.6	2.2
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	25 - 25 - 25	4	2
6 NBT	7 - 7 - 7	22 - 22 - 22	7 - 7 - 7	1 - 1 - 1	26 - 26 - 26	0 - 55 - 55	4.6	2.2
7 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	25 - 25 - 25	4	2
8 EBT	7 - 7 - 7	22 - 22 - 22	16 - 16 - 16	5 - 5 - 5	26 - 26 - 26	40 - 55 - 55	4.6	2.2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report

for 2498: NW 22 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 4:23 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	1	150	8	70	8	38	8	70	8	38	0	68
	2	110	7	35	7	35	7	35	7	35	0	62
	5	100	6	31	6	31	6	31	6	31	0	78
	6	160	12	70	12	40	12	70	12	40	0	68
	7	150	11	60	9	44	11	60	9	44	0	0
	8	110	7	35	7	35	7	35	7	35	0	62
	9	90	5	27	5	27	5	27	5	27	0	80
	11	110	5	47	5	27	5	47	5	27	0	78
	12	120	7	37	7	43	7	37	7	43	0	0
	13	150	10	57	10	47	10	57	10	47	0	71
	14	140	10	42	10	52	10	42	10	52	0	130
	15	130	10	44	9	41	10	44	9	41	0	90
	16	140	9	52	9	44	9	52	9	44	0	16
	17	140	9	52	9	44	9	52	9	44	0	16
	18	110	7	35	7	35	7	35	7	35	0	62
	19	120	9	49	7	29	9	49	7	29	0	4
	20	100	6	31	6	31	6	31	6	31	0	82
	21	110	7	35	7	35	7	35	7	35	0	62

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	11	M T W Th F
0600	9	Su S
0630	12	M T W Th F
0700	14	M T W Th F
0730	13	M T W Th F
0830	14	M T W Th F
0900	8	M T W Th F
1000	8	Su S
1230	2	M T W Th F
1430	1	M T W Th F
1730	6	M T W Th F
2000	8	M T W Th F
2000	9	Su S
2100	5	M T W Th F
2200	9	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 2497: NW 17 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 4:23 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2497	NW 17 Av&NW 79 St	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk 2	Walk 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	6	6	6	20	20	20	4	2
2 WBT	7	7	7	12	12	12	7	7	7	1	1	1	26	26	26	0	50	50	4	2
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	6	6	6	20	20	20	4	2
4 NBT	7	7	7	18	18	18	10	10	10	3	3	3	26	26	26	50	50	50	4	2
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	6	6	6	20	20	20	4	2
6 EBT	7	7	7	12	12	12	7	7	7	1	1	1	26	26	26	0	50	50	4	2
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	6	6	6	20	20	20	4	2
8 SBT	7	7	7	18	18	18	10	10	10	3	3	3	26	26	26	50	50	50	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report

for 2497: NW 17 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 4:23 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	110	8	38	8	32	8	38	8	32	0	72
	2	110	8	38	8	32	8	38	8	32	0	72
	5	100	7	37	6	26	7	37	6	26	0	78
	6	120	9	41	11	35	9	41	11	35	0	74
	7	150	11	54	14	47	11	54	14	47	0	97
	8	110	8	38	8	32	8	38	8	32	0	72
	9	90	5	32	4	25	5	32	4	25	0	80
	11	90	5	28	4	29	5	28	4	29	0	78
	12	120	8	37	10	41	8	37	10	41	0	110
	13	150	12	51	12	51	12	51	12	51	0	139
	14	140	12	45	12	47	12	45	12	47	0	108
	15	130	11	41	11	43	11	41	11	43	0	82
	16	140	10	48	9	49	10	48	9	49	0	36
	17	140	10	48	9	49	10	48	9	49	0	36
	18	110	8	38	8	32	8	38	8	32	0	72
	19	120	9	40	11	36	9	40	11	36	0	116
	20	100	7	34	6	29	7	34	6	29	0	82
	21	110	8	38	8	32	8	38	8	32	0	72

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	9	Su S
0600	11	M T W Th F
0715	13	M T W Th F
1000	8	Su S
1030	8	M T W Th F
1230	2	M T W Th F
1400	1	M T W Th F
1530	7	M T W Th F
1900	8	M T W Th F
2000	9	Su S
2100	5	M T W Th F
2200	9	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 5987: NW 79 St@NW 1300 Blk

Print Date: 12/24/2019

Print Time: 10:54 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5987	NW 79 St@NW 1300 Blk	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SWT	-	WBT	-	-	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SWT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 20 - 32	40 - 32 - 32	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	12 - 12 - 12	12 - 12 - 12	3.5 - 3.5 - 3.5	20 - 40 - 22	20 - 22 - 22	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4----
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SWT	-	WBT	-	-	-	-		

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S

TOD Schedule Report

for 5987: NW 79 St@NW 1300 Blk

Print Date: 12/24/2019

Print Time: 10:54 AM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1600	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1600	TOD OUTPUTS	-------1	M T W ThF

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 4781: NW 12 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 9:30 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4781	NW 12 Av&NW 79 St	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	10 - 12 - 12	4	2
2 WBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	2
3 SBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	26 - 12 - 12	4	2
4 NBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	40 - 18 - 18	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	10 - 12 - 12	4	2
6 EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	--------
External Permit 1	-234-6--
External Permit 2	-234-6--

TOD Schedule Report

for 4781: NW 12 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 9:30 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	1	170	8	77	25	36	8	77	0	0	0	0
	2	85	4	14	24	19	4	14	0	0	0	0
	3	140	8	59	24	25	8	59	0	0	0	0
	5	130	5	58	24	19	5	58	0	0	0	0
	6	100	4	23	24	25	4	23	0	0	0	0
	7	130	5	57	25	19	5	57	0	0	0	0
	8	110	6	38	24	18	6	38	0	0	0	0
	9	110	6	38	24	18	6	38	0	0	0	0
	10	100	4	33	24	15	4	33	0	0	0	0
	11	140	8	49	24	35	8	49	0	0	0	0
	12	85	4	14	24	19	4	14	0	0	0	0
	13	140	5	63	26	22	5	63	0	0	0	0
	14	140	6	69	24	17	6	69	0	0	0	0
	15	150	6	62	24	34	6	62	0	0	0	0
	16	100	4	33	24	15	4	33	0	0	0	0
	17	100	4	25	24	23	4	25	0	0	0	0
	18	130	5	56	25	20	5	56	0	0	0	0
	19	85	4	18	24	15	4	18	0	0	0	0
	20	90	4	17	24	21	4	17	0	0	0	0
	21	90	4	23	24	15	4	23	0	0	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0545	5	M T W Th F
0600	Free	Su S
0645	1	M T W Th F
0900	12	Su S
0930	18	M T W Th F
1345	13	M T W Th F
1530	15	M T W Th F
2000	7	M T W Th F
2100	Free	Su S
2200	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Schedule Report

for 4781: NW 12 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 9:30 PM

No Calendar Defined/Enabled

TOD Schedule Report
for 3480: NW 10 Ct&NW 79 St

Print Date: 9/24/2019

Print Time: 6:36 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3480	NW 10 Ct&NW 79 St	DOW-3		[15] EVENING/NIGHT	150	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	-	-	EBT	PED	SBT
4	65	0	0	0	75	24	39

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	12 - 12 - 12	4	2
2 WBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	50 - 50 - 50	0 - 40 - 40	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	50 - 50 - 50	0 - 40 - 40	4	2
7 PED	7 - 7 - 7	18 - 18 - 18	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	45 - 22 - 22	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---678
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 3480: NW 10 Ct&NW 79 St

Print Date: 9/24/2019

Print Time: 6:36 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 PED	8 SBT	Ring Offset	Offset
	1	170	5	78	0	0	0	89	25	44	0	0
	2	85	4	5	0	0	0	15	24	34	0	0
	3	140	4	50	0	0	0	60	24	44	0	0
	4	90	5	19	0	0	0	30	25	23	0	0
	5	130	5	49	0	0	0	60	25	33	0	0
	6	100	4	20	0	0	0	30	24	34	0	0
	7	130	4	50	0	0	0	60	24	34	0	0
	8	110	4	25	0	0	0	35	24	39	0	0
	9	110	4	25	0	0	0	35	24	39	0	0
	10	100	4	20	0	0	0	30	24	34	0	0
	11	140	4	50	0	0	0	60	24	44	0	0
	12	85	4	5	0	0	0	15	24	34	0	0
	13	140	4	60	0	0	0	70	24	34	0	0
	14	140	4	55	0	0	0	65	24	39	0	0
	15	150	4	65	0	0	0	75	24	39	0	0
	16	100	4	20	0	0	0	30	24	34	0	0
	17	100	4	20	0	0	0	30	24	34	0	0
	18	130	5	48	0	0	0	59	25	34	0	0
	19	85	4	5	0	0	0	15	24	34	0	0
	20	90	4	10	0	0	0	20	24	34	0	0
	21	90	4	10	0	0	0	20	24	34	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0545	5	M T W Th F
0600	4	Su S
0645	1	M T W Th F
0900	12	Su S
0930	18	M T W Th F
1345	13	M T W Th F
1530	15	M T W Th F
2000	7	M T W Th F
2100	4	Su S
2200	4	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Schedule Report

for 3480: NW 10 Ct&NW 79 St

Print Date: 9/24/2019

Print Time: 6:36 PM

No Calendar Defined/Enabled

TOD Schedule Report

for 2095: NW 7 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 3:26 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2095	NW 7 Av&NW 79 St	DOW-3		[13] POST PM PEAK	140	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
14	66	14	22	14	66	14	22

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	10 - 10 - 10	25 - 25 - 25	4	2
2 SBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 50 - 50	4	2
3 EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	10 - 10 - 10	20 - 15 - 15	4	2
4 WBT	7 - 7 - 7	27 - 27 - 27	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	55 - 50 - 50	4	2
5 SBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	10 - 10 - 10	25 - 25 - 25	4	2
6 NBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 50 - 50	4	2
7 WBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	10 - 10 - 10	20 - 15 - 15	4	2
8 EBT	7 - 7 - 7	27 - 27 - 27	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	55 - 50 - 50	4	2

Last In Service Date: 05/16/2019 10:53

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report

for 2095: NW 7 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 3:26 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	1	170	7	78	7	54	14	71	7	54	0	20
	2	95	8	41	6	16	8	41	6	16	0	0
	3	140	24	43	6	43	24	43	6	43	0	0
	4	90	10	33	6	17	10	33	6	17	0	0
	5	130	18	54	7	27	18	54	7	27	0	41
	6	100	14	28	9	25	14	28	9	25	0	0
	7	130	14	66	6	20	14	66	6	20	0	0
	8	110	14	39	12	21	14	39	12	21	0	0
	9	110	14	36	9	27	14	36	9	27	0	0
	10	110	14	37	6	29	14	37	6	29	0	0
	11	160	21	60	6	49	21	60	6	49	0	0
	12	95	18	86	16	46	18	86	16	46	0	0
	13	140	14	66	14	22	14	66	14	22	0	0
	14	140	19	63	7	27	19	63	7	27	0	0
	15	150	12	70	7	37	12	70	7	37	0	0
	16	100	14	31	6	25	14	31	6	25	0	0
	17	100	14	31	6	25	14	31	6	25	0	0
	18	130	14	61	6	25	14	61	6	25	0	0
	19	95	0	89	0	0	0	89	0	0	0	0
	20	100	14	36	6	20	14	36	6	20	0	0
	21	100	14	36	6	20	14	36	6	20	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0545	5	M T W Th F
0600	4	Su S
0645	1	M T W Th F
0900	12	Su S
0930	18	M T W Th F
1345	13	M T W Th F
1530	15	M T W Th F
2000	7	M T W Th F
2100	4	Su S
2200	4	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Schedule Report

for 2095: NW 7 Av&NW 79 St

Print Date: 9/24/2019

Print Time: 3:26 PM

No Calendar Defined/Enabled

TOD Schedule Report

for 2495: I- 95 NB Off&NW 79 St

Print Date: 9/24/2019

Print Time: 4:23 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2495	I- 95 NB Off&NW 79 St	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	-	-	EBT	NBT	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	16 - 16 - 16	4	2
2 WBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 50 - 50	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 50 - 50	4	2
7 NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	55 - 30 - 30	4	2
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	20 - 20 - 20	68 - 40 - 40	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---678
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 2495: I- 95 NB Off&NW 79 St

Print Date: 9/24/2019

Print Time: 4:23 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 NBT	8 SBT	Ring Offset	Offset
	1	170	9	63	0	0	0	78	20	54	0	100
	2	85	6	20	0	0	0	32	22	13	0	26
	3	140	9	43	0	0	0	58	19	45	0	58
	4	90	5	27	0	0	0	38	17	17	0	34
	5	130	9	59	0	0	0	74	19	19	0	36
	6	100	13	24	0	0	0	43	20	19	0	36
	7	130	9	59	0	0	0	74	19	19	0	38
	8	110	5	44	0	0	0	55	21	16	0	40
	9	110	9	29	0	0	0	44	23	25	0	100
	10	100	9	32	0	0	0	47	19	16	0	36
	11	140	9	43	0	0	0	58	19	45	0	60
	12	85	6	24	0	0	0	36	19	12	0	38
	13	140	11	66	0	0	0	83	20	19	0	44
	14	140	11	68	0	0	0	85	19	18	0	10
	15	150	9	54	0	0	0	69	31	32	0	48
	16	100	10	27	0	0	0	43	20	19	0	24
	17	100	10	27	0	0	0	43	20	19	0	32
	18	130	10	57	0	0	0	73	20	19	0	44
	19	85	0	79	0	0	0	79	0	0	0	40
	20	90	9	22	0	0	0	37	19	16	0	32
	21	90	9	22	0	0	0	37	19	16	0	26
	25	170	9	33	0	0	0	48	50	54	0	130

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0545	5	M T W Th F
0600	4	Su S
0645	1	M T W Th F
0900	12	Su S
0930	18	M T W Th F
1345	13	M T W Th F
1530	15	M T W Th F
2000	7	M T W Th F
2100	4	Su S
2200	4	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0715	VEH MAX RECALL	8-------	M T W ThF
0830	VEH MAX RECALL	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0715	VEH MAX RECALL	8-------	M T W ThF
0830	VEH MAX RECALL	--------	M T W ThF

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 2045: NW 79 St@NW 5 Av-NW 5 Ct

Print Date: 9/24/2019

Print Time: 3:17 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2045	NW 79 St@NW 5 Av-NW 5 Ct	DOW-3		[13] POST PM PEAK	140	10	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	-	-	EBT	-	PED
0	114	0	0	0	114	0	20
	←				→		N/A

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
Phase Bank	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 WBT	0	0	0	0	0	0	18	18	18	1	1	1	50	50	50	0	0	0	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 EBT	0	0	0	0	0	0	18	18	18	1	1	1	50	50	50	0	0	0	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 PED	7	7	7	13	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2---6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 2045: NW 79 St@NW 5 Av-NW 5 Ct

Print Date: 9/24/2019

Print Time: 3:17 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 -	5 -	6 EBT	7 -	8 PED	Ring Offset	Offset
	1	170	0	144	0	0	0	144	0	20	0	80
	2	85	0	60	0	0	0	60	0	19	0	12
	3	140	0	115	0	0	0	115	0	19	0	80
	5	130	0	104	0	0	0	104	0	20	0	12
	6	90	0	65	0	0	0	65	0	19	0	6
	7	130	0	104	0	0	0	104	0	20	0	4
	8	110	0	85	0	0	0	85	0	19	0	20
	9	110	0	85	0	0	0	85	0	19	0	16
	10	100	0	75	0	0	0	75	0	19	0	0
	11	140	0	115	0	0	0	115	0	19	0	80
	12	85	0	60	0	0	0	60	0	19	0	8
	13	140	0	114	0	0	0	114	0	20	0	10
	14	140	0	115	0	0	0	115	0	19	0	20
	15	150	0	124	0	0	0	124	0	20	0	6
	16	100	0	75	0	0	0	75	0	19	0	10
	17	100	0	75	0	0	0	75	0	19	0	10
	18	100	0	74	0	0	0	74	0	20	0	6
	19	85	0	60	0	0	0	60	0	19	0	16
	20	90	0	65	0	0	0	65	0	19	0	10
	21	90	0	65	0	0	0	65	0	19	0	10

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0545	5	M T W Th F
0600	Free	Su S
0645	1	M T W Th F
0900	12	Su S
0930	18	M T W Th F
1345	13	M T W Th F
1530	15	M T W Th F
2000	7	M T W Th F
2100	Free	Su S
2200	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Schedule Report

for 2045: NW 79 St@NW 5 Av-NW 5 Ct

Print Date: 9/24/2019

Print Time: 3:17 PM

No Calendar Defined/Enabled

TOD Schedule Report

for 2094: NW 2 Av&NW 79 St

Print Date: 3/24/2020

Print Time: 2:01 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2094	NW 2 Av&NW 79 St	DOW-3	TOD	Flash	0	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	PED	NBT	-	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2
3 PED	7 - 7 - 7	19 - 19 - 19	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	3
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	35 - 35 - 35	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 2094: NW 2 Av&NW 79 St

Print Date: 3/24/2020

Print Time: 2:01 AM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	PED	NBT	-	EBT	-	-		
	1	140	0	64	15	46	0	64	0	0	0	82
	2	105	0	44	15	31	0	44	0	0	0	82
	3	120	0	54	26	25	0	54	0	0	0	84
	4	120	0	54	26	25	0	54	0	0	0	91
	5	130	0	61	26	28	0	61	0	0	0	78
	6	105	0	44	15	31	0	44	0	0	0	46
	7	75	0	25	26	9	0	25	0	0	0	12
	8	90	0	38	26	11	0	38	0	0	0	32
	9	90	0	38	26	11	0	38	0	0	0	76
	10	90	0	38	15	22	0	38	0	0	0	28
	11	90	0	38	26	11	0	38	0	0	0	32
	12	105	0	44	15	31	0	44	0	0	0	46
	13	120	0	54	26	25	0	54	0	0	0	91
	14	105	0	44	15	31	0	44	0	0	0	82
	15	105	0	44	26	20	0	44	0	0	0	46
	18	90	0	38	26	11	0	38	0	0	0	32

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0400	7	M T W Th F
0500	9	M T W Th F
0600	13	M T W Th F
0655	11	Su S
0715	4	M T W Th F
0830	13	M T W Th F
0930	3	M T W Th F
1100	8	M T W Th F
1400	18	M T W Th F
1515	15	M T W Th F
1545	5	M T W Th F
1900	8	M T W Th F
2000	7	Su S
2200	7	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

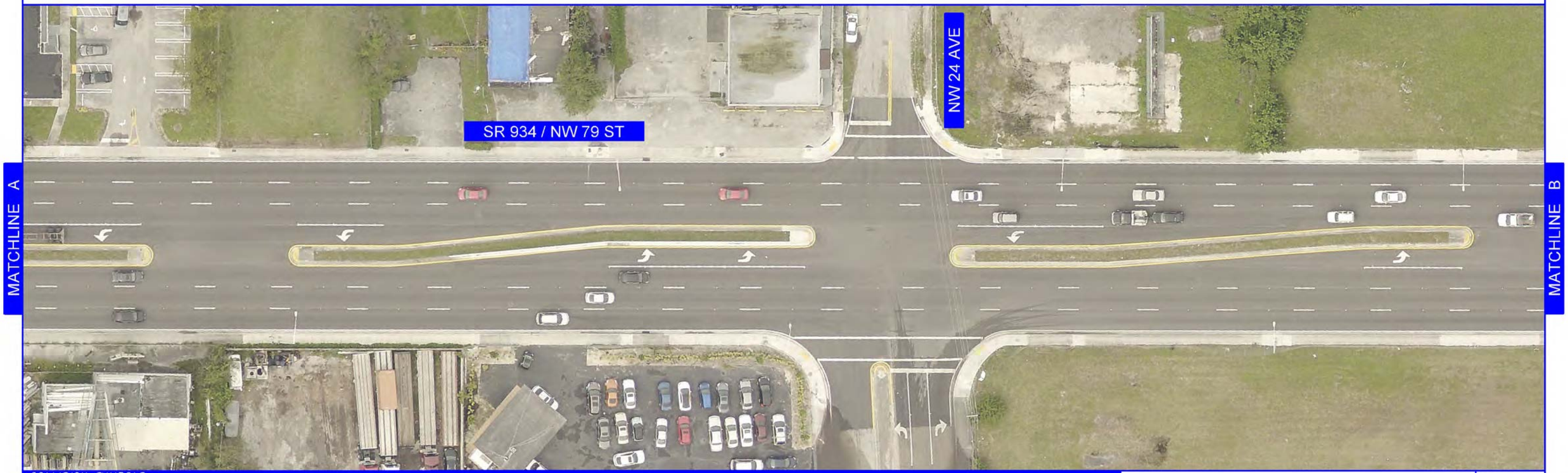
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0900	TOD OUTPUTS	----4---	Su
1500	TOD OUTPUTS	--------	Su

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

APPENDIX D – COLLISION DIAGRAM, RAW CRASH DATA AND ANNUAL CRASH SUMMARY SHEETS



COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-1

jslawinski 5/21/2020 11:38:36 AM T:\1308 C-9C22 D6 Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\planrd_CO_01.dgn

MATCHLINE B

NW 23 AVE

MATCHLINE C

SR 934 / NW 79 ST

MATCHLINE C

NW 22 AVE

SR 934 / NW 79 ST

MATCHLINE D

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-2

jslawinski 5/21/2020 11:38:44 AM T:\1308 C-9C22 D6 Safety-Sub to CORRADINO\FWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\plan01 ED_01.dgn

MATCHLINE D

MATCHLINE E

NW 21 AVE

SR 934 / NW 79 ST

N

1

2

MATCHLINE E

MATCHLINE F

NW 19 AVE

NW 18 CT

NW 18 AVE

SR 934 / NW 79 ST

5

6

COLLISION SYMBOLS:

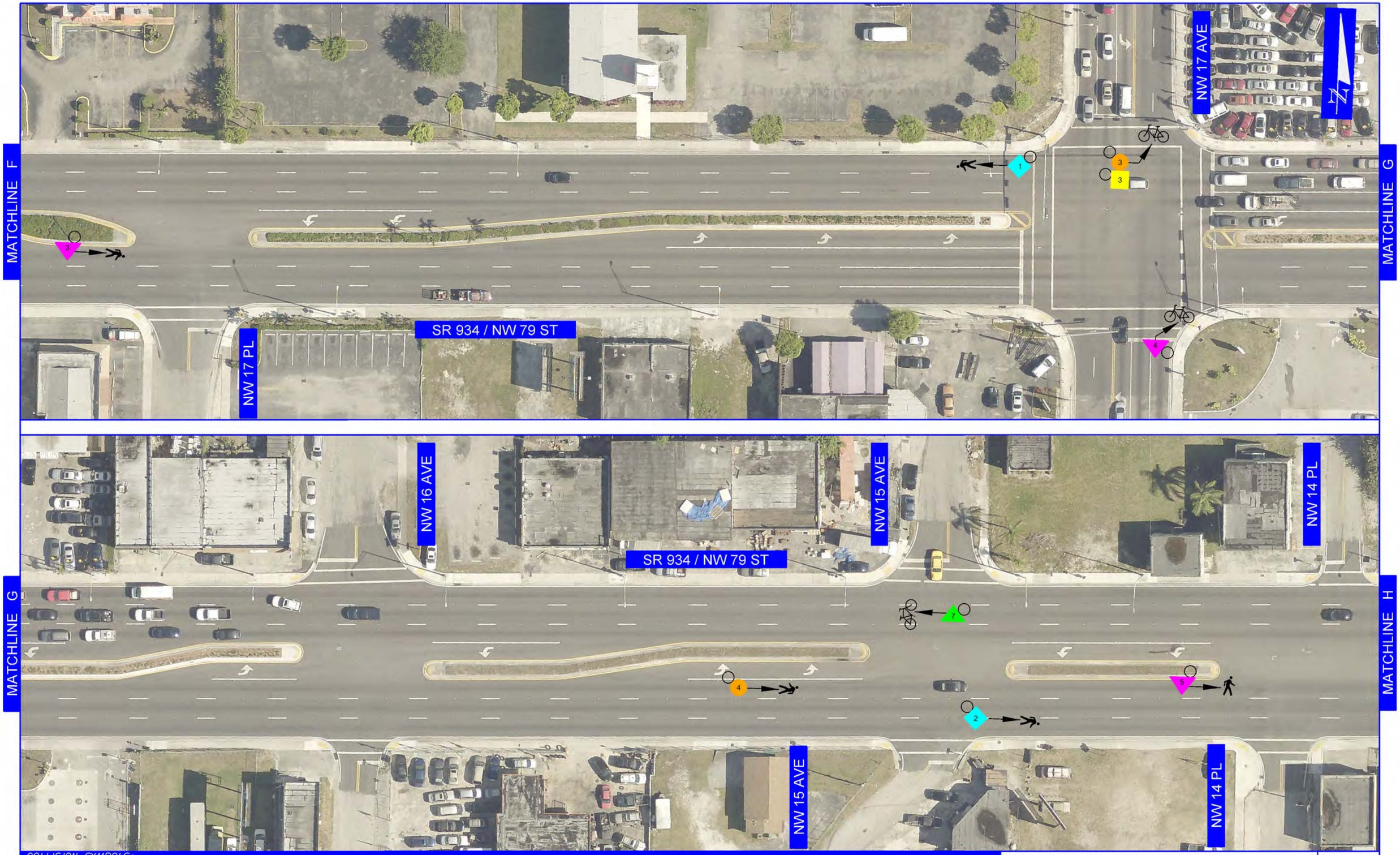
999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-3

jslawinski 5/21/2020 11:38:52 AM T:\1308 C-9C22 D6 Safety-Sub to CORRADINO\FWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\planed_60_03.dgn



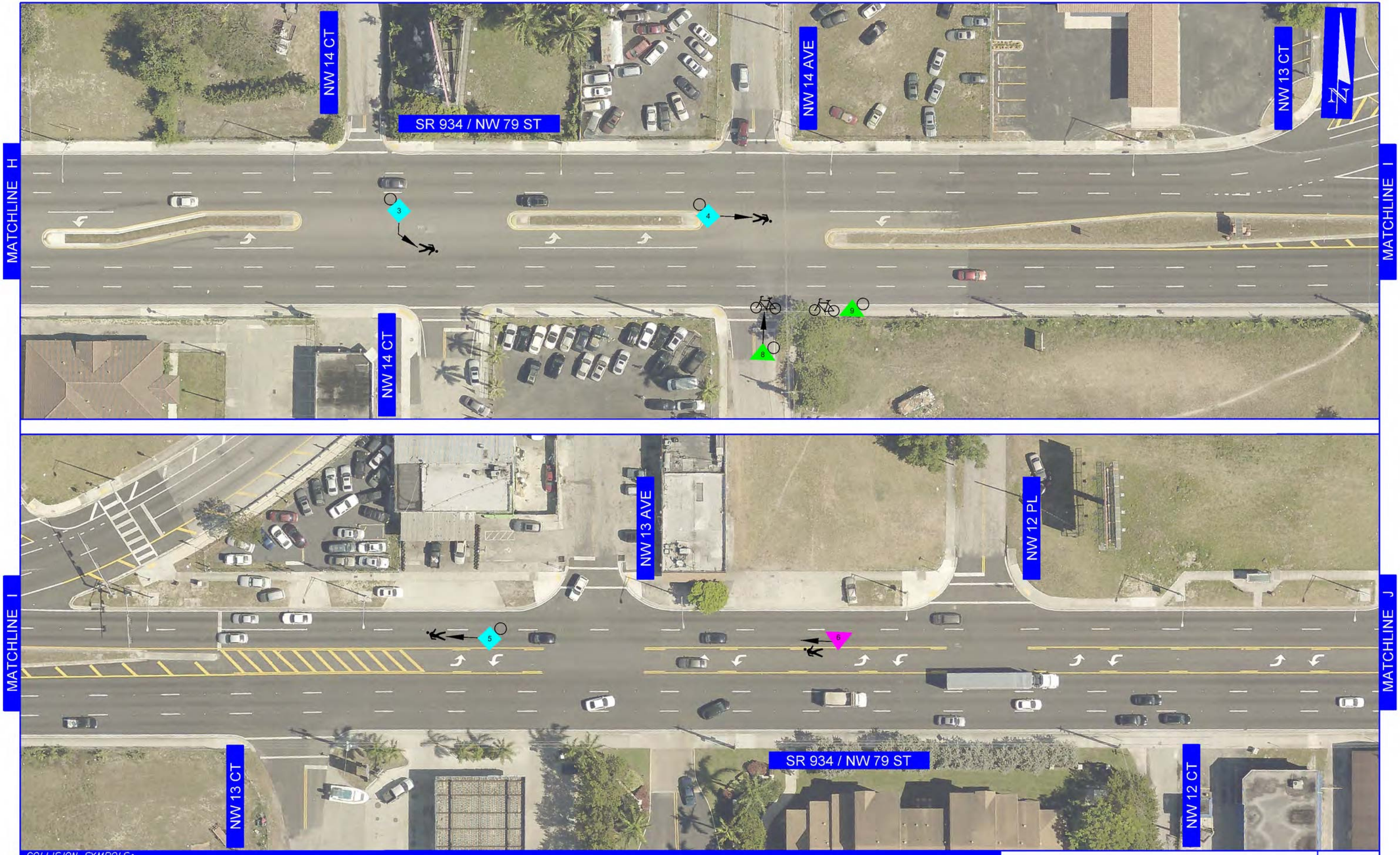
COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-4

jslawinski 5/21/2020 11:39:00 AM T:\1308 C-9C22 D6 Safety-Sub to CORRADINO\TWO 39 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\plan01_f0_04.dgn



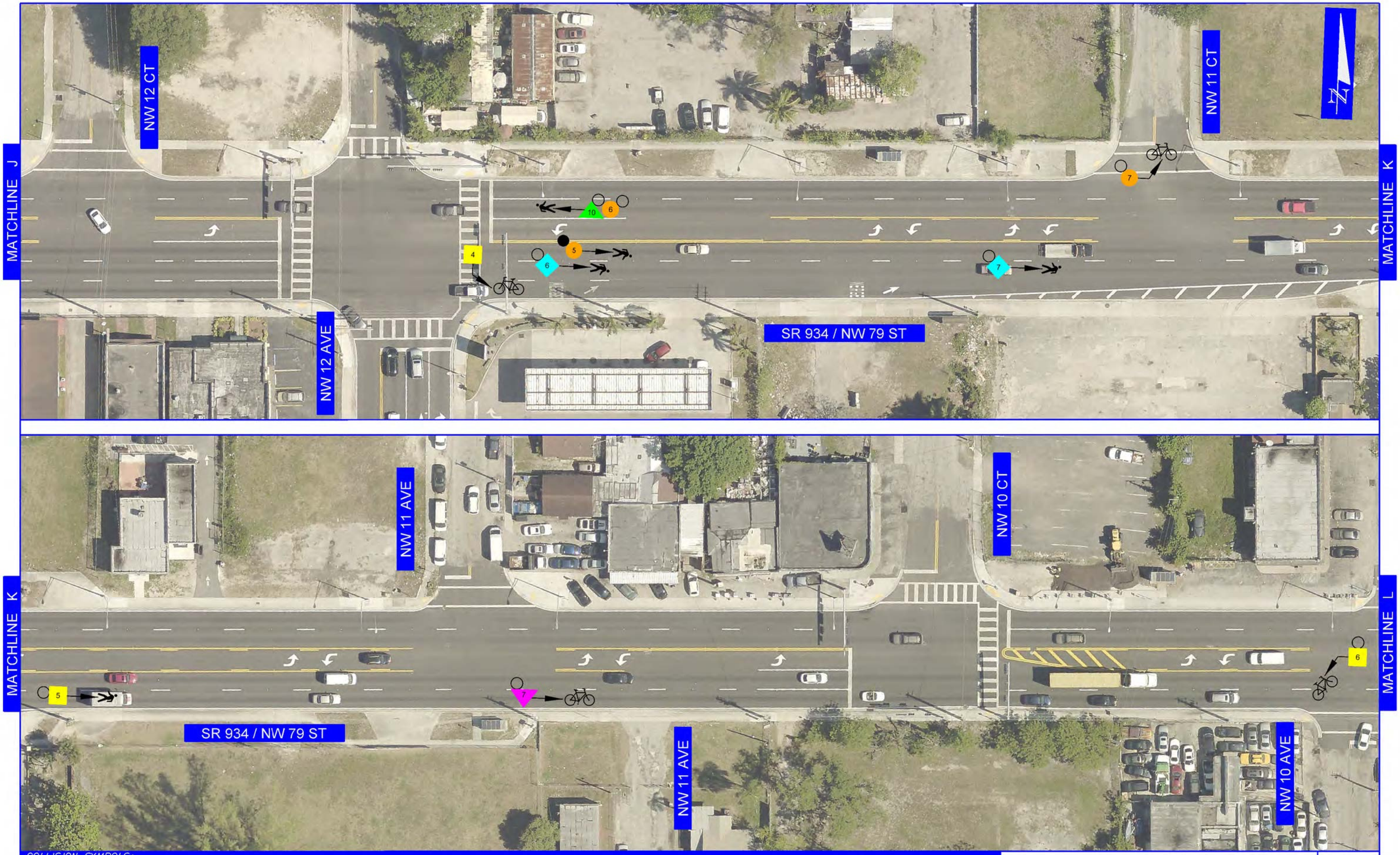
COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-5

jslawinski 5/21/2020 11:39:08 AM T:\1308 C-9C22 DG Safety-Sub to CORRADINO\TWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\planrd_f0_05.dgn



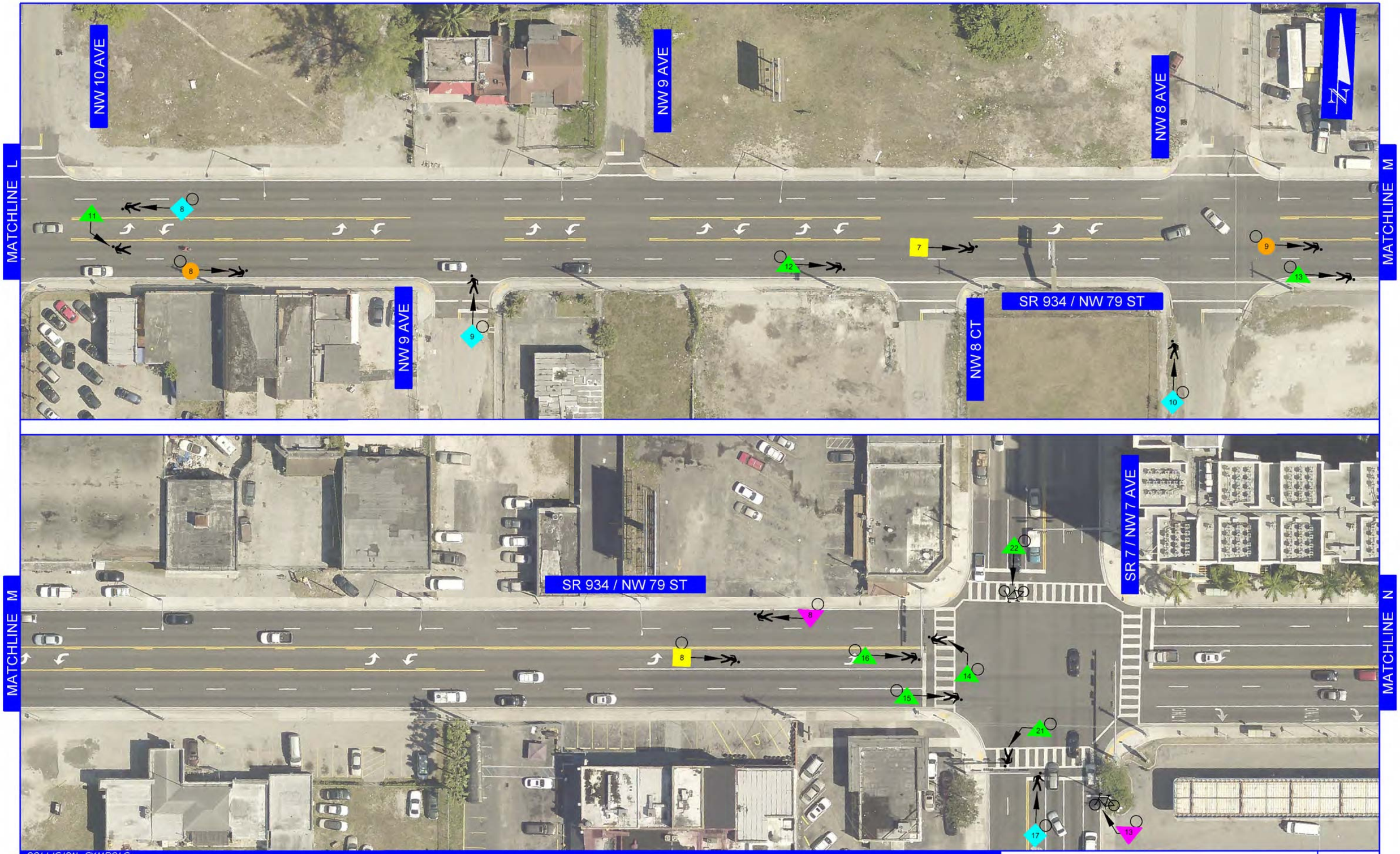
COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO. D-6

jslawinski 5/21/2020 11:39:16 AM T:\1308 C-9C22 D6 Safety-Sub to CORRADINO\FWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\planed ED_06.dgn



COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-7

jslawinski 5/21/2020 11:39:24 AM T:\1308 C-9C22 D6 Safety-Sub to CORRADINO\FWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\plan01_f0_07.dgn

MATCHLINE N

MATCHLINE O

I-95 SOUTHBOUND

I-95 NORTHBOUND

NW 6 AVE

NW 6 CT

NW 5 CT

SR 934 / NW 79 ST

NW 5 AVE

NW 4 CT

MATCHLINE O

MATCHLINE P

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-8

jslawinski 5/21/2020 11:39:32 AM T:\1308 C-9C22 D6 Safety-Sub to CORRADINO\FWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\planrd ED_0Design

MATCHLINE P

MATCHLINE Q

NW 4 AVE

NW 3 AVE

NW 2 CT

NW 2 CT

SR 934 / NW 79 ST

N

15

18

14

9

10

10

11

16

MATCHLINE Q

NW 1 PL

NW 2 AVE

SR 934 / NW 79 ST

12

20

14

19

11

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2011	YR 2014
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2012	YR 2015
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2013	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-9

jslawinski 5/21/2020 11:39:40 AM T:\1308 C-9C22 D6 Safety-Sub to CORRADINO\FWO 38 - 2015 PED HCL\Loc 6 - SR 934 - NW 79 St from MP 36.59 to NW 1 Ct\CADD\planed_E0_09.dgn

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 87080900 STATE ROUTE: 934

ROADWAY LIMITS: MP 36.590 - 39.090 M.P. 36.590 TO 39.090 ENGINEER: FDOT D6

STUDY PERIOD: FROM 1/ 2011 TO 12/ 2011 COUNTY: Miami-Dade

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	36.970	03/18/11	Fri	0630	Pedestrian	0	0	1	Night	Dry	Other Contributing Action
2	36.972	10/02/11	Sun	2145	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
3	37.377	01/10/11	Mon	1533	Pedestrian	0	1	0	Day	Dry	#N/A
4	37.483	09/26/11	Mon	1340	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
5	37.646	01/09/11	Sun	0041	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
6	37.895	01/29/11	Sat	2125	Pedestrian	0	0	1	Night	Dry	#N/A
7	38.140	05/12/11	Thu	2022	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
8	38.474	02/27/11	Sun	0000	Pedestrian	0	1	0	Night	Dry	No Contributing Action
9	38.557	06/22/11	Wed	0900	Pedestrian	0	1	0	Day	Dry	Erratic, Reckless or Aggressive
10	38.845	10/12/11	Wed	2010	Pedestrian	0	1	0	Night	Dry	No Contributing Action
11	38.952	08/11/11	Thu	1130	Pedestrian	0	1	0	Night	Dry	No Contributing Action
12	39.001	12/04/11	Sun	0325	Pedestrian	0	1	0	Night	Dry	No Contributing Action
13	5.649	11/16/11	Wed	1305	Pedalcycle	0	0	1	Day	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
13	**0**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*76.92%*	*23.08%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**4**	**9**	**0**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
Percent	*30.77%*	*69.23%*	*0.00%*	*100.00%*	*7.69%*	*7.69%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.69%*	*0.00%*	*7.69%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 87080900 STATE ROUTE: 934

ROADWAY LIMITS: MP 36.590 - 39.090 M.P. 36.590 TO 39.090 ENGINEER: FDOT D6

STUDY PERIOD: FROM 1/ 2012 TO 12/ 2012 COUNTY: Miami-Dade

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	36.827	10/14/12	Sun	1425	Pedalcycle	0	4	0	Day	Dry	Careless or Negligent Manner
2	36.853	05/10/12	Thu	1844	Pedestrian	0	1	0	Day	Dry	No Contributing Action
3	36.951	02/23/12	Thu	0626	Pedestrian	0	1	0	Night	Dry	No Contributing Action
4	36.968	04/06/12	Fri	2127	Pedestrian	0	1	0	Night	Dry	No Contributing Action
5	37.286	03/04/12	Sun	1419	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
6	37.309	04/09/12	Mon	0000	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
7	37.607	03/18/12	Sun	1634	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
8	37.734	10/07/12	Sun	1500	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
9	37.736	06/04/12	Mon	0925	Pedalcycle	0	3	0	Night	Dry	Drove too Fast for Conditions
10	37.989	03/31/12	Sat	2216	Pedestrian	0	2	0	Night	Dry	No Contributing Action
11	38.236	11/08/12	Thu	1206	Pedestrian	0	0	1	Day	Dry	No Contributing Action
12	38.335	10/26/12	Fri	1302	Pedestrian	0	1	0	Day	Wet	Other Contributing Action
13	38.364	01/06/12	Fri	1849	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
14	38.489	03/26/12	Mon	1355	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
15	38.493	02/23/12	Thu	0600	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
16	38.493	09/03/12	Mon	2105	Pedestrian	0	0	1	Night	Dry	No Contributing Action
17	38.621	04/05/12	Thu	0025	Pedestrian	0	1	0	Night	Dry	No Contributing Action
18	38.845	04/27/12	Fri	1500	Pedestrian	0	1	0	Unknown	Other	#N/A
19	39.001	06/13/12	Wed	1727	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
20	39.033	03/22/12	Thu	1210	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
21	5.649	03/06/12	Tue	0700	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
22	5.649	10/12/12	Fri	0530	Pedalcycle	0	1	0	Night	Dry	#N/A

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
22	**0**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*90.91%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**12**	**9**	**1**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*54.55%*	*40.91%*	*4.55%*	*90.91%*	*4.55%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.55%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **26,412**

SEGMENT CRASH RATE: **0.456** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 87080900 STATE ROUTE: 934

ROADWAY LIMITS: MP 36.590 - 39.090 M.P. 36.590 TO 39.090 ENGINEER: FDOT D6

STUDY PERIOD: FROM 1/ 2013 TO 12/ 2013 COUNTY: Miami-Dade

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	37.088	11/21/13	Thu	1439	Pedestrian	0	1	0	Day	Dry	No Contributing Action
2	37.097	07/18/13	Thu	0810	Pedestrian	0	1	0	Night	Wet	Other Contributing Action
3	37.483	05/07/13	Tue	0726	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
4	37.610	01/04/13	Fri	1756	Pedestrian	0	1	0	Night	Dry	No Contributing Action
5	37.993	07/20/13	Sat	0420	Pedestrian	1	0	0	Night	Dry	No Contributing Action
6	37.996	08/11/13	Sun	1122	Pedestrian	0	1	0	Night	Dry	No Contributing Action
7	38.069	12/13/13	Fri	1931	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
8	38.245	09/20/13	Fri	2315	Pedestrian	0	1	0	Night	Wet	No Contributing Action
9	38.367	09/11/13	Wed	1559	Pedestrian	0	1	0	Day	Wet	No Contributing Action
10	38.557	09/10/13	Tue	1410	Pedalcycle	0	0	1	Night	Dry	No Contributing Action
11	38.636	08/17/13	Sat	1245	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
12	38.709	02/01/13	Fri	1828	Pedestrian	1	0	0	Night	Dry	Other Contributing Action
13	38.721	02/04/13	Mon	1841	Pedestrian	1	0	0	Night	Dry	No Contributing Action
14	39.001	03/05/13	Tue	1210	Pedalcycle	0	0	1	Day	Dry	No Contributing Action

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
14	**3**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**
Percent	*21.43%*	*64.29%*	*14.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**5**	**9**	**3**	**11**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
Percent	*35.71%*	*64.29%*	*21.43%*	*78.57%*	*7.14%*	*14.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.14%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **28,025**

SEGMENT CRASH RATE: **0.665** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 87080900 STATE ROUTE: 934

ROADWAY LIMITS: MP 36.590 - 39.090 M.P. 36.590 TO 39.090 ENGINEER: FDOT D6

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Miami-Dade

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	36.929	05/24/14	Sat	2311	Pedestrian	0	1	0	Night	Dry	No Contributing Action
2	36.967	03/01/14	Sat	1859	Pedalcycle	0	0	1	Night	Dry	Careless or Negligent Manner
3	37.483	11/17/14	Mon	1508	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
4	37.996	12/11/14	Thu	1823	Pedalcycle	0	0	1	Night	Dry	No Contributing Action
5	38.064	03/18/14	Tue	2030	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
6	38.236	12/01/14	Mon	1902	Pedalcycle	0	1	0	Night	Wet	#N/A
7	38.336	06/27/14	Fri	1852	Pedestrian	0	0	1	Day	Dry	#N/A
8	38.474	03/04/14	Tue	1636	Pedestrian	0	1	0	Day	Dry	No Contributing Action
9	38.847	09/14/14	Sun	1200	Pedestrian	0	2	0	Day	Dry	No Contributing Action
10	38.923	10/15/14	Wed	2340	Pedestrian	1	0	0	Night	Dry	No Contributing Action
11	39.001	08/29/14	Fri	1925	Pedestrian	0	1	0	Day	Dry	No Contributing Action

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
11	**1**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**
Percent	*9.09%*	*2014.00%*	*27.27%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**5**	**6**	**1**	**10**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
Percent	*45.45%*	*54.55%*	*9.09%*	*90.91%*	*9.09%*	*18.18%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **28,025** SEGMENT CRASH RATE: **0.665** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 87080900 STATE ROUTE: 934

ROADWAY LIMITS: MP 36.590 - 39.090 M.P. 36.590 TO 39.090 ENGINEER: FDOT D6

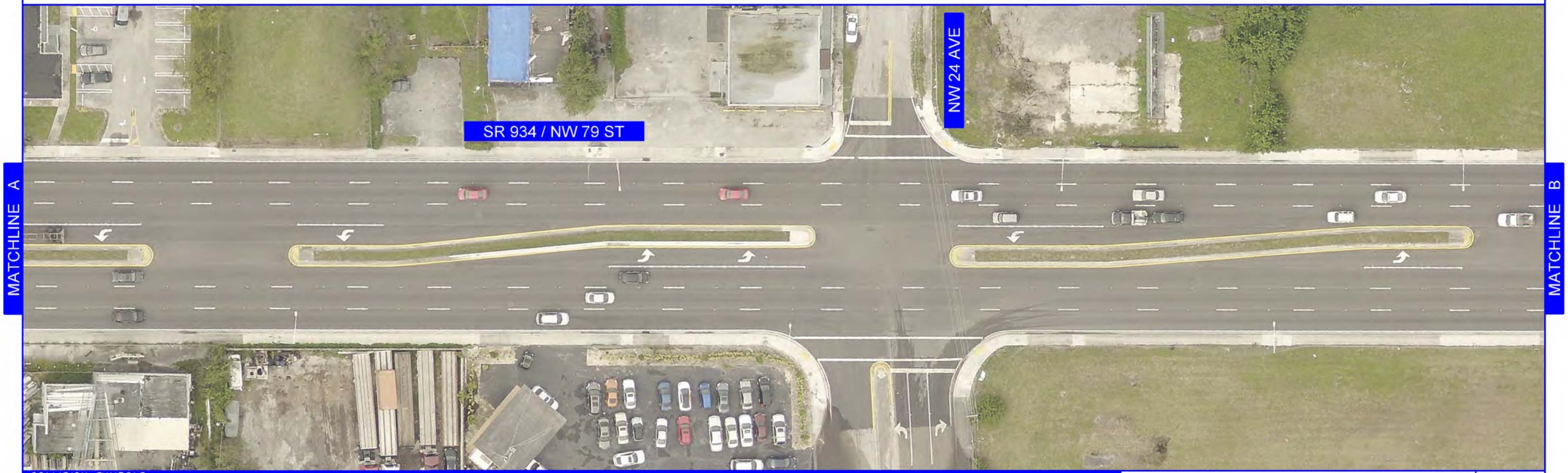
STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Miami-Dade

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	37.474	03/28/15	Sat	2245	Pedestrian	0	1	0	Night	Dry	No Contributing Action
2	37.616	12/12/15	Sat	0120	Pedestrian	0	2	0	Night	Dry	Careless or Negligent Manner
3	37.734	12/15/15	Tue	0757	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
4	37.734	06/27/15	Sat	0600	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
5	37.801	02/04/15	Wed	2148	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
6	37.959	03/10/15	Tue	1658	Pedestrian	0	0	1	Day	Dry	No Contributing Action
7	38.066	10/04/15	Sun	2130	Pedestrian	0	1	0	Night	Dry	No Contributing Action
8	38.241	09/16/15	Wed	2250	Pedestrian	0	1	0	Night	Dry	No Contributing Action
9	38.284	09/22/15	Tue	1445	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
10	38.364	11/01/15	Sun	1020	Pedestrian	0	2	0	Day	Dry	Erratic, Reckless or Aggressive
11	38.557	04/11/15	Sat	1905	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
12	38.557	06/29/15	Mon	1651	Pedalcycle	0	1	0	Day	Wet	#N/A
13	38.679	01/04/15	Sun	2123	Pedestrian	0	1	0	Night	Dry	No Contributing Action
14	38.841	11/10/15	Tue	0945	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
15	38.845	07/03/15	Fri	1000	Pedalcycle	0	1	0	Night	Wet	#N/A
16	38.957	02/10/15	Tue	1941	Pedestrian	0	1	0	Night	Dry	No Contributing Action
17	5.649	02/06/15	Fri	1820	Pedestrian	0	1	0	Night	Dry	No Contributing Action

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
17	**0**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*88.24%*	*11.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**7**	**10**	**2**	**15**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
Percent	*41.18%*	*58.82%*	*11.76%*	*88.24%*	*5.88%*	*11.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*5.88%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **28,025** SEGMENT CRASH RATE: **0.665** CRASHES PER MILLION VEHICLE MILES



COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-10

MATCHLINE B

NW 23 AVE

SR 934 / NW 79 ST

MATCHLINE C

MATCHLINE C

NW 22 AVE

SR 934 / NW 79 ST

MATCHLINE D

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-11

LGarcia 3/2/2023 2:21:51 PM T:\2209 C-AJ72 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_02.dgn

MATCHLINE D

MATCHLINE E

NW 21 AVE

SR 934 / NW 79 ST

N

MATCHLINE E

MATCHLINE F

NW 19 AVE

NW 18 CT

SR 934 / NW 79 ST

NW 18 AVE

1

2

2

3

14

COLLISION SYMBOLS:

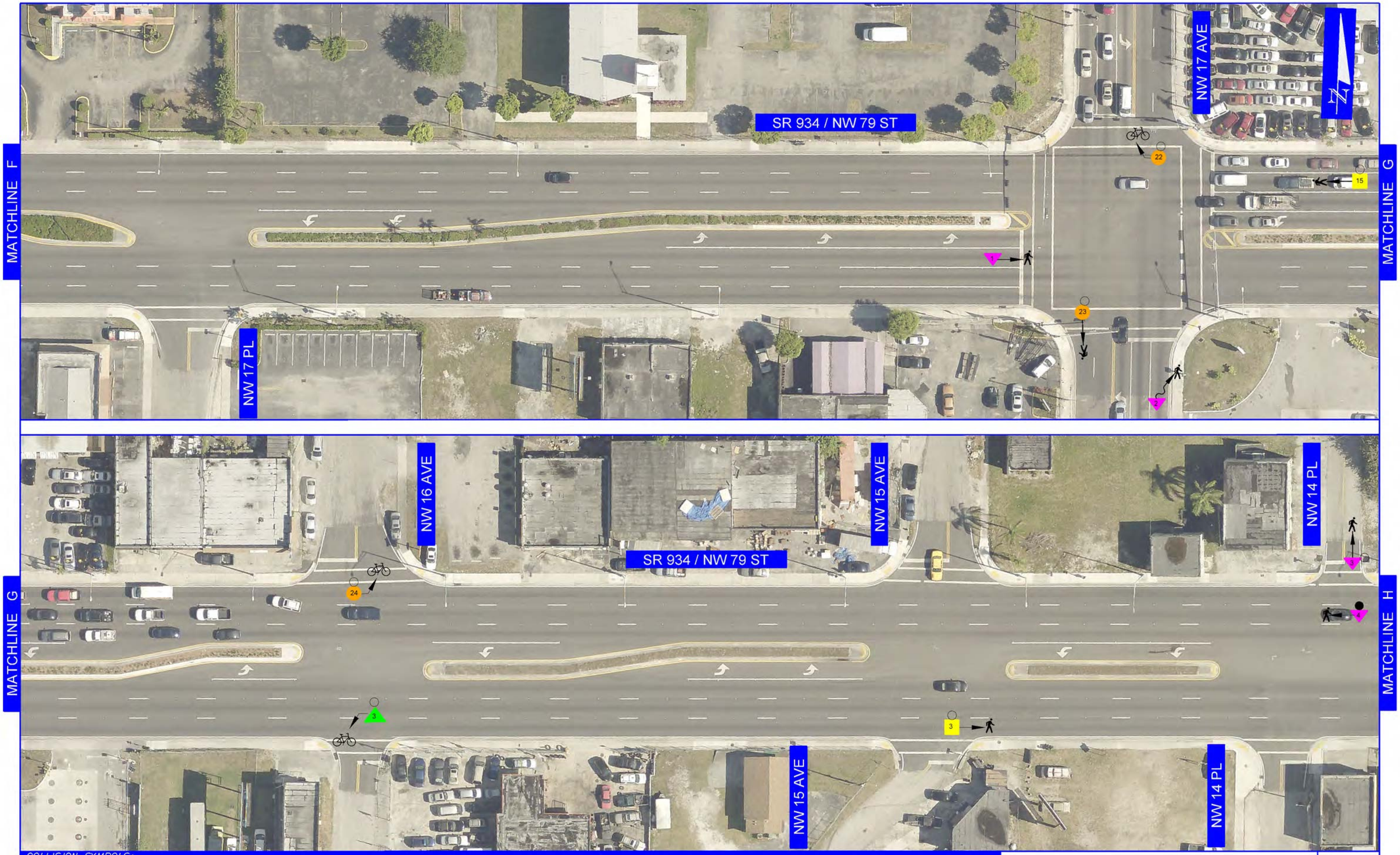
999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-12

LGarcia 3/2/2023 2:22:00 PM T:\2209 C-AJ72 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_03.dgn



COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-13

LGarcia 3/2/2023 2:22:09 PM T:\2209 C-A172 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_04.dgn

MATCHLINE H

MATCHLINE I

NW 14 CT

SR 934 / NW 79 ST

NW 14 AVE

NW 13 CT

NW 14 CT

MATCHLINE I

MATCHLINE J

NW 13 AVE

NW 12 PL

NW 13 CT

SR 934 / NW 79 ST

NW 12 CT

COLLISION SYMBOLS:

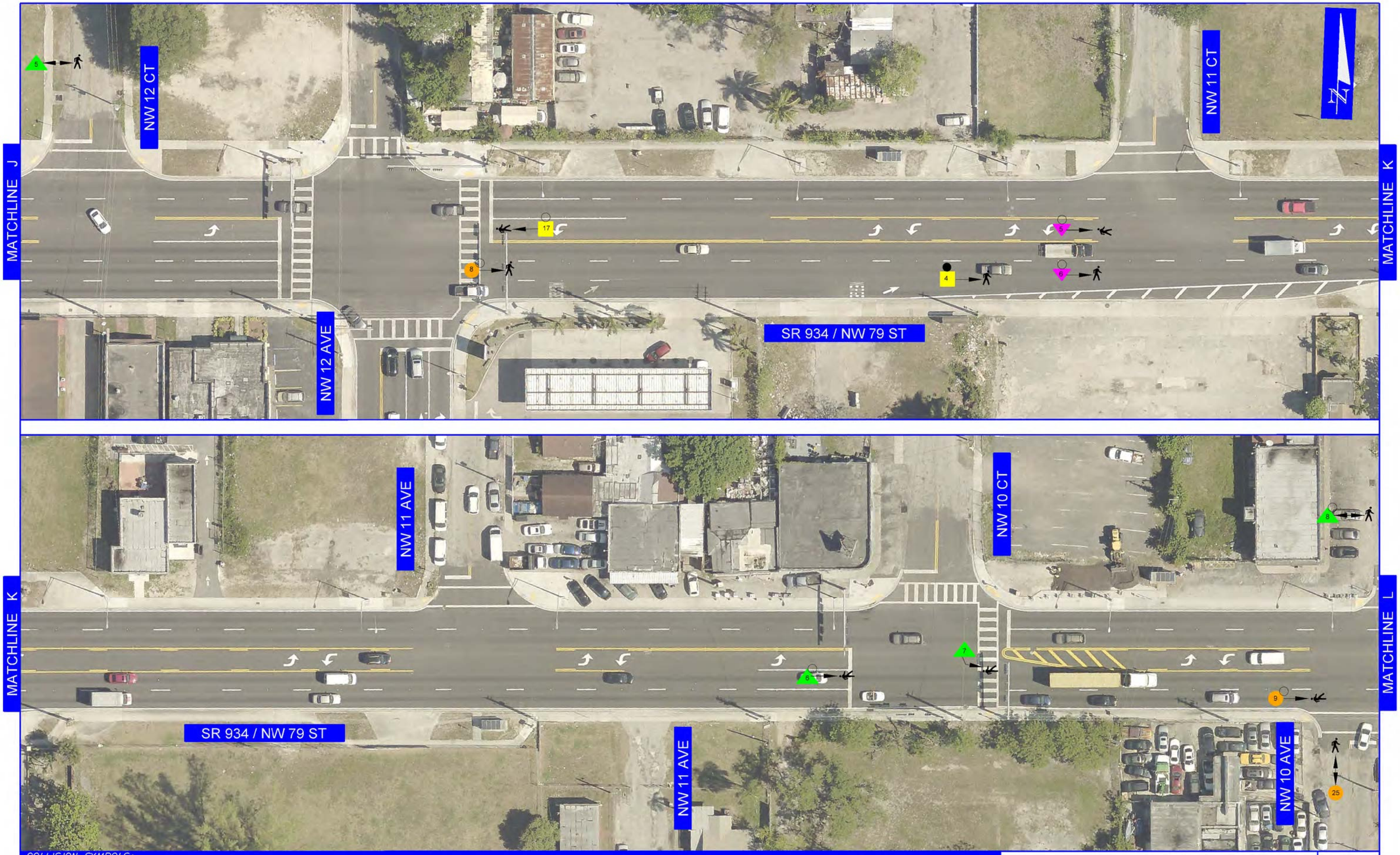
999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-14

LGarcia 3/2/2023 2:22:18 PM T:\2209 C-AJ72 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_05.dgn



COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-15

NW 10 AVE

NW 9 AVE

NW 8 AVE

MATCHLINE L

MATCHLINE M

NW 9 AVE

NW 8 CT

SR 934 / NW 79 ST

SR 934 / NW 79 ST

SR 7 / NW 7 AVE

MATCHLINE M

MATCHLINE N

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-16

MATCHLINE N

I-95 SOUTHBOUND

I-95 NORTHBOUND

NW 6 AVE

SR 934 / NW 79 ST

NW 6 CT

NW 5 CT

MATCHLINE O

MATCHLINE O

NW 5 CT

NW 5 AVE

SR 934 / NW 79 ST

NW 5 AVE

NW 4 CT

MATCHLINE P

COLLISION SYMBOLS:

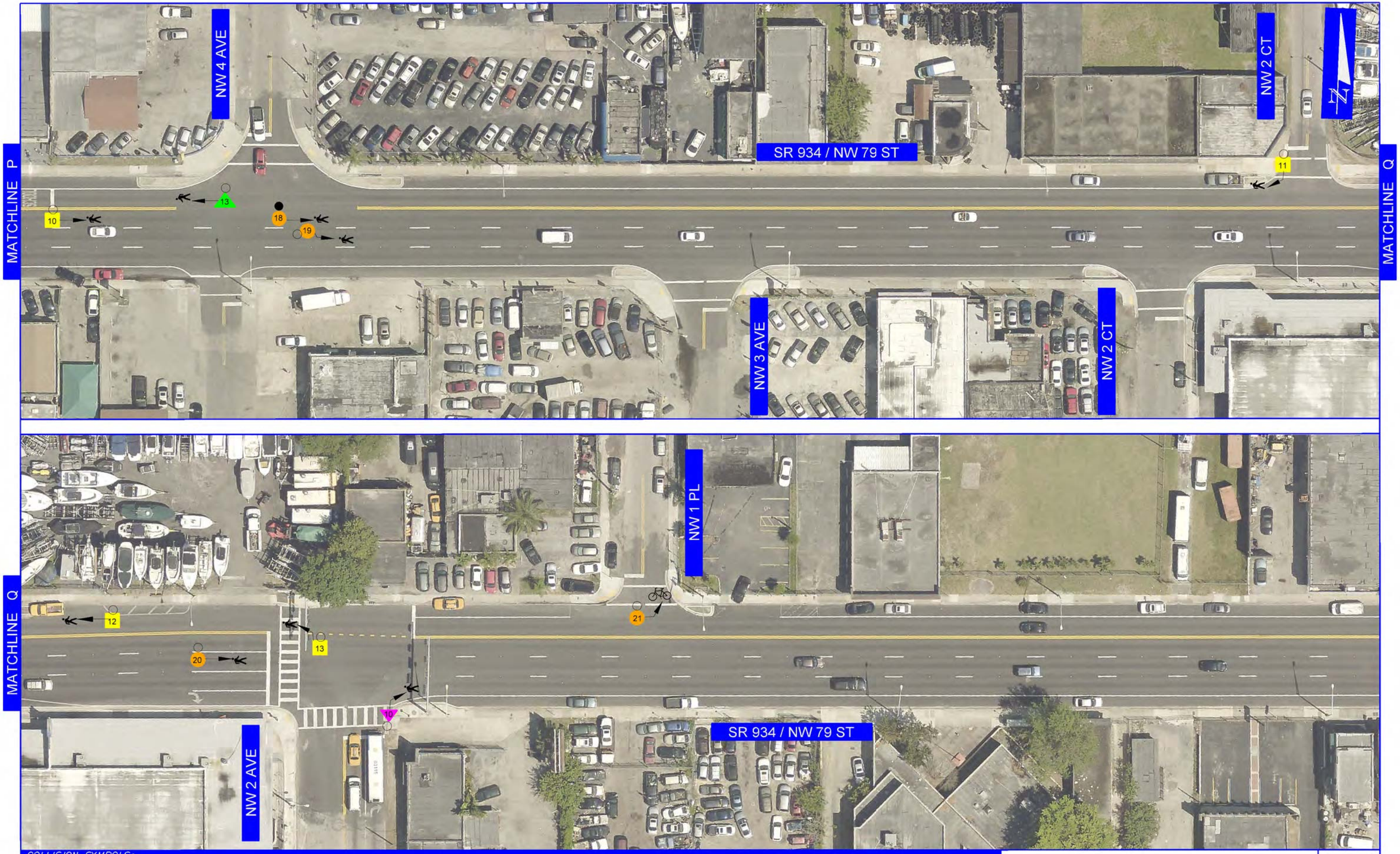
999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-17

LGarcia 3/2/2023 2:22:46 PM T:\2209 C-AI72 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_08.dgn



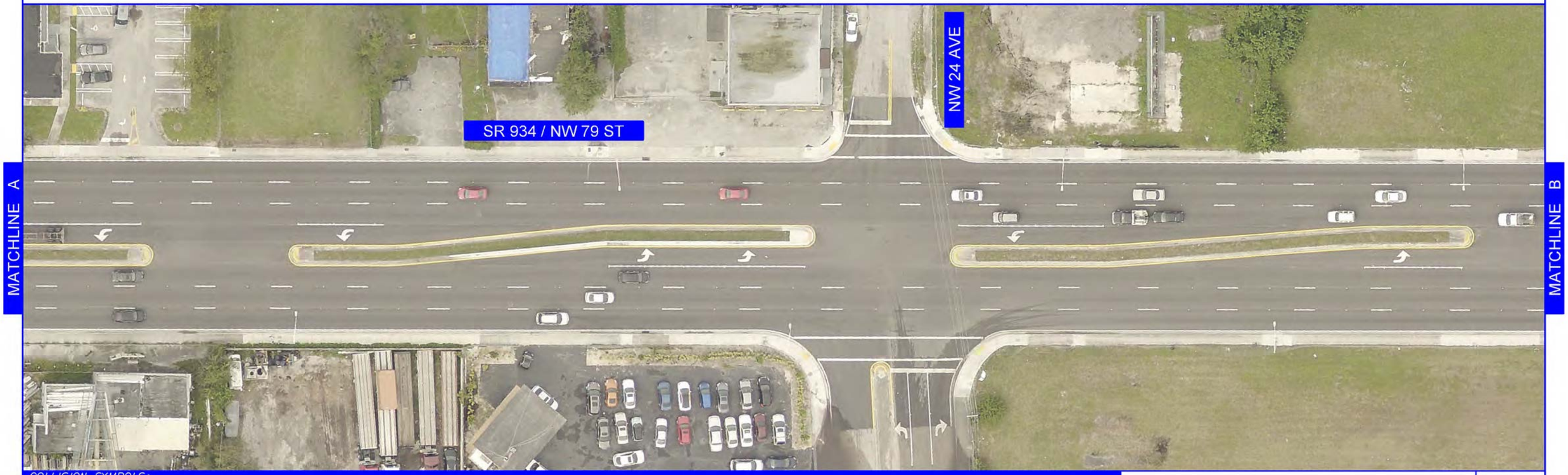
COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2016	YR 2019
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2017	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2018	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO. D-18

LGarcia 3/2/2023 2:22:56 PM T:\2209 C-A172 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_CD_09.dgn



COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-19

LGarcia 3/9/2023 8:11:33 AM T:\2209 C-AI22 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_01 20-22.dgn

MATCHLINE B

NW 23 AVE

SR 934 / NW 79 ST

MATCHLINE C

MATCHLINE C

NW 22 AVE

SR 934 / NW 79 ST

6

9

MATCHLINE D

COLLISION SYMBOLS:

RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-20

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-21

LGarcia 3/9/2023 8:11:50 AM T:\2209 C-AJ22 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_03 20-22.dgn

MATCHLINE F

MATCHLINE G

SR 934 / NW 79 ST

NW 17 AVE

NW 17 PL

4

2

13

N

MATCHLINE G

MATCHLINE H

NW 16 AVE

NW 15 AVE

NW 14 PL

SR 934 / NW 79 ST

10

12

NW 15 AVE

NW 14 PL

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-22

LGarcia 3/9/2023 8:11:59 AM T:\2209 C-AI22 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_04 20-22.dgn

MATCHLINE H

MATCHLINE I

NW 14 CT

SR 934 / NW 79 ST

NW 14 AVE

NW 13 CT

NW 14 CT

MATCHLINE I

MATCHLINE J

NW 13 AVE

NW 12 PL

SR 934 / NW 79 ST

NW 13 CT

NW 12 CT

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-23

LGarcia 3/9/2023 8:12:07 AM T:\2209 C-AJ22 DW Traffic Safety Studies - CHP\TW@ 19 - SR 934 Safety Study Update\CAD\planrd_C0_05 20-22.dgn

MATCHLINE J

MATCHLINE K

NW 12 CT

NW 11 CT

NW 12 AVE

SR 934 / NW 79 ST

MATCHLINE K

MATCHLINE L

NW 11 AVE

NW 10 CT

SR 934 / NW 79 ST

NW 11 AVE

NW 10 AVE

COLLISION SYMBOLS:

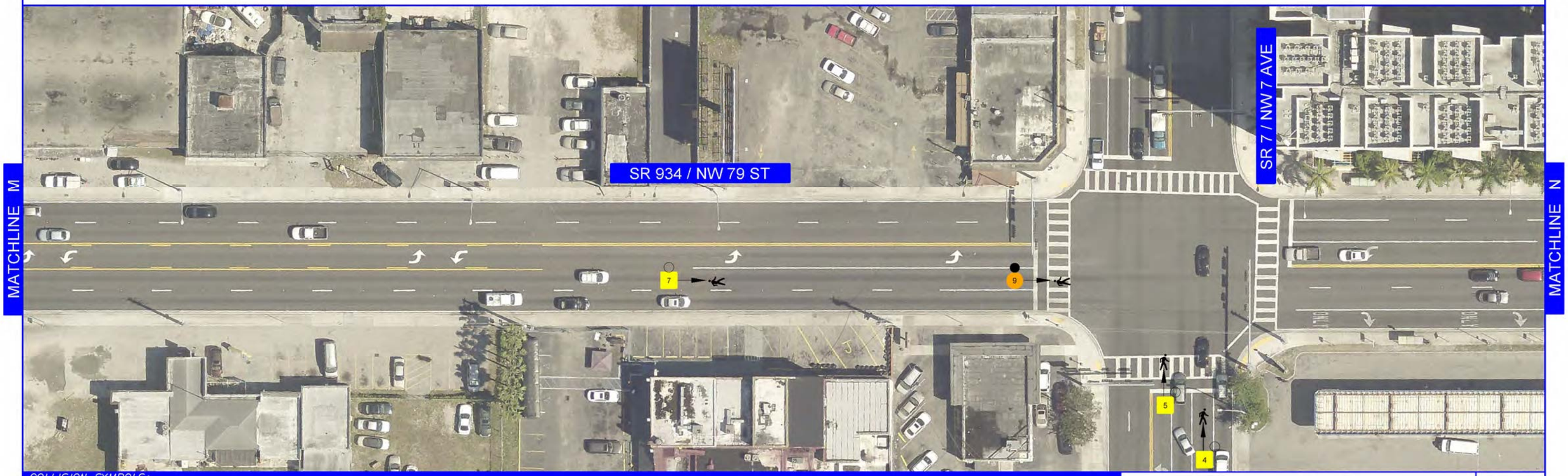
999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-24

LGarcia 3/9/2023 8:12:16 AM T:\2209 C-AJ22 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_06 20-22.dgn



COLLISION SYMBOLS:

RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-25

LGarcia 3/9/2023 8:12:25 AM T:\2209 C-AJ22 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_07 20-22.dgn

MATCHLINE N

MATCHLINE O

I-95 SOUTHBOUND

I-95 NORTHBOUND

NW 6 AVE

SR 934 / NW 79 ST

NW 6 CT

NW 5 CT

MATCHLINE O

MATCHLINE P

NW 5 CT

NW 5 AVE

SR 934 / NW 79 ST

NW 5 AVE

NW 4 CT

COLLISION SYMBOLS:									
999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020			
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021			
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022			

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

D-26

LGarcia 3/9/2023 8:12:34 AM T:\2209 C-AJ22 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_08 20-22.dgn

COLLISION SYMBOLS:

999 RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS	YR 2020	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2021	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2022	

COLLISION DIAGRAM
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
D-27

LGarcia 3/9/2023 8:12:43 AM T:\2209 C-A122 DW Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_C0_09 20-22.dgn

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2011** TO **12/ 2011** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	36.970	03/18/11	Fri	0630	Pedestrian	0	0	1	Night	Dry	Other Contributing Action
2	36.972	10/02/11	Sun	2145	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
3	37.377	01/10/11	Mon	1533	Pedestrian	0	1	0	Day	Dry	#N/A
4	37.483	09/26/11	Mon	1340	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
5	37.646	01/09/11	Sun	0041	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
6	37.895	01/29/11	Sat	2125	Pedestrian	0	0	1	Night	Dry	#N/A
7	38.140	05/12/11	Thu	2022	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
8	38.474	02/27/11	Sun	0000	Pedestrian	0	1	0	Night	Dry	No Contributing Action
9	38.557	06/22/11	Wed	0900	Pedestrian	0	1	0	Day	Dry	Erratic, Reckless or Aggressive
10	38.845	10/12/11	Wed	2010	Pedestrian	0	1	0	Night	Dry	No Contributing Action
11	38.952	08/11/11	Thu	1130	Pedestrian	0	1	0	Night	Dry	No Contributing Action
12	39.001	12/04/11	Sun	0325	Pedestrian	0	1	0	Night	Dry	No Contributing Action
13	5.649	11/16/11	Wed	1305	Pedalcycle	0	0	1	Day	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
13	**0**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*76.92%*	*23.08%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**4**	**9**	**0**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
Percent	*30.77%*	*69.23%*	*0.00%*	*100.00%*	*7.69%*	*7.69%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.69%*	*0.00%*	*7.69%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2012** TO **12/ 2012** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	36.827	10/14/12	Sun	1425	Pedalcycle	0	4	0	Day	Dry	Careless or Negligent Manner
2	36.853	05/10/12	Thu	1844	Pedestrian	0	1	0	Day	Dry	No Contributing Action
3	36.951	02/23/12	Thu	0626	Pedestrian	0	1	0	Night	Dry	No Contributing Action
4	36.968	04/06/12	Fri	2127	Pedestrian	0	1	0	Night	Dry	No Contributing Action
5	37.286	03/04/12	Sun	1419	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
6	37.309	04/09/12	Mon	0000	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
7	37.607	03/18/12	Sun	1634	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
8	37.734	10/07/12	Sun	1500	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
9	37.736	06/04/12	Mon	0925	Pedalcycle	0	3	0	Night	Dry	Drove too Fast for Conditions
10	37.989	03/31/12	Sat	2216	Pedestrian	0	2	0	Night	Dry	No Contributing Action
11	38.236	11/08/12	Thu	1206	Pedestrian	0	0	1	Day	Dry	No Contributing Action
12	38.335	10/26/12	Fri	1302	Pedestrian	0	1	0	Day	Wet	Other Contributing Action
13	38.364	01/06/12	Fri	1849	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
14	38.489	03/26/12	Mon	1355	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
15	38.493	02/23/12	Thu	0600	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
16	38.493	09/03/12	Mon	2105	Pedestrian	0	0	1	Night	Dry	No Contributing Action
17	38.621	04/05/12	Thu	0025	Pedestrian	0	1	0	Night	Dry	No Contributing Action
18	38.845	04/27/12	Fri	1500	Pedestrian	0	1	0	Unknown	Other	#N/A
19	39.001	06/13/12	Wed	1727	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
20	39.033	03/22/12	Thu	1210	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
21	5.649	03/06/12	Tue	0700	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
22	5.649	10/12/12	Fri	0530	Pedalcycle	0	1	0	Night	Dry	#N/A

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
22	**0**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*90.91%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**12**	**9**	**1**	**20**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*54.55%*	*40.91%*	*4.55%*	*90.91%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*	*4.55%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.55%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2013** TO **12/ 2013** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	37.088	11/21/13	Thu	1439	Pedestrian	0	1	0	Day	Dry	No Contributing Action
2	37.097	07/18/13	Thu	0810	Pedestrian	0	1	0	Night	Wet	Other Contributing Action
3	37.483	05/07/13	Tue	0726	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
4	37.610	01/04/13	Fri	1756	Pedestrian	0	1	0	Night	Dry	No Contributing Action
5	37.993	07/20/13	Sat	0420	Pedestrian	1	0	0	Night	Dry	No Contributing Action
6	37.996	08/11/13	Sun	1122	Pedestrian	0	1	0	Night	Dry	No Contributing Action
7	38.069	12/13/13	Fri	1931	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
8	38.245	09/20/13	Fri	2315	Pedestrian	0	1	0	Night	Wet	No Contributing Action
9	38.367	09/11/13	Wed	1559	Pedestrian	0	1	0	Day	Wet	No Contributing Action
10	38.557	09/10/13	Tue	1410	Pedalcycle	0	0	1	Night	Dry	No Contributing Action
11	38.636	08/17/13	Sat	1245	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
12	38.709	02/01/13	Fri	1828	Pedestrian	1	0	0	Night	Dry	Other Contributing Action
13	38.721	02/04/13	Mon	1841	Pedestrian	1	0	0	Night	Dry	No Contributing Action
14	39.001	03/05/13	Tue	1210	Pedalcycle	0	0	1	Day	Dry	No Contributing Action

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
14	**3**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**
Percent	*21.43%*	*64.29%*	*14.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**5**	**9**	**3**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*35.71%*	*64.29%*	*21.43%*	*78.57%*	*7.14%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2014** TO **12/ 2014** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	36.929	05/24/14	Sat	2311	Pedestrian	0	1	0	Night	Dry	No Contributing Action
2	36.967	03/01/14	Sat	1859	Pedalcycle	0	0	1	Night	Dry	Careless or Negligent Manner
3	37.483	11/17/14	Mon	1508	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
4	37.996	12/11/14	Thu	1823	Pedalcycle	0	0	1	Night	Dry	No Contributing Action
5	38.064	03/18/14	Tue	2030	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
6	38.236	12/01/14	Mon	1902	Pedalcycle	0	1	0	Night	Wet	#N/A
7	38.336	06/27/14	Fri	1852	Pedestrian	0	0	1	Day	Dry	#N/A
8	38.474	03/04/14	Tue	1636	Pedestrian	0	1	0	Day	Dry	No Contributing Action
9	38.847	09/14/14	Sun	1200	Pedestrian	0	2	0	Day	Dry	No Contributing Action
10	38.923	10/15/14	Wed	2340	Pedestrian	1	0	0	Night	Dry	No Contributing Action
11	39.001	08/29/14	Fri	1925	Pedestrian	0	1	0	Day	Dry	No Contributing Action

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
11	**1**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**
Percent	*9.09%*	*63.64%*	*27.27%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**5**	**6**	**1**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*45.45%*	*54.55%*	*9.09%*	*90.91%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2015** TO **12/ 2015** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	37.474	03/28/15	Sat	2245	Pedestrian	0	1	0	Night	Dry	No Contributing Action
2	37.616	12/12/15	Sat	0120	Pedestrian	0	2	0	Night	Dry	Careless or Negligent Manner
3	37.734	12/15/15	Tue	0757	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
4	37.734	06/27/15	Sat	0600	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
5	37.801	02/04/15	Wed	2148	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
6	37.959	03/10/15	Tue	1658	Pedestrian	0	0	1	Day	Dry	No Contributing Action
7	38.066	10/04/15	Sun	2130	Pedestrian	0	1	0	Night	Dry	No Contributing Action
8	38.241	09/16/15	Wed	2250	Pedestrian	0	1	0	Night	Dry	No Contributing Action
9	38.284	09/22/15	Tue	1445	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
10	38.364	11/01/15	Sun	1020	Pedestrian	0	2	0	Day	Dry	Erratic, Reckless or Aggressive
11	38.557	04/11/15	Sat	1905	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
12	38.557	06/29/15	Mon	1651	Pedalcycle	0	1	0	Day	Wet	#N/A
13	38.679	01/04/15	Sun	2123	Pedestrian	0	1	0	Night	Dry	No Contributing Action
14	38.841	11/10/15	Tue	0945	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
15	38.845	07/03/15	Fri	1000	Pedalcycle	0	1	0	Night	Wet	#N/A
16	38.957	02/10/15	Tue	1941	Pedestrian	0	1	0	Night	Dry	No Contributing Action
17	5.649	02/06/15	Fri	1820	Pedestrian	0	1	0	Night	Dry	No Contributing Action

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
17	**0**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*88.24%*	*11.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**7**	**10**	**2**	**15**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
Percent	*41.18%*	*58.82%*	*11.76%*	*88.24%*	*5.88%*	*11.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*5.88%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2016** TO **12/ 2016** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	37.478	09/25/16	Sun	0639	Pedestrian	0	0	1	Night	Dry	Careless or Negligent Manner
2	37.483	05/06/16	Fri	2018	Pedestrian	0	0	1	Night	Dry	Careless or Negligent Manner
3	37.651	02/15/16	Mon	2029	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
4	37.705	01/17/16	Sun	0000	Pedestrian	1	0	0	Night	Dry	Careless or Negligent Manner
5	38.067	02/19/16	Fri	2045	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
6	38.069	07/19/16	Tue	1741	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
7	38.241	12/31/16	Sat	0555	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
8	38.493	04/02/16	Sat	0540	Pedestrian	1	0	0	Night	Dry	Careless or Negligent Manner
9	38.498	03/22/16	Tue	0851	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
10	39.001	04/28/16	Thu	0928	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
11	5.640	05/25/16	Wed	1230	Pedestrian	0	1	0	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
11	**2**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**
Percent	*18.18%*	*63.64%*	*18.18%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**4**	**7**	**0**	**11**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*36.36%*	*63.64%*	*0.00%*	*100.00%*	*90.91%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2017** TO **12/ 2017** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	36.844	01/13/17	Fri	1530	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
2	37.351	02/07/17	Tue	1200	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
3	37.546	07/27/17	Thu	0859	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
4	37.899	10/22/17	Sun	1934	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
5	37.959	09/25/17	Mon	1614	Pedestrian	0	0	1	Day	Dry	Improper Backing
6	38.184	01/16/17	Mon	1930	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
7	38.192	10/01/17	Sun	0620	Pedestrian	0	0	1	Night	Dry	Careless or Negligent Manner
8	38.241	11/27/17	Mon	1931	Pedestrian	0	1	0	Night	Dry	Improper Backing
9	38.364	08/27/17	Sun	1517	Pedestrian	0	1	0	Day	Wet	Careless or Negligent Manner
10	38.488	01/21/17	Sat	0703	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
11	38.617	08/25/17	Fri	0317	Pedestrian	0	1	0	Night	Wet	Careless or Negligent Manner
12	38.742	05/07/17	Sun	0445	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
13	38.844	03/05/17	Sun	1710	Pedestrian	0	1	0	Day	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
13	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*84.62%*	*15.38%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**7**	**6**	**2**	**11**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*53.85%*	*46.15%*	*15.38%*	*84.62%*	*76.92%*	*7.69%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2018** TO **12/ 2018** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	36.970	04/02/18	Mon	2139	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
2	36.970	07/25/18	Fri	1735	Pedestrian	0	1	0	Day	Wet	Careless or Negligent Manner
3	37.097	03/16/18	Fri	1849	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
4	37.784	02/25/18	Sun	1742	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
5	37.797	05/28/18	Mon	1820	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
6	37.862	08/01/18	Wed	1832	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
7	37.862	10/13/18	Sat	2048	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
8	38.006	09/29/18	Sat	0105	Pedestrian	0	2	0	Night	Dry	Careless or Negligent Manner
9	38.229	04/26/18	Thu	0715	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
10	38.364	02/16/18	Fri	1205	Pedestrian	0	2	0	Day	Dry	Careless or Negligent Manner
11	38.471	03/31/18	Sat	2140	Pedestrian	0	2	0	Night	Dry	Careless or Negligent Manner
12	38.493	03/07/18	Wed	1730	Pedestrian	0	1	0	Night	Dry	Swerved Or Avoided
13	38.493	06/25/18	Mon	1700	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
14	38.523	03/16/18	Fri	1915	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
15	38.557	08/19/18	Sun	1642	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
16	38.557	08/16/18	Thu	1642	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
17	38.617	04/17/18	Tue	1501	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
18	38.845	02/18/18	Sun	2045	Pedestrian	1	0	0	Night	Dry	Careless or Negligent Manner
19	38.845	12/02/18	Sun	1400	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
20	39.001	11/20/18	Tue	1030	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
21	39.008	10/24/18	Wed	1315	Pedalcycle	0	1	0	Day	Dry	Improper Turn
22	37.460	02/08/18	Thu	2325	Pedalcycle	0	0	1	Day	Dry	Ran Stop Sign
23	37.460	12/14/18	Fri	1935	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
24	37.525	01/30/18	Tue	1826	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
25	38.215	06/21/18	Thu	1012	Pedestrian	0	1	0	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
25	**1**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**
Percent	*4.00%*	*92.00%*	*4.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**17**	**8**	**1**	**24**	**21**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Percent	*68.00%*	*32.00%*	*4.00%*	*96.00%*	*84.00%*	*4.00%*	*4.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2019** TO **12/ 2019** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	37.227	07/01/19	Mon	1823	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
2	37.286	07/02/19	Tue	1815	Pedalcycle	0	1	0	Night	Dry	Careless or Negligent Manner
3	37.607	12/15/19	Sun	1855	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
4	38.069	04/09/19	Tue	2245	Pedestrian	1	0	0	Night	Dry	Exceed Posted Speed
5	38.364	07/23/19	Tue	1632	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
6	38.493	03/19/19	Tue	1045	Pedestrian	0	1	0	Night	Wet	Careless or Negligent Manner
7	38.493	09/12/19	Thu	1930	Pedalcycle	0	0	1	Night	Dry	Careless or Negligent Manner
8	38.742	02/06/19	Wed	0930	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
9	38.779	09/26/19	Thu	1440	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
10	38.795	02/28/19	Thu	2124	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
11	38.943	07/12/19	Fri	1540	Pedestrian	0	1	0	Day	Dry	Swerved Or Avoided
12	39.001	08/03/19	Sat	1750	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
13	39.001	11/21/19	Thu	1705	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
14	37.331	07/12/19	Fri	1417	Pedalcycle	0	0	1	Day	Dry	Ran Stop Sign
15	37.460	05/24/19	Fri	0528	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
16	37.713	12/10/19	Tue	1635	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
17	37.964	06/01/19	Sat	0930	Pedestrian	0	1	0	Day	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
17	**1**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**
Percent	*5.88%*	*82.35%*	*11.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**7**	**10**	**1**	**16**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*41.18%*	*58.82%*	*5.88%*	*94.12%*	*76.47%*	*5.88%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2020** TO **12/ 2020** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	10/10/20	Sat	0223	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
2	0.000	09/17/20	Thu	0712	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
3	0.000	01/27/20	Mon	0815	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
4	0.000	08/17/20	Mon	0949	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
5	0.000	05/01/20	Fri	0605	Pedestrian	0	1	0	Night	Dry	Swerved Or Avoided
6	0.000	03/31/20	Tue	2149	Pedalcycle	0	1	0	Night	Dry	Careless or Negligent Manner
7	0.000	02/04/20	Tue	1500	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
8	0.000	02/19/20	Wed	1845	Pedestrian	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
9	0.000	01/29/20	Wed	2227	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
10	0.000	02/24/20	Mon	1808	Pedalcycle	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
10	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*90.00%*	*10.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**5**	**5**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*50.00%*	*50.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2021** TO **12/ 2021** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	09/16/21	Thu	0319	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
2	0.000	06/23/21	Wed	1704	Pedestrian	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
3	0.000	01/05/21	Tue	1706	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
4	0.000	11/05/21	Fri	2015	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
5	0.000	11/09/21	Tue	2349	Pedestrian	1	0	0	Night	Dry	Careless or Negligent Manner
6	0.000	08/26/21	Thu	1339	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
7	0.000	10/24/21	Sun	1519	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
8	0.000	10/24/21	Sun	1159	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
9	0.000	10/05/21	Tue	2309	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
10	0.000	10/12/21	Tue	1435	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
11	0.000	03/06/21	Sat	0303	Pedestrian	1	0	0	Night	Dry	Careless or Negligent Manner
12	0.000	04/03/21	Sat	0805	Pedalcycle	0	1	0	Night	Dry	Ran Red Light
13	0.000	01/11/21	Mon	1800	Pedalcycle	0	1	0	Day	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
13	**2**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**
Percent	*15.38%*	*76.92%*	*7.69%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**7**	**6**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*53.85%*	*46.15%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87080900** STATE ROUTE: **934**

ROADWAY LIMITS: **MP 36.590 - 39.090** M.P. **36.590** TO **39.090** ENGINEER: **FDOT D6**

STUDY PERIOD: FROM **1/ 2022** TO **12/ 2022** COUNTY: **Miami-Dade**

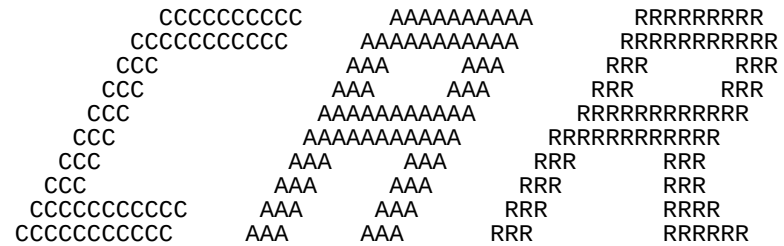
No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	06/18/22	Sat	2251	Pedestrian	0	2	0	Night	Dry	Careless or Negligent Manner
2	0.000	08/02/22	Tue	1605	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
3	0.000	03/04/22	Fri	1512	Pedestrian	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
4	0.000	11/02/22	Wed	1555	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
5	0.000	02/24/22	Thu	1800	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
6	0.000	03/25/22	Fri	1356	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
7	0.000	06/29/22	Wed	2041	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
8	0.000	07/04/22	Mon	1720	Pedestrian	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
9	0.000	10/31/22	Mon	1717	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
10	0.000	08/20/22	Sat	2131	Pedestrian	1	0	0	Night	Dry	Careless or Negligent Manner
11	0.000	08/03/22	Wed	0735	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
12	0.000	09/03/22	Sat	2300	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
13	0.000	08/10/22	Wed	2305	Pedestrian	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
13	**1**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**
Percent	*7.69%*	*69.23%*	*23.08%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*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	**8**	**5**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	*61.54%*	*38.46%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,938**

SEGMENT CRASH RATE: **16.011** CRASHES PER MILLION VEHICLE MILES



C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.

```
I/O NAME: ..............  CARI122
PROGRAM ID: ............  CARPJ122
REPORT NUMBER: .........  01
RUN CLASS: .............  A
MESSAGE CLASS: .........  Q
PRINTER DEST: ..........  LOCAL
# COPIES: ..............  01
ACCOUNT #: .............  5565945
SUBMIT W/HOLD? .........  N
USERID: ................  KNCHPCK
DETAIL SORT ORDER: .....  1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ........  Y
PRINT INTERSECTIONS? ...  N
SUMMARY FORMAT: ........  2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
 MAX # OF BREAKS: ......  06
 CRASH RATE CATEGORY: ...
 AVERAGE DAILY TRAFFIC:..
 # OF LEGS: ............
```

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S U R F A C E T Y P E	M I L E P O S T	N E A R S I D E S T R E E T	S E C O N D S T R E E T	ADT V A R E I A R L F A Y F	Y E A R	M O N T H	D A Y	H O U R	CRCC R A L A T A T S E S E	A L C	A H R V M E	MO N E O T N	L I G H T C O N D I T I O N	W E A T H E R	R O A D S U R F A C E	R O A D D E F O R M	DL O C C U P A N T	R A M P	A V T R A F F I C C O N T R O L	V E H I C L E 1	V E H I C L E 2	VF 1U D I R E C T P O S	VM 1A U N I T	VA 1C T R A V E L D I R	V E H I C L E 1A G O	V E H I C L E 2 M O D E L	V 2N D I R	V E H I C L E 2N G O	V E H I C L E 2M M O D E L	VN 2M N U M B E R O F U N I T S	VN M A S S M O V E M E N T	N U M B E R O F A C C E L E R A T I O N S	V E L O C I T Y C H A N G E	# # # M A N N E R O F C O L L I S I O N	# # # W O R K Z O N E R E L A T E D	# # # W O R K Z O N E L O C A T I O N
888570550Y87080001	03.045 6284	934	009500	18	12	21	16	U1WAY	0	14	01	01	01	01	01	03	R	1	W	02	01	01	02	56	W	02	01	13	01		55	2	0	00			
876634270Y87080001	03.055 6284	934	009500	18	11	30	16	U1WAY	0	14	01	01	01	01	01	03	R	2	W	02	01	01	10	36	W	01	01	14	01		46	2	0	00			
873173940 87080001	03.064 6284	934	009500	18	03	14	13	U1WAY	0	14	02	01	01	01	01	02	R	2	W	17	01	15	02	50	W	01	01	01	01		41	2	0	00			
876306820Y87140000	05.611 1610	7	027000	18	03	26	14	U-4DP	0	05	77	01	01	01	01	01	L	1	S	20	01	01	01	54	*	01	02	01	05	00	60	1	0	01			
875741170Y87140000	05.614 1610	7	027000	18	01	25	08	U-4DP	0	14	01	01	01	01	01	03	L	1	S	01	01	01	01	47	S	20	01	01	01		52	3	0	00			
888308640Y87140000	05.614 0743	7	028500	19	04	23	12	U-4DP	0	14	04	01	01	01	01	01	L	1	S	01	01	06	77	52	S	01	01	01	01		37	2	0	00			
878499720Y87140000	05.621 0743	7	027000	18	05	12	15	U-4DP	0	14	03	01	02	02	01	03	R	2	N	16	01	17	77	21	N	16	01	01	01		21	2	0	00			
878507700Y87140000	05.621 0743	7	027000	18	05	24	18	U-4DP	0	14	04	01	01	01	01	03	R	2	N	01	01	01	77	42	N	01	01	01	77		51	2	0	00			
878652000Y87140000	05.621 0743	7	028500	19	01	04	17	U-4DP	0	14	01	01	01	01	77	03	R	1	0	01	01	01	10	64	0	01	01	01	01		29	2	0	00			
878655820Y87140000	05.621 0743	7	028500	19	01	11	08	U-4DP	0	14	03	01	01	01	01	03	R	2	0	88	88	88	00	00	0	16	01	01	01		54	2	0	00			
888247460Y87140000	05.621 0743	7	028500	19	01	28	18	U-4DP	0	14	04	04	01	01	01	03	R	3	N	03	01	06	02	61	N	16	01	01	01		34	2	0	00			
892416260Y87140000	05.621 0743	7	028500	19	07	03	08	U-4DP	0	14	04	01	01	01	01	03	R	1	N	01	01	06	77	30	N	01	01	01	01		32	2	0	00			
878601070Y87140000	05.623 0743	7	027000	18	10	19	23	U-4DP	0	14	01	04	01	01	01	01	L	1	S	01	01	01	02	52	S	01	01	13	01		19	2	0	00			
888295630 87140000	05.630 0743	7	028500	19	04	05	18	U-4DP	0	14	04	01	01	01	01	02	R	2	N	01	01	06	31	60	N	01	01	01	01		40	2	0	00			
878617570Y87140000	05.632 0743	7	027000	18	11	10	14	U-4DP	0	14	01	01	01	01	01	03	R	1	N	01	01	01	01	72	N	01	01	01	01		63	2	0	00			
888299400Y87140000	05.634 0743	7	028500	19	04	11	15	U-4DP	0	14	01	01	01	01	01	01	R	2	N	01	01	01	01	36	N	01	01	01	01		26	2	0	00			
888312860Y87140000	05.637 0743	7	028500	19	04	18	18	U-4DP	0	14	01	04	01	01	01	01	R	1	N	01	01	01	10	30	N	01	01	01	01		42	2	0	00			
878501280Y87140000	05.640 0743	7	027000	18	05	14	23	U-4DP	0	14	03	05	03	02	01	03	R	1	S	16	01	03	77	27	N	01	01	01	01		25	2	0	01			
888747580Y87140000	05.640 0743	7	028500	19	04	28	09	U-4DP	0	14	03	01	01	01	01	03	R	1	S	01	01	01	02	42	S	01	01	01	01		60	2	0	00			
888311370Y87140000	05.640 0743	7	028500	19	04	29	21	U-4DP	0	14	04	04	01	01	01	03	R	1	N	01	01	00	01	45	N	01	01	00	01		18	2	0	00			
892434840Y87140000	05.640 0743	7	028500	19	08	01	05	U-4DP	0	14	03	04	03	02	77	03	R	2	0	01	01	01	01	21	0	03	01	14	01		61	3	0	00			
878595110Y87140000	05.643 1611	7	027000	18	10	06	20	U-4DP	0	14	01	06	01	01	01	03	L	1	S	88	88	88	00	00	S	01	01	06	01		56	2	0	00			
888307320 87140000	05.645 1611	7	028500	19	04	22	00	U-4DP	1	14	03	04	01	01	01	02	R	1	E	01	01	01	03	60	N	01	01	01	01		47	2	0	00			
892452040Y87140000	05.645 1611	7	028500	19	08	27	21	U-4DP	0	14	01	04	01	01	01	03	R	R	N	03	01	04	04	46	N	01	01	01	01		14	2	0	00			
878603070Y87140000	05.646 1611	7	027000	18	10	14	18	U-4DP	0	14	04	01	03	02	01	03	R	L	N	03	01	13	01	51	N	01	88	77	03		00	2	0	00			
875767990Y87140000	05.647 1611	7	027000	18	03	07	05	U-4DP	0	10	00	04	01	01	01	01	L	S	S	01	01	01	77	53	*	01	77	77	01	00	56	1	0	01			
875771670Y87140000	05.647 1611	7	027000	18	03	09	12	U-4DP	0	14	01	01	01	01	01	04	R	1	E	01	01	05	01	37	N	08	01	01	01		70	2	0	01			
878526390Y87140000	05.647 1611	7	027000	18	06	22	17	U-4DP	0	14	04	01	03	02	01	03	R	1	N	01	01	01	77	46	N	01	01	01	77		27	2	0	00			
892463720Y87140000	05.647 1611	7	028500	19	09	14	14	U-4DP	0	14	03	01	01	01	01	03	R	L	N	01	01	03	06	32	N	01	01	03	01		30	2	0	00			
878575130Y87140000	05.648 1611	7	027000	18	09	07	23	U-4DP	0	14	05	04	01	01	01	04	L	1	S	01	01	03	06	32	S	03	01	01	01		39	2	0	01			
875734160 87140000	05.649 1611	7	027000	18	01	14	08	U-4DP	0	14	03	01	01	01	01	02	L	1	S	03	01	01	01	69	E	01	01	01	01		62	2	0	00			
875754720 87140000	05.649 1611	7	027000	18	02	14	19	U-4DP	0	14	03	04	01	01	01	02	L	1	W	01	01	03	03	23	S	01	01	01	01		66	2	0	01			
875762060 87140000	05.649 1611	7	027000	18	02	26	12	U-4DP	0	14	01	01	01	01	01	03	S	1	W	88	88	88	00	00	W	01	01	13	01		44	2	0	00			
875771220 87140000	05.649 1611	7	027000	18	03	11	13	U-4DP	0	14	01	01	01	01	01	02	L	2	S	01	01	01	02	32	S	01	01	01	01		20	2	0	00			
878470050 87140000	05.649 1611	7	027000	18	03	31	04	U-4DP	0	14	01	04	01	01	01	02	R	1	S	01	01	01	01	54	E	01	01	01	01		43	2	0	00			
876356880 87140000	05.649 1611	7	027000	18	05	13	23	U-4DP	0	14	03	04	03	02	01	02	L	2	N	01	01	03	03	59	S	01	01	01	01		18	2	0	02			

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N S E T I O N	S S E C U T B I T	M I L E P O S T	N E N A O R D E E S T	S T R A O T A E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE Y	A L C	H AE RV ME FN 1	MO AF NC EO RL	L IC GO HN TD IT	W EC AO TN HD ET	R D U R S	R OC AO DN D T	DL OO TC A ST II EN	R O C L N #	A 1 R	V 1 W I OT DY YP E	V 1 1 P E	VF 1U N SC E P C	VM 1A N E V R1	VA 1C T DI RO IN V R	V 1A G DE R I V R	V 2 M OD DE C	V 2N 2M F UL NO /S /	V 2N M MP NR VI 1N /R	VN 2M M AA CC TT /1	NV M AA CC TT 2	# RA AG GE E	# H C L S	# V L E D	# K I N J R D
878519750	87140000	05.649	1611	7	027000	18	06	12	15	U-4DP	0	14	03	01	03	02	01	02	L	1	W	01	01	03	00	49	S	01	01	01	00		47	4	0	02
878528430	87140000	05.649	1611	7	027000	18	06	25	17	U-4DP	0	10	00	01	01	01	01	02	R	1	0	88	88	88	00	00	*	01	04	10	88	01	00	1	0	00
878548440	87140000	05.649	1611	7	027000	18	07	18	12	U-4DP	0	06	00	01	01	01	01	02	L	1	S	01	88	88	02	29	*	01	01	10	01	00	29	1	0	01
888250320	87140000	05.649	1611	7	028500	19	02	01	19	U-4DP	0	14	02	04	01	01	01	02	L	2	0	88	88	88	00	00	S	16	01	01	01		53	2	0	00
888251150	87140000	05.649	1611	7	028500	19	02	03	23	U-4DP	0	14	03	04	01	01	01	03	R	1	0	88	88	88	00	00	W	01	01	03	01		29	2	0	00
888255740	87140000	05.649	1611	7	028500	19	02	09	15	U-4DP	0	14	03	01	02	01	01	01	L	R	W	01	01	03	15	00	E	03	88	01	01		52	2	0	00
888272730	87140000	05.649	1611	7	028500	19	03	05	17	U-4DP	0	14	03	03	01	01	01	02	R	2	E	02	01	03	03	00	N	01	01	01	01		27	2	0	00
888281760	87140000	05.649	1611	7	028500	19	03	18	06	U-4DP	0	14	03	04	01	01	01	02	R	1	S	03	01	03	03	51	N	01	01	01	01		54	2	0	00
888293860	87140000	05.649	1611	7	028500	19	04	03	18	U-4DP	0	14	02	01	01	01	01	02	I	M	S	01	01	03	01	25	S	01	01	03	01		24	2	0	00
888335310	87140000	05.649	1611	7	028500	19	06	03	16	U-4DP	0	14	04	01	01	01	01	02	L	1	S	88	88	88	00	00	S	01	01	01	01		26	2	0	00
892425520	87140000	05.649	1611	7	028500	19	07	17	19	U-4DP	0	14	03	01	01	01	01	02	R	2	O	01	01	17	03	37	N	01	01	01	01		43	2	0	00
892439760	87140000	05.649	1611	7	028500	19	08	08	20	U-4DP	0	14	02	02	01	01	01	02	R	1	0	88	88	88	00	00	N	01	01	01	01		40	2	0	00
892451290	87140000	05.649	1611	7	028500	19	08	26	14	U-4DP	0	14	03	01	03	02	01	02	R	1	N	16	88	10	77	00	N	01	01	01	01		27	2	0	00
892455760	87140000	05.649	1611	7	028500	19	09	02	19	U-4DP	0	14	03	01	03	02	01	01	R	2	W	01	01	77	11	33	N	01	01	01	01		28	2	0	01
892457750	87140000	05.649	1611	7	028500	19	09	06	00	U-4DP	0	14	03	04	01	01	01	02	L	2	N	01	01	03	02	33	S	01	01	01	01		21	2	0	00
892468340	87140000	05.649	1611	7	028500	19	09	21	06	U-4DP	0	14	04	04	01	01	01	02	L	1	0	88	88	88	00	00	S	16	01	01	01		38	2	0	00
888941840	87140000	05.649	1611	7	028500	19	10	02	12	U-4DP	0	14	03	01	01	01	01	02	L	2	N	01	01	03	03	45	S	01	01	01	01		49	2	0	00
892491770	87140000	05.649	1611	7	028500	19	10	24	14	U-4DP	0	14	04	01	01	01	01	01	R	1	0	01	01	01	01	21	0	01	01	01	01		69	2	0	00
892495850	87140000	05.649	1611	7	028500	19	10	30	16	U-4DP	0	14	03	01	01	01	01	02	L	2	0	88	88	88	00	00	W	01	01	01	01		44	2	0	00
894779370	87140000	05.649	1611	7	028500	19	11	17	02	U-4DP	0	14	77	04	01	01	01	02	I	M	E	01	01	01	11	20	N	01	01	01	01		19	2	0	01
894779400	87140000	05.649	1611	7	028500	19	11	17	00	U-4DP	0	14	03	04	01	01	13	02	I	M	E	01	01	01	03	27	S	01	01	01	01		19	2	0	00
894784670	87140000	05.649	1611	7	028500	19	11	25	11	U-4DP	0	14	03	01	01	01	01	02	I	M	W	01	01	01	11	54	S	16	01	03	01		49	2	0	01
878527290Y	87140000	05.651	1611	7	033000	18	06	23	13	U-6DP	0	14	02	01	01	01	01	03	L	L	N	01	01	01	02	28	*	01	08	10	01	00	63	2	0	01
876311880Y	87140000	05.654	1611	7	033000	18	04	05	12	U-6DP	0	11	04	01	02	02	01	03	L	L	S	01	01	01	02	00	*	03	01	03	03	00	44	2	0	00
878593130Y	87140000	05.654	1611	7	033000	18	10	04	12	U-6DP	0	14	03	01	01	01	01	01	R	1	N	20	01	06	25	44	N	01	01	01	01		30	2	0	00
888283410	87140000	05.654	1611	7	031000	19	03	19	10	U-4DR	0	10	00	04	03	02	88	02	L	C	S	88	88	88	31	00	*	01	77	06	01	00	52	1	0	01
888267550Y	87140000	05.656	1611	7	031000	19	02	26	20	U-4DR	0	14	03	04	01	01	01	01	L	L	S	01	01	06	01	21	S	01	01	01	01		21	2	0	00
878541210Y	87140000	05.658	1611	7	033000	18	07	16	15	U-6DP	0	14	01	01	01	01	01	03	L	L	S	01	01	01	02	17	S	01	01	13	01		43	3	0	00
878565380Y	87140000	05.658	1611	7	033000	18	08	23	07	U-6DP	0	14	01	01	01	01	01	03	L	1	S	01	01	77	00	00	S	16	01	13	01		57	2	0	00
878591370Y	87140000	05.658	1611	7	033000	18	10	02	09	U-6DP	0	14	01	01	01	01	01	03	R	1	N	01	01	01	77	81	N	01	01	13	01		17	2	0	00
878614320Y	87140000	05.658	1611	7	033000	18	11	06	07	U-6DP	0	14	03	01	01	01	01	03	R	1	S	01	01	11	02	28	S	01	01	77	01		40	2	0	02
892433820Y	87140000	05.658	1611	7	031000	19	07	30	17	U-4DR	0	14	04	01	01	01	01	03	L	1	S	16	01	01	02	24	S	01	01	01	01		47	3	0	00
888982750Y	87140000	05.658	1611	7	031000	19	10	20	01	U-4DR	0	14	03	04	01	01	01	01	L	1	N	16	01	77		00	S	02	01	01	01		86	2	0	00
878644360Y	87140000	05.662	1611	7	033000	18	12	20	20	U-6DP	0	14	04	02	03	02	10	03	L	1	S	88	88	88	00	00	S	01	01	01	01		28	2	0	00
878496460Y	87140000	05.663	1611	7	033000	18	05	07	11	U-6DP	0	14	01	01	01	01	01	01	R	1	N	01	01	01	10	49	N	01	01	14	77		68	3	0	00
878534540Y	87140000	05.666	1611	7	033000	18	07	05	15	U-6DP	0	14	04	01	01	01	01	03	L	L	S	01	01	06	77	66	S	01	01	01	01		34	2	0	00
892420400Y	87140000	05.668	1611	7	031000	19	07	09	12	U-4DR	0	14	01	01	01	01	01	01	R	1	E	01	01	06	77	46	E	01	01	01	01		36	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	M I L E P O S T	N E A R O A D	S T A T E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I V	MO AF NC EO UT L 1	L IC HN TD RL L	W EC AO TN HD IT S U R S	R D	R OC AO DN T R	DL OO TC A ST S EN	R O C D	A C L I N R	1 1 OT DY YP D #	VF 1U P E C	VM 1A SC E V R	VA 1C T U DI RO R1	V 1A G DE I V R	V 2 M OD DE /S C	V 2N 2N UL NO CC /R	VN 2M M MP VI RO /1	VN 2M AA TT 1N 2	N M C T	V 2N M RA AG GE E	# # # H L E S	V K I L U R D
892470630Y87140000	05.668 1611	7	031000	19	09	24	14	U-4DR	0	14	04	01	01	01	01	03	L	2	S	03	01	01	01	60	S	16	01	01	01		21	2	0	00
875772380Y87140000	05.677 0767	7	033000	18	03	12	15	U-6DP	0	14	03	01	01	01	01	03	L	1	S	01	01	01	02	68	S	01	01	01	01		65	2	0	00
888599090Y87140000	05.677 0767	7	031000	19	01	19	12	U-4DR	0	14	01	01	01	01	01	03	L	1	S	03	01	01	02	37	S	16	01	13	01		50	3	0	00
888316310Y87140000	05.677 0767	7	031000	19	05	06	16	U-4DR	0	14	01	01	03	02	01	03	L	2	S	16	01	01	02	53	S	01	01	01	01		84	2	0	00
892460300Y87140000	05.677 0767	7	031000	19	08	17	22	U-4DR	0	14	01	04	01	01	01	03	L	L	0	88	88	88	00	00	0	01	01	03	01		49	2	0	00
888903920Y87140000	05.696 0767	7	031000	19	08	20	08	U-4DR	0	14	03	01	01	01	01	01	L	1	S	01	01	06	15	69	S	01	01	01	01		45	2	0	00
888728440 87080900	36.597 6341	934	033500	19	05	12	21	U-6DR	0	14	04	04	01	01	01	03	L	2	W	16	01	01	02	29	W	16	01	01	01		19	2	0	02
888723800 87080900	36.608 6341	934	033500	19	04	11	17	U-6DR	0	14	04	01	01	01	01	03	R	2	E	01	01	06	03	31	*	01	08	05	01	00	19	2	0	04
888805550 87080900	36.617 6341	934	033500	19	06	06	17	U-6DR	0	14	04	01	01	01	01	03	R	2	E	02	01	06	03	48	E	01	01	01	01		68	3	0	04
888774460 87080900	36.668 6342	934	033500	19	05	15	19	U-6DR	0	14	01	01	01	01	01	03	R	3	E	01	01	01	10	42	E	01	01	03	01		78	2	0	00
889006310 87080900	36.687 6342	934	033500	19	11	19	09	U-6DR	0	14	04	01	01	01	01	01	R	2	E	01	01	06	15	28	E	02	01	01	01		48	2	0	00
876375070 87080900	36.690 6342	934	034500	18	07	21	02	U-6DR	0	14	01	04	01	01	01	03	R	3	U	01	01	88	77	00	W	01	01	01	01		18	2	0	02
876251280 87080900	36.696 6342	934	034500	18	02	11	18	U-6DR	0	14	77	04	01	01	01	02	L	1	S	19	01	01	03	30	W	01	01	01	01		28	2	0	01
876322190 87080900	36.696 6342	934	034500	18	04	06	14	U-6DR	0	14	03	01	01	01	01	02	R	2	S	01	01	03	03	19	E	01	01	01	01		19	2	0	03
888588320Y87080900	36.696 6342	934	033500	19	01	05	14	U-6DR	0	14	01	01	01	01	01	03	S	1	N	03	01	13	77	50	N	01	01	13	77		44	2	0	00
888734010 87080900	36.696 6342	934	033500	19	04	18	14	U-6DR	0	14	03	01	01	01	01	02	R	3	W	03	01	10	06	37	E	01	01	01	01		29	2	0	00
889053020Y87080900	36.696 6342	934	033500	19	12	03	12	U-6DR	0	14	05	01	01	01	01	01	T	1	S	01	00	01	25	00	O	01	01	08	01		26	2	0	02
876421610 87080900	36.698 6342	934	034500	18	06	24	12	U-6DR	0	14	77	01	01	01	01	03	L	S	W	01	01	01	02	00								1	0	00
888784160 87080900	36.705 6342	934	033500	19	05	23	13	U-6DR	0	14	77	01	01	01	01	03	M	M	W	01	01	01	02	23								1	0	00
888923250 87080900	36.705 6342	934	033500	19	09	08	17	U-6DR	0	14	04	01	01	01	01	01	R	1	E	88	01	06	02	00	E	16	01	01	01		43	2	0	00
876462760 87080900	36.717 6342	934	034500	18	07	26	13	U-6DR	0	14	03	01	01	01	01	02	R	2	S	01	01	01		00	E	01	01	01	01		40	3	0	01
876377490 87080900	36.724 6342	934	034500	18	05	19	15	U-6DR	0	14	01	01	03	01	01	03	L	1	W	01	01	04	04	00	W	01	01	13	01		22	2	0	00
876437270 87080900	36.758 6342	934	034500	18	07	06	12	U-6DR	0	39	77	01	02	01	01	01	L	S	W	88	88	06	02	66	W	01	01	01	01		31	2	0	03
876258510 87080900	36.823 6343	934	034500	18	01	16	17	U-6DR	0	14	03	02	01	01	01	02	L	2	N	01	01	01	03	21	W	01	01	01	01		42	2	0	00
876294540 87080900	36.823 6343	934	034500	18	05	03	11	U-6DR	0	14	03	01	02	01	01	02	L	1	N	01	01	03	06	58	W	01	01	01	01		20	2	0	00
876367460 87080900	36.823 6343	934	034500	18	05	10	18	U-6DR	0	14	03	01	01	01	01	02	L	3	N	01	01	01	13	21	W	01	01	01	01		65	2	0	03
876454170 87080900	36.823 6343	934	034500	18	07	27	17	U-6DR	0	14	03	01	01	01	01	02	I	M	N	01	00	01	02	00	W	02	01	01	01		32	2	0	00
876481490 87080900	36.823 6343	934	034500	18	08	16	06	U-6DR	0	14	03	03	01	01	01	02	R	L	E	16	01	03	03	65	W	16	01	01	01		36	2	0	01
876518230 87080900	36.823 6343	934	034500	18	09	18	17	U-6DR	0	14	03	01	01	01	01	02	R	3	S	01	01	01	01	56	E	01	01	01			00	2	0	01
876419480 87080900	36.823 6343	934	034500	18	10	12	19	U-6DR	0	14	01	04	01	01	01	02	L	1	E	16	01	01	02	36	E	01	01	01	01		27	2	0	01
876639140 87080900	36.823 6343	934	034500	18	12	03	14	U-6DR	0	14	03	01	01	01	01	02	R	3	S	01	01	01	03	23	E	01	01	01	01		40	2	0	00
888597410Y87080900	36.823 6343	934	033500	19	01	29	08	U-6DR	0	14	03	01	01	01	01	01	T	3	S	01	01	01	03	52	E	01	01	01	01		39	2	0	00
888707770 87080900	36.823 6343	934	033500	19	04	21	10	U-6DR	0	14	03	01	01	01	01	02	L	1	0	01	01	77	02	00	0	01	00	01	01		23	2	0	00
888752480 87080900	36.823 6343	934	033500	19	05	02	14	U-6DR	0	14	77	01	01	01	01	02	L	2	N	03	01	03	77	43	W	08	01	01	01		65	2	0	00
888795060 87080900	36.823 6343	934	033500	19	05	30	15	U-6DR	0	14	03	01	01	01	01	02	R	1	N	01	01	05	13	59	E	16	01	01	01		64	2	0	00
888816640 87080900	36.823 6343	934	033500	19	06	13	16	U-6DR	0	14	02	01	01	01	01	02	L	2	E	01	01	03	03	46	W	01	01	01	01		45	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

| C R N A U S M H B E R | ROADWYID C S E C T I O N | S I E L A E T I O N | M I L A O R D E E S T | N E N A O T A E D | S T R A O T A E D | ADT VAR EIA RLF AYF G I E C | Y E A R | M O N T H | D A Y | H O U R | CRCC RALA ATAT SESE H SG O R Y | A L C | H AE RV ME FN I N V | MO AF N NC EO RL 1 | L IC GO HN TD IT NN GS | W EC AO TN HD ET RN S | R D U R | R OC AO DN D T N S | DL OO TC A ST L II TO EN | R O C D S D # | A C | V 1 | V 1 | VF 1U N D | VM 1A N E V | VA 1C T E DI RO IN V R1 | V 1A G DE R I R | V 2 | V 2N M DE OD /S C | V 2N M F UL CC / | V 2M M MP NR VI /R | VN AA TT 1N /1 | VN CC | N M A T C 2 | V 2N M RA AG GE E | # V E H C L E S | # K I L U R D | # I N J 00 |
|---|---|---

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N S E T I O N	S E C U T B I S T	M I L E P O S T	N E A R O A D S T R E E T	S T R A T A	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O R Y	A L C	H AE RV ME FN I UT V L	MO AF NC EO RL 1	L IC HN TD IT L	W EC GO HD ET NN GS	R D N U R F S	R OC DN D T N	DL OO AO ST II EN	R O C A S D	A C	V 1	V 1	VF 1U SC P E #	VM 1A N E U V	VA 1C T DI RO IN V	V 1A G DE R I R	V 2	V 2N B OD DE /S C	V 2N F UL NO CC /R	V 2M MP VI NR 1N /1	VN 2M M AA CC 1N 2	VN 2M M A C N E	N V M A T E	# 2N RA AG GE E	# V H C L S	# K L U E D	I N J R D
876296340	87080900	36.949	6344	934	034500	18	04	06	03	U-6DR	0	14	03	04	01	01	01	02	R	3	W	01	01	03	03	26	E	19	01	01	01		41	2	0	00
876326110	87080900	36.949	6344	934	034500	18	04	11	19	U-6DR	0	14	01	01	01	01	01	03	S	1	N	01	00	01	02	00	N	16	00	01	01		35	2	0	00
876336320Y	87080900	36.949	6344	934	034500	18	04	24	07	U-6DR	0	14	01	01	01	01	01	03	T	1	S	03	01	01	02	45	S	01	01	01	01		57	3	0	02
876370340	87080900	36.949	6344	934	034500	18	05	12	13	U-6DR	0	14	03	01	02	01	01	02	L	3	W	01	01	01	03	34	S	16	01	01	01		31	2	0	00
876371440	87080900	36.949	6344	934	034500	18	05	20	09	U-6DR	0	14	04	01	03	02	01	02	R	1	W	01	01	03	03	83	E	01	01	01	01		28	2	0	00
876389830	87080900	36.949	6344	934	034500	18	06	06	17	U-6DR	0	14	03	01	01	01	01	02	R	1	W	01	01	03	03	43	E	01	01	01	01		28	2	0	00
876419080	87080900	36.949	6344	934	034500	18	06	21	09	U-6DR	0	14	01	01	01	01	01	03	T	3	S	01	01	01	02	20	S	01	01	13	01		51	2	0	00
876419300	87080900	36.949	6344	934	034500	18	06	21	11	U-6DR	0	14	03	01	01	01	01	02	L	1	W	20	01	01	77	29	W	01	01	01	77		99	2	0	00
876419110	87080900	36.949	6344	934	034500	18	06	23	12	U-6DR	0	14	03	01	03	02	10	02	R	2	E	01	01	01	02	00	S	16	01	01	01		30	2	0	00
876339240	87080900	36.949	6344	934	034500	18	07	06	00	U-6DR	0	14	01	04	01	01	01	02	I	M	S	01	00	03	03	00	N	01	03	01	01		31	2	0	00
876472130	87080900	36.949	6344	934	034500	18	08	04	11	U-6DR	0	14	01	01	01	01	01	03	S	3	S	01	01	01	02	37	S	02	01	01	01		61	2	0	02
876420170	87080900	36.949	6344	934	034500	18	08	06	01	U-6DR	0	14	03	04	01	01	01	02	I	M	E	02	01	03	10	34	E	01	01	03	01		43	2	0	00
876396130	87080900	36.949	6344	934	034500	18	08	21	05	U-6DR	0	14	02	04	01	01	01	02	I	M	N	01	01	03	01	19	*	01	02	01	03	00	50	1	0	01
876449300Y	87080900	36.949	6344	934	034500	18	09	03	23	U-6DR	0	14	77	04	02	01	01	03	S	L	N	01	01	01	02	34	N	03	01	01	01		45	3	0	00
876517380Y	87080900	36.949	6344	934	034500	18	09	12	22	U-6DR	0	14	04	04	01	01	01	03	S	1	N	01	01	01	02	66	N	01	01	01	01		53	2	0	00
876445600	87080900	36.949	6344	934	034500	18	09	22	22	U-6DR	0	14	03	04	01	01	01	02	I	M	S	01	01	03	77	24	N	01	01	01	01		39	2	0	00
876546850Y	87080900	36.949	6344	934	034500	18	09	27	18	U-6DR	0	11	06	01	01	01	01	01	S	3	N	03	01	13	01	47	*	03	04	01	77	00	66	1	0	00
876551360	87080900	36.949	6344	934	034500	18	10	06	16	U-6DR	0	14	03	01	01	01	01	02	L	2	N	01	01	01	11	50	W	02	01	05	01		43	2	0	03
876601340	87080900	36.949	6344	934	034500	18	11	06	16	U-6DR	0	14	03	01	01	01	01	02	R	1	S	01	01	03	03	52	N	01	01	01	01		60	2	0	00
876614120Y	87080900	36.949	6344	934	034500	18	11	13	13	U-6DR	0	14	01	01	01	01	01	03	S	1	N	01	01	01	02	34	N	01	01	14	01		48	2	0	00
876536710	87080900	36.949	6344	934	034500	18	11	25	01	U-6DR	1	14	03	04	01	01	01	02	R	1	E	16	01	01	11	30	S	01	01	01	01		39	2	0	00
876632170	87080900	36.949	6344	934	034500	18	12	02	23	U-6DR	0	14	03	04	01	01	01	02	R	3	N	03	01	05	03	64	N	01	01	01	01		26	4	0	00
876637760Y	87080900	36.949	6344	934	034500	18	12	07	14	U-6DR	0	14	01	01	01	01	01	03	T	1	N	01	01	01	10	29	N	02	01	01	01		53	2	0	00
876638870	87080900	36.949	6344	934	034500	18	12	12	22	U-6DR	0	14	77	06	01	01	01	02	R	1	W	01	01	03	02	38	E	01	01	01	01		65	2	0	00
888579000	87080900	36.949	6344	934	034500	18	12	27	01	U-6DR	0	14	03	04	01	01	01	02	I	M	W	01	01	88	77	00	N	01	01	01	01		51	2	0	01
888582020Y	87080900	36.949	6344	934	034500	18	12	29	17	U-6DR	0	14	04	01	01	01	01	03	S	L	S	01	01	06	03	26	S	01	01	01	01		37	2	0	00
888593980Y	87080900	36.949	6344	934	033500	19	01	10	17	U-6DR	0	14	04	01	01	01	01	03	T	1	N	16	01	06	03	49	N	01	01	06	03		36	2	0	00
888593010	87080900	36.949	6344	934	033500	19	01	14	08	U-6DR	0	14	04	01	01	01	01	02	R	1	N	03	01	01	15	53	N	01	01	01	01		32	2	0	00
876639900	87080900	36.949	6344	934	033500	19	01	25	01	U-6DR	2	14	77	04	01	01	01	02	R	1	W	01	00	03	03	54	E	01	01	01	01		31	2	0	00
888618090	87080900	36.949	6344	934	033500	19	01	28	01	U-6DR	0	14	03	04	03	02	01	02	L	1	S	02	01	03	02	30	N	16	01	01	01		63	2	0	00
888654740Y	87080900	36.949	6344	934	033500	19	02	25	16	U-6DR	0	14	03	01	01	01	01	03	S	1	S	01	01	03	03	00	N	01	01	01	01		54	2	0	00
888639270	87080900	36.949	6344	934	033500	19	03	03	14	U-6DR	0	14	03	01	01	01	01	02	L	1	N	01	01	03	03	49	S	02	01	01	01		75	2	0	04
888686060Y	87080900	36.949	6344	934	033500	19	03	17	10	U-6DR	0	14	01	01	01	01	01	03	S	2	N	02	07	01	02	64	N	01	01	13	01		72	2	0	00
888689150	87080900	36.949	6344	934	033500	19	03	18	21	U-6DR	0	14	03	04	02	02	01	02	L	2	N	01	01	01	02	25	N	01	01	01	01		43	3	0	00
888698720	87080900	36.949	6344	934	033500	19	03	24	03	U-6DR	0	14	03	04	01	01	01	02	L	1	W	01	01	01	11	48	S	16	01	01	01		55	2	0	00
888696620	87080900	36.949	6344	934	033500	19	03	28	14	U-6DR	0	14	03	01	03	02	01	02	S	1	N	01	01	17	02	50	N	01	01	01	01		65	2	0	03
888699240	87080900	36.949	6344	934	033500	19	03	30	08	U-6DR	0	14	03	01	01	01	01	03	L	1	S	03	01	05	03	91	N	01	01	03	01		45	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
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FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N T Y	S E C T I O N	M I L E P O S T	N E A R S I D E S T	S T R A T A	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN EO UT RL	MO AF N NC EO TD RL	L IC GO HN IT L	W EC AO TN HD ET NN GS	R D U R F R S	R OC AO DN D T N TO S	DL OO TC A ST II EN	R O C D L I S N #	A 1	V 1	V VF 1U SC OT P E YP C	VM 1A N E U V E V	VA 1C T DI RO IN R V R1	V 1A G DE R I R	V 2 M OD DE /S C	V 2N 2N B F NO CC /	VN 2M M MP NR VI RO /R	VN 2M AA TT 1N /1	N V M 2N M 2	# RA AG GE E	# V H C L E	# K I N J U R D
888709480	87080900	36.949	6344	934	033500	19	04	01	16	U-6DR	0	14	03	01	01	01	01	02	S	1	N	01	01	01	01	34	N	01	01	01	01	53	2	0	02
888697340Y	87080900	36.949	6344	934	033500	19	04	18	23	U-6DR	0	14	01	04	01	01	01	03	S	1	N	03	01	05		00	N	01	01	03	01	30	2	0	00
888702750Y	87080900	36.949	6344	934	033500	19	04	18	17	U-6DR	0	14	04	01	01	01	01	03	S	3	N	01	11	06	02	40	N	01	01	01	01	44	2	0	00
888778390	87080900	36.949	6344	934	033500	19	05	19	16	U-6DR	0	14	01	01	01	01	01	03	S	2	N	01	01	06	01	33	N	01	01	13		00	2	0	02
888788250Y	87080900	36.949	6344	934	033500	19	05	25	15	U-6DR	0	14	03	01	01	01	01	01	S	3	S	01	01	03	03	25	N	01	01	01	01	62	2	0	00
888808480	87080900	36.949	6344	934	033500	19	06	07	18	U-6DR	0	14	01	01	03	02	01	01	R	3	E	16	01	01	02	32	E	01	01	13	01	27	4	0	04
888810140	87080900	36.949	6344	934	033500	19	06	09	16	U-6DR	0	14	02	01	01	02	01	02	L	1	N	88	01	01	02	00	S	01	01	03	01	77	2	0	01
888791060	87080900	36.949	6344	934	033500	19	06	15	00	U-6DR	0	14	03	04	01	01	01	02	I	M	S	01	01	03	03	29	N	01	01	01	01	22	2	0	02
888855780	87080900	36.949	6344	934	033500	19	07	19	20	U-6DR	0	14	01	04	01	01	01	02	R	3	E	01	01	01	02	47	E	01	01	01	01	35	2	0	00
888829580	87080900	36.949	6344	934	033500	19	07	27	23	U-6DR	0	14	01	04	03	02	01	03	S	2	N	01	01	14	02	35	N	01	01	13	01	57	2	0	00
888853710	87080900	36.949	6344	934	033500	19	07	27	23	U-6DR	0	14	02	04	01	01	01	02	L	L	S	01	01	03	01	22	W	02	01	03	01	36	2	0	08
888834770	87080900	36.949	6344	934	033500	19	08	05	23	U-6DR	0	14	03	03	01	02	01	02	L	L	S	16	01	03	03	73	W	01	01	01	01	18	2	0	01
888934480Y	87080900	36.949	6344	934	033500	19	09	11	15	U-6DR	0	14	01	01	01	01	01	03	T	1	N	16	01	01	02	57	N	16	01	13	01	41	2	0	00
888947000	87080900	36.949	6344	934	033500	19	09	27	11	U-6DR	0	14	01	01	01	01	01	01	R	3	N	01	01	05	01	79	N	03	01	01	01	53	2	0	00
888931410	87080900	36.949	6344	934	033500	19	10	06	15	U-6DR	0	14	03	01	01	01	01	01	L	1	S	01	01	06	02	47	S	16	01	01	01	30	2	0	00
888992620	87080900	36.949	6344	934	033500	19	10	19	06	U-6DR	0	14	03	01	01	01	01	02	R	2	S	16	01	03	03	36	E	01	01	01	01	29	2	0	00
888931820	87080900	36.949	6344	934	033500	19	11	06	19	U-6DR	0	14	77	05	01	01	01	03	S	1	N	20	01	01	02	55							1	0	00
889022680Y	87080900	36.949	6344	934	033500	19	11	25	16	U-6DR	0	14	04	01	01	01	01	03	S	2	N	01	01	01	02	74	N	01	01	01	01	24	2	0	00
876534950	87080900	36.951	6344	934	034500	18	10	02	21	U-6DR	0	14	03	04	01	01	01	03	R	1	E	01	01	03	02	50	E	01	01	05	01	34	2	0	00
888901710	87080900	36.951	6344	934	033500	19	10	28	04	U-6DR	0	01	01	04	01	01	01	03	L	L	W	01	01	01	02	30	W	01	01	01	01	58	2	0	02
888766680	87080900	36.952	6344	934	033500	19	05	21	16	U-6DR	0	14	04	01	01	01	01	01	L	1	0	02	00	01	01	38							1	0	00
888974790	87080900	36.952	6344	934	033500	19	10	14	06	U-6DR	0	14	03	04	01	01	01	03	L	L	W	03	01	11	15	29	W	01	01	01	01	46	2	0	00
876300260	87080900	36.953	6344	934	034500	18	03	17	22	U-6DR	0	14	03	04	01	01	01	03	R	1	E	16	01	05	01	25	E	01	01	01		00	2	0	00
889015760	87080900	36.954	6344	934	033500	19	11	09	20	U-6DR	0	14	04	04	01	02	01	03	L	3	W	01	01	06	03	34	W	01	01	01	01	40	2	0	00
876449140	87080900	36.955	6344	934	034500	18	09	16	08	U-6DR	0	14	01	01	01	01	01	03	L	1	W	01	01	01	02	00	W	16	01	01	01	35	2	0	00
888788870	87080900	36.955	6344	934	033500	19	05	28	19	U-6DR	0	14	03	01	01	01	01	01	L	3	W	01	01	01	03	26	W	03	01	01	01	63	2	0	00
888654360	87080900	36.958	6344	934	033500	19	02	22	12	U-6DR	0	14	04	01	01	01	01	03	R	1	E	01	01	10	02	22	E	01	01	01	01	38	2	0	00
888742830	87080900	36.958	6344	934	033500	19	04	29	11	U-6DR	0	14	04	01	01	01	01	03	R	2	E	01	01	01	01	26	E	01	01	01	01	42	2	0	00
888943030	87080900	36.958	6344	934	033500	19	10	01	11	U-6DR	0	14	04	01	01	01	01	01	L	2	W	01	01	06	02	00	W	03	01	01	01	58	2	0	00
889000840	87080900	36.960	6344	934	033500	19	10	26	15	U-6DR	0	14	01	01	01	01	01	01	L	1	W	20	01	01	10	45	W	01	01	13	01	53	2	0	00
876352400	87080900	36.968	6344	934	034500	18	04	29	12	U-6DR	0	14	01	01	01	01	01	03	L	1	W	01	01	01	02	61	W	16	01	13	01	52	2	0	01
876487080Y	87080900	36.970	6344	934	034500	18	08	31	22	U-6DR	0	14	04	04	02	02	01	03	T	1	S	88	88	01	25	00	S	16	01	01	01	35	2	0	01
888617910	87080900	36.970	6344	934	033500	19	01	29	16	U-6DR	0	14	04	01	01	01	01	01	R	3	N	16	01	06	03	23	N	16	01	01	01	58	2	0	00
888618750	87080900	36.970	6344	934	033500	19	02	03	21	U-6DR	0	14	03	04	01	01	01	02	I	M	W	01	01	01	02	47	S	11	01	01	01	00	3	1	00
888631470	87080900	36.970	6344	934	033500	19	02	05	20	U-6DR	0	14	01	04	01	01	01	01	R	1	N	88	88	88	77	00	N	01	01	13	01	34	3	0	01
888829620Y	87080900	36.970	6344	934	033500	19	06	27	23	U-6DR	0	14	88	03	01	01	01	01	S	S	S	01	01	03	02	38							1	0	00
888848970	87080900	36.970	6344	934	033500	19	07	09	15	U-6DR	0	14	03	01	01	01	01	02	S	3	S	02	01	03	03	40	N	77	01	01	01	23	2	0	01

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI S T	M I L E P O S T	N EN AO RD EE S	S TR AO TA ED	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I N V L	MO AF NC EO RL 1	L IC GO HN TD IT NN GS	W EC AO TN HD ET RN S	R D U R F S	R OC AO DN D T N	DL OO TC A ST L TO S EN	R O C A I L N R D Y P E #	A 1 1 D B OT E V R1	V VF 1U SC P E C	V VM 1A N E V	VA 1C T DI RO IN E V	V 1A G DE R I V R	V 2 M B OD DE /S C	V 2N 2N F UL NO CC /	VN 2M M MP NR VI TT /R	VN 2M AA CC 1N /1	N V M 2N A D RA AG GE E	# # # M V H C L S	K E L E D
888851600	87080900	36.970	6344	934	033500	19	07	16	13	U-6DR	0	14	01	01	01	01	01	02	S	1	N	03	01	88	77	00	N	01	01	13	01	29	2	0	00
888858300	87080900	36.970	6344	934	033500	19	07	16	16	U-6DR	0	14	03	01	01	01	01	02	S	3	E	03	01	01	11	43	S	01	01	01	01	30	2	0	01
876643060	87080900	36.972	6344	934	034500	18	12	14	19	U-6DR	0	14	04	04	01	01	01	04	L	1	W	01	01	05	03	39	W	01	01	01	01	26	2	0	00
876486310	87080900	36.977	6344	934	034500	18	08	15	10	U-6DR	0	14	01	01	01	01	01	03	L	2	W	01	01	01	02	23	W	01	01	13	01	38	2	0	00
876403920	87080900	36.977	6344	934	034500	18	09	05	16	U-6DR	0	14	04	01	01	01	01	03	L	3	W	01	01	01	25	00	W	03	01	01	01	61	2	0	00
888648000	87080900	36.977	6344	934	033500	19	02	21	11	U-6DR	0	14	04	01	01	01	01	03	L	1	W	03	01	01	02	72	W	16	01	01	01	75	2	0	00
888638560	87080900	36.977	6344	934	033500	19	03	17	18	U-6DR	0	14	01	01	01	01	01	03	L	2	0	00	00	00	02	00	W	16	01	01	01	43	3	0	01
888783300	87080900	36.977	6344	934	033500	19	05	23	15	U-6DR	0	14	03	01	01	01	01	03	L	1	S	01	01	17	03	36	W	01	01	01	01	58	2	0	00
888889370	87080900	36.977	6344	934	033500	19	08	16	20	U-6DR	0	14	04	04	01	01	01	01	L	1	W	16	01	06	01	48	W	01	01	06	01	55	2	0	00
895096340	87080900	36.977	6344	934	033500	19	12	07	18	U-6DR	0	14	04	06	01	01	01	03	L	2	W	02	01	06	02	54	W	01	01	01	01	66	2	0	00
888627320	87080900	36.979	6344	934	033500	19	02	03	22	U-6DR	1	14	01	04	01	01	01	01	L	L	W	03	01	01	02	40	W	01	01	01	01	37	2	0	01
876372490	87080900	36.996	0706	934	034500	18	07	30	09	U-6DR	0	14	01	01	02	02	01	03	L	2	W	01	01	13	02	00	W	01	01	13	01	24	2	0	00
876648540	87080900	36.998	6344	934	034500	18	12	22	20	U-6DR	0	14	77	04	01	01	01	03	M	M	W	01	01	01	26	67							1	0	00
888863580	87080900	37.007	0706	934	033500	19	08	09	08	U-6DR	0	14	77	01	01	01	01	04	L	2	S	01	01	01	03	40	W	01	01	01	01	27	2	0	00
889055320	87080900	37.020	0706	934	033500	19	12	03	15	U-6DR	0	14	03	01	01	01	01	04	L	1	S	02	01	03	03	25	W	16	01	01	01	41	3	0	00
888773850	87080900	37.044	0706	934	033500	19	04	02	21	U-6DR	0	14	01	04	01	01	01	01	R	1	E	01	01	01	10	51	E	01	01	01	01	43	2	0	00
876583700	87080900	37.059	6345	934	034500	18	12	23	14	U-6DR	0	14	03	01	01	01	01	03	R	1	E	01	01	06	03	26	E	01	01	01	01	28	2	0	02
876459350	87080900	37.067	6345	934	034500	18	08	06	19	U-6DR	0	14	77	01	01	01	01	03	L	2	W	01	01	01	02	16							1	0	00
888667960	87080900	37.069	6345	934	033500	19	03	23	16	U-6DR	0	14	04	01	01	01	01	03	R	2	W	01	01	06	02	00	W	01	01	01	01	29	2	0	03
888739490	87080900	37.069	6345	934	033500	19	04	29	20	U-6DR	0	14	04	01	01	01	01	03	L	3	W	01	01	06	02	28	W	16	03	01	01	43	2	0	00
876299700	87080900	37.076	6345	934	034500	18	03	16	18	U-6DR	0	10	88	01	01	01	01	01	L	1	W	01	01	01	01	32	*	01	02	01	03	00	49	1	0	00
889024420	87080900	37.076	6345	934	033500	19	11	11	14	U-6DR	0	14	04	01	01	01	01	01	L	3	W	16	01	05	02	73	W	01	01	01	01	70	2	0	02
876220420	87080900	37.078	6345	934	034500	18	01	14	11	U-6DR	0	14	03	01	01	01	01	02	R	1	S	03	01	03	03	37	E	01	01	01	01	75	2	0	00
876305240	87080900	37.078	6345	934	034500	18	03	22	18	U-6DR	0	39	77	01	01	01	01	03	T	S	W	16	01	05	02	26							1	0	00
876207340	87080900	37.078	6345	934	034500	18	03	28	15	U-6DR	0	14	03	01	01	01	01	02	R	1	S	01	01	01	02	27	E	01	01	01	01	17	2	0	02
876323990	87080900	37.078	6345	934	034500	18	05	24	17	U-6DR	0	14	03	01	01	01	01	02	L	2	N	01	01	01	03	33	W	01	01	01	01	45	2	0	02
876417460	Y87080900	37.078	6345	934	034500	18	06	19	08	U-6DR	0	15	05	88	01	01	01	01	S	S	0	00	00	00	77	00	0	01	01	08		00	2	0	01
876497250	87080900	37.078	6345	934	034500	18	08	25	09	U-6DR	0	14	01	01	01	01	01	02	R	1	S	01	01	01	13	00	E	03	01	01	01	47	2	0	00
876628710	87080900	37.078	6345	934	034500	18	11	27	15	U-6DR	0	14	03	01	01	01	01	02	R	1	W	01	01	03	03	39	E	16	01	01	01	40	2	0	01
888627550	87080900	37.078	6345	934	033500	19	02	17	16	U-6DR	0	14	01	04	01	01	01	02	L	2	S	16	01	05	02	26	S	01	01	03	01	55	2	0	00
888634910	87080900	37.078	6345	934	033500	19	04	16	21	U-6DR	0	14	03	02	01	01	01	02	R	2	S	16	01	03	02	31	E	03	01	01	01	33	2	0	00
888805610	87080900	37.078	6345	934	033500	19	06	06	17	U-6DR	0	14	03	01	01	01	01	02	R	1	N	03	01	01	13	29	E	01	01	01	01	27	2	0	00
888900080	Y87080900	37.078	6345	934	033500	19	08	21	23	U-6DR	0	14	02	04	01	01	01	04	T	1	N	03	01	03	04	63	S	01	01	01	01	32	2	0	00
888947900	87080900	37.078	6345	934	033500	19	09	28	17	U-6DR	0	14	04	01	01	01	01	01	R	3	E	88	88	88	25	00	E	01	01	01	01	23	2	0	00
888987020	87080900	37.078	6345	934	033500	19	10	16	18	U-6DR	0	14	04	01	01	01	01	03	S	1	N	03	01	05	02	28	N	01	01	05	01	25	2	0	00
889051810	87080900	37.078	6345	934	033500	19	11	29	23	U-6DR	0	14	03	04	01	01	01	02	L	1	W	16	01	77	01	57	W	16	01	77	01	42	2	0	01
888672340	87080900	37.087	6345	934	033500	19	03	13	09	U-6DR	0	14	02	02	02	02	01	02	R	1	E	01	01	06	01	69	E	02	01	01		00	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N S E T I O N	S E C T	M I L E P O S T	N E A R R D E E T	S T A T E D	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE	A L C	H AE RV ME FN I	MO AF NC EO UT G I E C	L IC GO HN TD RL L	W EC AO TN HD IT NN GS	R D U R	R OC AO DN D T N	DL OO TC A ST S TO EN	R O C A L I N	A 1 C D R	V 1 D	V 1U 1A 1C 1A VF E SC UT BI	V 1A N E V P U I O S T	V 1C T DI RO IN V R1	V 1A G DE R I V R	V 2 M D B F UL NO CC /	V 2N 2M 2M VI NR TT /R	VN VN N TT 1N 2	N V M 2N M E RA AG GE E	# # # V K I L J E R S D D
889013130	87080900	37.087	6345	934	033500	19	11	06	16	U-6DR	0	14	01	01	01	01	01	03	L	1	W	01	01	01	10	22	W	01	01	13	01		27	3	0	00
876399060	87080900	37.089	6345	934	034500	18	06	04	16	U-6DR	0	14	01	01	01	01	01	03	L	1	W	02	01	01	02	55	W	03	01	13	01		56	2	0	00
876296770	87080900	37.095	6345	934	034500	18	03	20	08	U-6DR	0	14	04	01	01	01	01	01	R	1	E	01	01	03	01	31	E	01	01	01	01		51	2	0	00
895111500	87080900	37.097	6345	934	033500	19	12	26	19	U-6DR	0	14	03	04	01	01	01	02	L	1	E	03	01	03	02	70	*	02	77	77	01	00	34	2	0	01
876612990	87080900	37.173	6346	934	034500	18	12	02	03	U-6DR	0	33	77	04	01	01	01	01	L	S	E	16	01	01	02	35								1	0	01
888591740	87080900	37.178	6346	934	033500	19	01	07	18	U-6DR	0	10	77	04	01	01	01	03	L	2	W	16	88	01	02	00	*	01	04	01	01	00	26	1	0	01
888737240	87080900	37.197	6346	934	033500	19	05	10	22	U-6DR	0	14	03	05	01	01	01	03	L	S	W	01	01	01	26	00								1	0	00
876177710	87080900	37.206	6346	934	034500	18	01	07	17	U-6DR	0	14	01	01	01	01	01	03	T	1	E	77	01	01		00	*	03	01	01	77	00	55	2	0	00
876616940	87080900	37.206	6346	934	034500	18	11	20	08	U-6DR	0	14	01	01	01	01	01	02	R	4	E	01	01	01	77	55	E	03	01	01	77		40	2	0	00
888779620	87080900	37.206	6346	934	033500	19	05	23	22	U-6DR	0	14	03	05	01	01	01	02	L	2	S	01	01	05	02	19	W	03	01	01	01		21	2	0	00
888907000	87080900	37.206	6346	934	033500	19	08	22	17	U-6DR	0	14	03	01	01	01	01	02	L	3	0	16	88	01	77	00	W	03	01	01	01		57	2	0	00
888971800Y	87080900	37.206	6346	934	033500	19	10	08	17	U-6DR	0	14	01	01	01	01	01	03	S	1	0	01	01	01	77	00	N	01	01	13	01		31	2	0	00
888980300	87080900	37.206	6346	934	033500	19	10	15	07	U-6DR	0	14	01	01	01	01	01	02	L	3	N	01	01	01	13	37	E	01	01	01	01		21	2	0	00
888952410	87080900	37.206	6346	934	033500	19	10	23	22	U-6DR	0	14	02	04	01	01	01	02	R	1	W	16	01	03	03	71	E	12	01	01	01		34	2	0	02
889039630	87080900	37.206	6346	934	033500	19	11	21	22	U-6DR	0	14	03	04	01	01	01	02	R	2	E	01	01	01	03	23	S	20	03	03	01		52	2	0	00
888765820	87080900	37.225	6346	934	033500	19	05	14	19	U-6DR	0	14	04	04	01	01	01	03	L	1	E	01	01	06	02	00	W	01	01	01	01		65	2	0	00
876647430	87080900	37.234	6346	934	034500	18	12	19	11	U-6DR	0	14	01	01	01	01	01	04	L	2	W	01	01	01	01	71	W	01	01	01			00	3	0	00
876301170	87080900	37.263	6347	934	034500	18	03	25	20	U-6DR	0	14	77	04	01	01	01	01	L	S	W	02	01	01	31	39	W	01	01	01	01		49	3	0	00
876346820	87080900	37.268	6347	934	034500	18	04	28	11	U-6DR	0	14	03	01	01	01	01	03	T	1	S	01	01	01	02	41	*	03	08	04	12	00	16	1	0	01
888634480	87080900	37.268	6347	934	033500	19	02	07	18	U-6DR	0	11	03	03	01	01	01	02	T	C	S	20	01	01	77	28	*	03	01	05	01	00	50	1	0	01
888561540	87080900	37.268	6347	934	033500	19	02	26	07	U-6DR	0	14	04	01	01	01	01	02	L	3	W	01	03	01	77	26	W	03	01	01	01		27	2	0	00
888681040Y	87080900	37.268	6347	934	033500	19	03	11	20	U-6DR	0	33	77	04	01	01	01	01	T	S	S	16	88	01	02	00								1	0	00
889046240	87080900	37.303	6348	934	033500	19	12	16	20	U-6DR	0	14	01	04	01	01	01	03	R	2	W	01	01	01	10	27	W	01	01	01	01		58	3	0	00
876426800	87080900	37.304	6347	934	034500	18	08	26	06	U-6DR	0	33	02	04	03	02	10	03	R	S	E	01	01	01	02	00								1	0	00
876437740	87080900	37.320	6348	934	034500	18	07	06	17	U-6DR	0	14	04	01	01	01	01	01	L	2	0	01	88	88	77	00	W	01	01	01	01		21	2	0	00
876207450	87080900	37.323	6348	934	034500	18	03	16	02	U-6DR	0	37	03	04	01	01	01	03	L	S	E	01	01	01	02	33	O	01	01	08			00	2	0	01
876190300	87080900	37.331	6348	934	034500	18	01	02	17	U-6DR	0	14	03	01	03	02	01	02	L	2	0	00	00	00	01	29	W	01	01	01			00	2	0	00
876201240Y	87080900	37.331	6348	934	034500	18	03	26	05	U-6DR	0	14	01	04	01	01	01	01	T	1	N	16	01	03	25	41	N	01	01	01	01		39	2	0	00
888680830	87080900	37.331	6348	934	033500	19	03	11	20	U-6DR	0	14	03	04	01	01	01	02	R	2	0	16	88	01	13	00	E	16	01	01	01		56	2	0	00
888840710	87080900	37.331	6348	934	033500	19	07	12	14	U-6DR	0	14	77	01	01	01	01	03	T	1	S	01	01	01	02	00	*	03	02	01	01	00	56	1	0	00
876244580	87080900	37.361	6349	934	034500	18	02	09	05	U-6DR	0	14	03	03	03	02	01	01	L	1	W	03	01	01	77	00	W	20	01	01	01		31	2	0	00
876389290	87080900	37.361	6349	934	034500	18	06	18	10	U-6DR	0	14	03	01	01	01	01	02	R	1	N	01	01	05	02	59	E	01	01	01	01		36	2	0	00
888682170	87080900	37.361	6349	934	033500	19	03	12	18	U-6DR	0	14	04	01	01	01	01	01	R	2	E	01	01	01	77	33	E	03	01	01	77		53	2	0	00
888955840	87080900	37.361	6349	934	033500	19	09	26	07	U-6DR	0	14	01	01	01	01	01	01	R	1	E	01	01	01	02	60	E	01	01	01	01		31	2	0	00
876222620	87080900	37.432	6350	934	034500	18	01	29	09	U-6DR	0	14	01	01	03	02	01	03	R	1	E	01	01	01	01	20	E	01	01	01	01		53	2	0	00
876430880	87080900	37.432	6350	934	034500	18	07	12	07	U-6DR	0	14	01	01	01	01	01	03	R	1	E	01	01	01	02	41	E	01	01	01	01		53	3	0	00
888724450	87080900	37.432	6350	934	033500	19	05	05	17	U-6DR	0	14	01	01	01	01	01	03	R	2	E	01	01	01	01	35	E	88	01	01	02		00	2	0	02

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R A S H	N U M B E R	ROADWY ID CO SEC SUB	MI LE POST	EN TY RD NO	SYS TEM	ADT VAR EIA RLF AYF	YR	MO	DA	HR	CRCC RALA ATAT SESE Y	ALC	HAE RVME FN	MO NC EO RL 1	LIC HN TD IT GS	WEC AO TN HD ET S	RD U R F S	RDC OC DN D T	DLN OO A ST II EN	RAC OC TA D S	AVN 1 C R	VVN 1 1 D	VF 1U SC P E	VM 1A E U V	VA 1C DI RO IN	V 1A DE R I R	V 2 D OD DE	V 2N B /S C	V 2N F CC RO	VN 2M MP 1N /R	VN 2M M AA /1	NM C T N 2	V 2N M RA AG GE E	# # # VKI EIJ LUR SDD
876235050		87080900	37.441	6350	934	034500	18	03	18	07	U-6DR 0 14 02 01 01 01 12 01	L	3	W	08	01	13	01	43														1	0	01
888927480		87080900	37.441	6350	934	033500	19	09	07	10	U-6DR 0 14 04 01 01 01 01 03	L	1	W	01	01	01	01	44	W	01	01	01	01		65	2	0	02
895106530		87080900	37.441	6350	934	033500	19	12	13	17	U-6DR 0 14 01 01 01 01 01 03	R	2	E	16	01	01	02	55	E	01	01	13	01		39	2	0	01
888565090		87080900	37.449	6350	934	034500	18	12	20	18	U-6DR 0 14 01 04 03 02 01 03	R	1	E	01	01	01	10	28	E	01	03	01	01		31	2	0	00
876373210		87080900	37.451	6350	934	034500	18	05	15	16	U-6DR 0 14 03 01 01 01 01 03	R	1	E	03	01	06	25	53	E	01	01	13	01		34	2	0	00
876407510		87080900	37.451	6350	934	034500	18	06	14	10	U-6DR 0 14 01 01 01 01 01 03	R	3	E	03	01	01	02	68	E	16	01	13	01		65	3	0	02
876527940		87080900	37.451	6350	934	034500	18	09	16	18	U-6DR 0 14 01 01 01 01 01 03	R	2	E	01	01	01	02	25	E	01	01	01	01		36	2	0	00
876557510		87080900	37.451	6350	934	034500	18	10	04	17	U-6DR 0 14 01 01 01 01 01 03	R	3	0	01	01	88	77	00	E	01	01	13	01		34	2	0	01
876607290		87080900	37.451	6350	934	034500	18	11	16	09	U-6DR 0 14 01 01 01 01 01 03	R	1	E	16	01	01	01	57	E	01	01	01	01		51	2	0	00
876259070		87080900	37.456	6350	934	034500	18	04	14	14	U-6DR 0 14 01 01 01 01 01 01	L	2	W	16	01	01	02	98	W	01	01	01	01		98	2	0	00
876579700		87080900	37.456	6350	934	034500	18	11	08	23	U-6DR 0 14 77 04 01 01 01 03	R	S	E	01	01	03	26	18														1	0	00
876309130		87080900	37.458	6350	934	034500	18	04	16	15	U-6DR 0 14 01 01 01 01 01 03	R	2	E	02	01	01	02	42	E	16	01	13	01		57	2	0	00
876341990		87080900	37.458	6350	934	034500	18	04	23	18	U-6DR 0 14 01 01 01 01 01 01	L	3	W	16	01	01	02	25	W	01	01	13	01		62	3	0	00
888976940		87080900	37.458	6350	934	033500	19	10	08	20	U-6DR 0 14 01 04 01 01 01 03	R	1	E	03	01	01	02	41	E	01	01	01	01		27	2	0	00
876221130		87080900	37.460	6350	934	034500	18	01	31	21	U-6DR 0 14 03 04 01 01 01 02	R	3	W	01	01	03	06	27	E	01	01	01	01		23	2	0	00
876214770		87080900	37.460	6350	934	034500	18	02	08	23	U-6DR 0 11 03 05 01 01 01 02	I	M	N	16	01	05	03	00	*	03	01	01	01	00	45	1	0	01
876226790		87080900	37.460	6350	934	034500	18	03	06	14	U-6DR 0 14 03 01 01 01 01 02	R	1	E	02	01	01	11	53	N	01	01	01	01		23	2	0	02
876314390		87080900	37.460	6350	934	034500	18	03	30	10	U-6DR 0 14 03 01 01 01 01 02	R	1	E	01	01	01	77	47	N	19	01	01	77		77	2	0	00
876311100		87080900	37.460	6350	934	034500	18	04	14	05	U-6DR 0 14 03 04 01 01 01 02	R	3	W	03	01	03	03	54	E	01	01	01	01		38	2	0	00
876328070		87080900	37.460	6350	934	034500	18	04	14	18	U-6DR 0 14 01 01 01 01 01 03	S	1	N	01	01	77	02	21	N	16	01	01	01		54	2	0	03
876335450	Y	87080900	37.460	6350	934	034500	18	04	27	08	U-6DR 0 14 04 01 01 01 01 01	S	1	S	01	01	03	06	31	S	01	01	01	01		37	2	0	00
876337750		87080900	37.460	6350	934	034500	18	05	08	09	U-6DR 0 14 03 01 01 01 01 02	R	1	W	16	01	03	03	42	E	01	01	01	01		68	2	0	00
876363470		87080900	37.460	6350	934	034500	18	05	08	20	U-6DR 0 14 03 02 01 01 01 02	R	3	S	01	01	03	02	53	W	01	01	01	01		44	2	0	00
876283510		87080900	37.460	6350	934	034500	18	05	25	00	U-6DR 0 14 03 04 01 01 01 02	R	L	W	01	01	03	01	47	*	01	05	04	05	00	46	1	0	01
876409150		87080900	37.460	6350	934	034500	18	06	16	06	U-6DR 0 14 03 04 01 01 01 02	L	1	W	16	01	01	11	53	S	01	01	01	01		32	3	0	01
876423520		87080900	37.460	6350	934	034500	18	06	28	09	U-6DR 0 14 03 01 01 01 01 02	R	2	W	01	01	03	03	36	E	01	01	01	01		70	2	0	02
876416570	Y	87080900	37.460	6350	934	034500	18	06	30	18	U-6DR 0 14 01 01 01 01 01 03	S	1	N	02	01	01	02	71	N	16	01	13	01		21	2	0	00
876468530		87080900	37.460	6350	934	034500	18	08	04	19	U-6DR 0 14 77 01 01 01 01 02	R	1	S	01	01	01	02	54	E	01	01	01	01		29	2	0	00
876510580		87080900	37.460	6350	934	034500	18	08	31	17	U-6DR 0 14 03 01 01 01 01 02	L	L	W	01	01	01	13	48	N	03	01	01	01		45	2	0	00
876468570		87080900	37.460	6350	934	034500	18	10	02	07	U-6DR 0 37 77 01 03 02 10 03	S	S	N	16	01	03	30	55														1	0	00
876490920		87080900	37.460	6350	934	034500	18	10	16	07	U-6DR 0 14 01 01 01 01 01 03	S	1	N	01	01	01	02	00	N	01	01	01	01		76	2	0	00
876559380		87080900	37.460	6350	934	034500	18	10	19	16	U-6DR 0 14 02 01 01 01 01 02	L	3	E	01	01	03	26	68	W	01	01	01	01		50	2	0	00
876573570		87080900	37.460	6350	934	034500	18	10	23	17	U-6DR 0 14 02 01 01 01 01 02	I	M	S	01	01	01	02	26	W	20	01	03	01		59	2	0	01
876572400	Y	87080900	37.460	6350	934	034500	18	10	26	16	U-6DR 0 14 77 01 01 01 01 04	S	1	W	03	01	03	02	00	N	03	01	01	01		56	2	0	00
876625870		87080900	37.460	6350	934	034500	18	12	03	20	U-6DR 0 14 03 03 01 01 01 02	L	1	N	01	01	03		00	W	01	01	01	01		48	2	0	00
876632920		87080900	37.460	6350	934	034500	18	12	11	08	U-6DR 0 14 04 01 01 01 01 02	I	M	E	01	01	05	02	81	N	01	01	01	01		60	2	0	00
876651170		87080900	37.460	6350	934	034500	18	12	14	19	U-6DR 0 14 77 03 01 01 01 03	S	2	S	01	01	01	01	46	*	01	02	01	04	00	62	1	0	01

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N S E T I O N	S E C T	M I L E P O T	N E N A O R D E E S	S T R A O T A E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I UT L	MO AF NC EO RL 1	L IC HN TD IT L	W EC AO TN HD ET GS	R D U R F S	R OC AO DN D T N	DL OO TC A ST II TO EN	R O C D S N	A C 1 R DY YP #	V 1 1 DY E C	VF 1U N SC P E	VM 1A N E U	VA 1C T DI RO IN V R1	V 1A G DE R I V R	V 2 M OD DE /S C	V 2N 2N M UL NO CC /	VN 2M M MP VI RO /R	VN 2M AA TT 1N /1	N V M C A T N 2	# 2N M RA AG GE E	# V E H L E S	# K I N J R D
888583030	87080900	37.460	6350	934	033500	19	01	20	10	U-6DR	0	14	77	01	02	02	10	02	L	1	S	01	01	03	03	81	N	01	01	01	01		21	3	0	00
888636960	87080900	37.460	6350	934	033500	19	03	03	04	U-6DR	0	14	03	04	01	01	01	02	R	2	S	01	01	03	03	41	E	01	01	01	01		22	2	0	00
888702710	87080900	37.460	6350	934	033500	19	04	09	18	U-6DR	0	14	03	02	01	02	01	02	I	M	N	01	01	01	01	35	W	01	01	01	01		37	2	0	00
888736250	Y87080900	37.460	6350	934	033500	19	05	03	09	U-6DR	0	01	01	01	01	01	01	03	S	1	S	01	01	01	01	36	S	01	01	01	01		34	2	0	00
888754860	87080900	37.460	6350	934	033500	19	05	16	08	U-6DR	0	14	04	01	01	01	01	02	L	2	0	03	01	01	02	00	0	01	00	01	01		51	2	0	00
888767380	Y87080900	37.460	6350	934	033500	19	05	22	12	U-6DR	0	14	03	01	01	01	01	04	S	L	W	01	01	03	02	23	N	16	01	01	01		30	2	0	00
888784410	Y87080900	37.460	6350	934	033500	19	05	22	18	U-6DR	0	14	04	01	01	01	01	03	T	1	S	01	01	05	02	53	S	03	01	13	01		52	2	0	00
888737090	Y87080900	37.460	6350	934	033500	19	05	24	05	U-6DR	0	14	77	04	01	01	01	03	S	2	N	03	01	01	01	63	*	01	03	01	05	00	19	1	0	01
888790690	Y87080900	37.460	6350	934	033500	19	06	05	16	U-6DR	0	14	01	01	01	01	01	01	S	1	N	88	01	13	77	00	N	01	01	01	01		26	2	0	00
888801400	87080900	37.460	6350	934	033500	19	06	07	11	U-6DR	0	14	01	01	01	01	01	01	L	2	W	00	00	00	77	00	W	01	01	01	01		27	2	0	00
888807280	87080900	37.460	6350	934	033500	19	06	11	20	U-6DR	0	14	01	04	01	01	01	01	L	1	W	01	01	01	02	39	W	01	01	13	01		30	2	0	00
888853560	87080900	37.460	6350	934	033500	19	07	12	17	U-6DR	0	14	03	01	02	01	01	02	T	1	E	02	01	03	03	74	W	01	01	01	01		57	2	0	02
888916160	87080900	37.460	6350	934	033500	19	09	08	05	U-6DR	3	14	02	04	01	01	01	02	I	M	S	01	01	03	03	19	N	01	01	01	01		36	2	0	02
888938500	87080900	37.460	6350	934	033500	19	09	13	01	U-6DR	0	14	03	01	01	01	01	02	L	1	E	88	88	88	77	00	N	01	01	01	01		21	2	0	00
888932630	87080900	37.460	6350	934	033500	19	09	15	06	U-6DR	0	14	03	02	01	01	01	02	L	1	N	01	01	03	06	70	S	16	01	01	01		56	2	0	01
888939830	Y87080900	37.460	6350	934	033500	19	09	17	17	U-6DR	0	14	03	01	01	01	01	04	S	L	W	01	01	06	02	59	N	03	01	01	01		48	2	0	00
888944280	Y87080900	37.460	6350	934	033500	19	09	24	16	U-6DR	0	14	03	01	01	01	01	03	S	L	W	02	01	03	03	00	N	01	01	01	01		61	2	0	00
888938690	87080900	37.460	6350	934	033500	19	09	28	03	U-6DR	1	14	01	04	01	01	01	02	I	M	E	02	01	03	01	63	S	01	01	03	01		00	2	0	00
888925330	87080900	37.460	6350	934	033500	19	10	04	03	U-6DR	0	14	77	04	01	01	01	02	R	1	S	01	01	03	03	22	E	03	01	01	01		28	2	0	02
888973150	87080900	37.460	6350	934	033500	19	10	06	06	U-6DR	0	14	03	01	01	01	01	02	L	1	E	01	01	03	03	28	W	01	01	01	01		20	2	0	00
888937500	87080900	37.460	6350	934	033500	19	10	09	12	U-6DR	0	14	03	01	01	01	01	02	R	1	W	88	88	03	03	22	E	01	01	01	01		68	2	0	00
888994440	Y87080900	37.460	6350	934	033500	19	11	04	23	U-6DR	0	14	01	04	01	02	01	03	T	1	S	16	01	14	02	28	S	01	01	13	01		21	2	0	00
888997170	87080900	37.460	6350	934	033500	19	11	10	22	U-6DR	0	14	01	04	01	01	01	02	I	M	S	01	01	01	01	65	S	01	01	01	01		19	2	0	01
889047040	Y87080900	37.460	6350	934	033500	19	11	26	16	U-6DR	0	14	01	01	01	01	01	03	S	2	N	01	01	01	02	46	N	16	01	13	01		49	3	0	03
889048290	87080900	37.460	6350	934	033500	19	12	18	09	U-6DR	0	14	02	01	01	01	01	02	S	2	S	01	03	01	03	53	E	02	01	01	01		70	2	0	01
895115730	Y87080900	37.460	6350	934	033500	19	12	20	21	U-6DR	0	14	01	04	01	01	01	03	S	1	N	01	01	01	10	33	N	01	01	01	01		30	2	0	00
889037240	87080900	37.460	6350	934	033500	19	12	26	14	U-6DR	0	29	03	01	01	01	01	02	R	1	N	01	01	03	01	56	W	01	01	01	01		65	2	0	00
876507300	87080900	37.464	6350	934	033500	19	05	16	07	U-6DR	0	14	01	01	01	01	01	03	L	2	W	03	00	06	02	00	W	01	01	01	01		43	2	0	00
876403530	87080900	37.468	6350	934	034500	18	06	20	09	U-6DR	0	14	04	01	01	01	01	03	L	2	W	01	01	06	02	00	W	01	01	13	01		59	2	0	00
876402680	87080900	37.468	6350	934	034500	18	09	05	09	U-6DR	0	14	01	01	01	01	01	03	L	2	E	02	01	01	02	30	E	01	01	13	01		46	3	0	01
876237190	87080900	37.469	6350	934	034500	18	01	19	14	U-6DR	0	14	01	01	01	01	01	03	L	2	N	16	01	01	02	18	N	16	01	14	01		44	2	0	00
876428440	87080900	37.469	6350	934	034500	18	07	08	20	U-6DR	0	14	04	04	01	01	01	03	L	2	W	01	01	01	03	55	W	02	01	01	01		39	2	0	00
876545220	87080900	37.469	6350	934	034500	18	09	27	22	U-6DR	0	14	01	03	01	01	01	03	L	1	E	03	88	01	02	00	E	03	01	77	01		65	2	0	02
876585900	87080900	37.469	6350	934	034500	18	11	06	17	U-6DR	0	14	04	01	01	01	01	03	L	L	0	00	00	00	02	00	W	01	01	13	01		25	2	0	00
889004850	87080900	37.469	6350	934	033500	19	11	01	17	U-6DR	0	14	01	01	01	01	01	03	L	2	W	01	01	01	02	39	W	01	01	13	01		32	2	0	01
889021490	87080900	37.469	6350	934	033500	19	11	14	06	U-6DR	0	14	03	01	03	02	01	03	L	C	W	01	01	01	01	52	N	12	01	01	01		66	2	0	00
876532730	87080900	37.479	6350	934	034500	18	10	08	17	U-6DR	0	14	04	01	01	01	01	03	L	1	W	01	03	06	77	28	W	03	01	01	01		30	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI S T	M I L E P O S T	N EN AO RD EE S	S TR AO TA ED	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I N V L	MO AF NC EO RL 1	L IC GO HN TD IT NN GS	W EC AO TN HD ET RN S	R D U R F S	R OC AO DN D T N	DL OO TC A ST S EN	R O C D L I S #	A C 1 DY TO YP E	V 1 B OT E C	V VF 1U SC P E	VM 1A N E U V	VA 1C T DI RO IN V R1	V 1A G DE R I V R	V 2 M OD DE /S C	V 2N 2M F UL CC /	VN 2M MP NR VI /R	VN 2M AA CC TT 1N /1	N M C T N 2	V 2N M RA AG GE E	# V E H C L S	# K I L U R D
876282010	87080900	37.483	6350	934	034500	18	03	04	07	U-6DR	0	14	03	01	01	01	01	02	R	1	E	01	01	01	02	49	W	01	01	03	02		30	2	0	02
876247010	87080900	37.483	6350	934	034500	18	03	05	04	U-6DR	0	14	03	04	01	01	01	02	L	1	S	03	01	01	02	23	W	16	01	01	01		37	3	0	04
888605850	87080900	37.483	6350	934	033500	19	01	24	07	U-6DR	0	14	03	01	01	01	01	01	R	L	W	02	01	01	02	45	N	01	01	01	01		27	2	0	00
888628260	87080900	37.483	6350	934	033500	19	02	10	16	U-6DR	0	14	03	01	01	01	01	01	L	S	E	01	01	03	03	24	W	01	01	01	01		20	2	0	01
876225260	87080900	37.488	6350	934	034500	18	01	10	19	U-6DR	0	14	03	04	03	02	01	04	L	3	W	01	01	17	03	33	W	20	01	01	01		50	2	0	00
888601700	87080900	37.488	6350	934	033500	19	03	06	21	U-6DR	0	14	03	04	01	01	01	04	L	3	S	01	01	01	12	31	W	01	01	01	01		56	2	0	00
888747810	87080900	37.488	6350	934	033500	19	05	02	14	U-6DR	0	14	01	01	01	01	01	03	L	1	W	01	01	01	02	00	W	02	01	01	01		46	2	0	00
888773390	87080900	37.488	6350	934	033500	19	05	25	01	U-6DR	0	14	01	04	01	01	01	03	L	2	W	16	88	01	77	00	W	01	01	13	01		37	2	0	01
888907480	87080900	37.488	6350	934	033500	19	08	26	12	U-6DR	0	14	01	01	03	02	10	03	L	2	W	03	01	01	02	73	W	03	01	13	01		49	2	0	00
876234170	87080900	37.525	6351	934	034500	18	01	14	22	U-6DR	0	14	03	04	01	01	01	02	R	2	S	01	01	01	03	21	E	01	01	01	01		41	4	0	02
876246750	87080900	37.525	6351	934	034500	18	01	30	18	U-6DR	0	14	77	04	01	01	01	03	T	C	E	03	01	03	77	57	*	03	01	01	77	00	25	1	0	01
876299970	87080900	37.525	6351	934	034500	18	09	16	20	U-6DR	0	14	03	01	01	01	01	02	R	3	S	01	01	01	03	21	E	01	01	01	01		44	2	0	03
889704440	87080900	37.525	6351	934	033500	19	02	23	11	U-6DR	0	14	01	01	01	01	01	02	R	1	N	11	01	01	02	61	N	01	01	14	01		31	2	0	01
888825280	87080900	37.525	6351	934	033500	19	07	17	10	U-6DR	0	14	01	01	01	01	01	01	L	1	W	01	01	01	02	45	W	01	01	01	01		52	2	0	00
895113180	87080900	37.525	6351	934	033500	19	12	20	18	U-6DR	0	14	03	04	02	02	01	02	L	1	N	01	01	01	02	24	W	01	01	01	01		54	2	0	02
876455620	87080900	37.534	6351	934	034500	18	08	22	11	U-6DR	0	14	01	01	01	01	01	01	R	3	E	01	01	77	77	27	E	01	01	77	77		65	2	0	00
888891780	87080900	37.549	6351	934	033500	19	08	28	08	U-6DR	0	18	77	01	01	01	07	01	L	2	W	01	01	01	01	45								1	0	00
888898310	87080900	37.567	6351	934	033500	19	08	24	11	U-6DR	0	14	77	01	01	01	01	01	L	S	W	03	01	01	77	37								1	0	00
895104020	87080900	37.568	6352	934	033500	19	12	14	06	U-6DR	0	14	01	04	01	01	01	01	L	2	W	01	01	05	02	33	W	03	01	01	01		52	2	0	02
895110430	87080900	37.568	6352	934	033500	19	12	23	10	U-6DR	0	14	04	01	03	02	01	01	R	2	E	01	01	01	25	21	E	16	01	01	01		30	2	0	02
876178640	87080900	37.587	6352	934	034500	18	03	11	14	U-6DR	0	14	03	01	01	01	01	02	R	1	S	01	01	77	77	00	E	01	01	01	01		28	2	0	05
876440860	87080900	37.587	6352	934	034500	18	07	12	13	U-6DR	0	14	05	01	01	01	01	02	R	1	S	01	01	01	13	00	E	01	01	01	01		27	2	0	00
876502670	87080900	37.587	6352	934	034500	18	09	15	21	U-6DR	0	14	88	04	01	01	88	02	L	2	S	88	00	88	77	00	W	11	01	01	77		32	2	0	01
888932140	87080900	37.587	6352	934	033500	19	09	13	17	U-6DR	0	14	03	01	03	02	01	02	L	3	N	01	01	01	03	50	W	16	01	01	01		36	2	0	00
889002030	87080900	37.587	6352	934	033500	19	11	01	16	U-6DR	0	14	01	01	01	01	01	02	L	3	W	01	01	01	01	31	W	03	01	01	01		56	2	0	00
895100560	87080900	37.587	6352	934	033500	19	12	15	18	U-6DR	0	10	77	04	01	01	01	02	R	3	E	88	01	01	02	00	*	01	02	01	01	00	62	1	0	01
888987890	87080900	37.589	6352	934	033500	19	10	16	18	U-6DR	0	14	01	01	01	01	01	01	R	3	E	03	01	01	02	31	E	03	01	14	01		41	2	0	00
876603470	87080900	37.598	6352	934	034500	18	11	05	17	U-6DR	0	14	04	01	01	01	01	03	L	2	W	16	01	06	25	53	W	01	01	01	01		44	2	0	00
876216060	87080900	37.607	6352	934	034500	18	01	18	16	U-6DR	0	14	05	01	01	01	01	03	S	1	S	03	88	88	77	00	N	01	01	01	01		54	2	0	00
888762700	87080900	37.623	6352	934	033500	19	07	11	02	U-6DR	0	39	77	04	01	02	01	03	L	S	W	01	01	01	12	24	*	02	77	77	01	00	34	1	0	02
888650740	87080900	37.631	6354	934	033500	19	02	19	16	U-6DR	0	14	03	01	01	01	01	02	R	3	N	01	01	05	03	22	E	01	01	01	01		32	2	0	00
888674290	87080900	37.681	6355	934	033500	19	03	14	19	U-6DR	0	14	04	01	01	01	01	02	L	1	W	01	01	01	02	58	W	01	01	13	01		28	2	0	00
888674140	87080900	37.681	6355	934	033500	19	03	18	13	U-6DR	0	14	03	01	01	01	01	02	L	1	S	02	01	01	02	00	W	01	01	01	01		57	2	0	00
873262740	87080900	37.694	6355	934	034500	18	01	04	11	U-6DR	0	14	04	01	01	01	01	03	R	3	E	01	01	01	25	58	E	01	01	01	01		70	2	0	00
876246370	87080900	37.713	6357	934	034500	18	01	29	16	U-6DR	0	14	03	01	01	01	01	02	L	3	U	01	01	01	03	00	W	01	01	01	01		21	3	0	02
873112680	87080900	37.713	6357	934	034500	18	03	10	02	U-6DR	0	14	03	01	01	01	01	02	I	M	U	88	88	88	77	00	0	01	01	01	01		37	2	0	01
876448980	87080900	37.713	6357	934	034500	18	08	12	21	U-6DR	0	14	77	04	01	01	01	02	R	1	E	01	01	77	77	32	E	01	01	77	77		19	2	0	02

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI S T	M I L E P O S T	N EN AO RD EE S	S TR AO TA ED	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I N V L 1	MO AF NC EO RL L	L IC GO HN TD IT NN GS	W EC AO TN HD ET RN S	R D U R F S	R OC AO DN D T N	DL OO TC A ST L TO S EN	R O C A I I D #	A 1 1 D B OT YP E	V	VF 1U N SC P C	VM 1A N E U V	VA 1C T DI RO IN V R1	V 1A G DE R I V R	V 2	V 2N M OD DE /S C	V 2N M B UL CC /R	VN 2M M F NO VI 1N /1	VN 2M MP RR TT CC	N M 2	V 2N M E RA AG GE	# # # V K L L R D
876557410	87080900	37.713	6357	934	034500	18	10	08	16	U-6DR	0	14	77	01	01	01	01	02	R	1	S	88	88	01	13	00	W	88	88	01			00	3	0	00
888605970	87080900	37.713	6357	934	033500	19	01	24	12	U-6DR	0	14	01	01	01	01	01	02	R	2	E	88	00	88	02	00	E	03	01	05	01		43	2	0	00
888659360	87080900	37.713	6357	934	033500	19	03	04	09	U-6DR	0	14	01	01	01	01	01	02	L	2	E	01	01	01	03	62	W	01	01	01	01		30	2	0	00
888737190	87080900	37.713	6357	934	033500	19	04	20	04	U-6DR	0	14	77	04	01	01	01	02	R	2	U	88	88	88	13	00	E	01	01	01	01		36	2	0	01
888780420	87080900	37.713	6357	934	033500	19	05	23	14	U-6DR	0	14	03	01	01	01	01	02	R	2	S	01	01	01	01	45	E	01	01	01	01		35	2	0	00
888818850Y	87080900	37.713	6357	934	033500	19	06	17	16	U-6DR	0	14	03	01	01	02	01	01	T	1	N	01	01	17	13	31	W	01	01	01	01		40	2	0	00
888850530	87080900	37.713	6357	934	033500	19	07	27	14	U-6DR	0	14	03	01	01	01	01	02	R	2	N	01	01	77	03	26	E	01	01	01	01		20	2	0	04
888927590	87080900	37.713	6357	934	033500	19	09	15	09	U-6DR	0	14	03	01	01	01	01	01	L	S	O	16	01	03	04	34	0	16	01	08			00	2	0	00
888901650Y	87080900	37.713	6357	934	033500	19	10	11	17	U-6DR	0	14	04	01	03	02	10	01	S	S	N	77	09	11	02	21	N	77	88	08	01		25	2	0	00
889006270	87080900	37.713	6357	934	033500	19	11	01	07	U-6DR	0	14	01	01	01	01	01	03	S	1	S	01	01	01	01	49	S	01	01	01			00	2	0	00
895099250	87080900	37.713	6357	934	033500	19	12	10	16	U-6DR	0	14	77	01	01	01	01	03	T	1	S	77	01	01	03	42	*	03	08	01	01	00	69	1	0	01
888580090	87080900	37.734	6357	934	033500	19	01	17	05	U-6DR	0	14	03	05	01	01	01	01	R	3	S	03	01	03	03	57	E	01	01	01	01		73	4	0	01
888611240	87080900	37.734	6357	934	033500	19	01	29	17	U-6DR	0	15	77	01	01	01	01	02	L	S	N	01	01	01	03	52	W	01	01	01	01		42	3	0	00
888622790	87080900	37.734	6357	934	033500	19	01	30	20	U-6DR	0	14	03	04	01	01	01	02	L	1	S	01	01	03	13	20	W	16	01	01	01		49	2	0	00
888820090	87080900	37.734	6357	934	033500	19	07	03	21	U-6DR	0	14	01	04	01	01	01	02	R	1	E	16	01	01	02	19	E	01	01	14	01		20	2	0	00
888760780	87080900	37.736	6357	934	033500	19	05	13	14	U-6DR	0	07	77	01	01	01	01	03	L	1	N	03	01	01	01	61								1	0	00
876578030	87080900	37.770	6285	934	034500	18	11	07	16	U-6DR	0	14	06	01	01	01	01	04	L	2	S	16	01	04	04	52	W	03	01	01	01		53	2	0	00
888948160	87080900	37.770	6285	934	033500	19	09	19	07	U-6DR	0	14	05	01	01	01	01	01	L	2	W	01	01	04	02	53	E	01	01	01	01		46	2	0	00
876219570	87080900	37.784	6285	934	034500	18	02	25	17	U-6DR	0	10	77	01	01	01	01	01	R	2	E	16	01	01	01	22	*	03	77	01	03	00	00	1	0	01
873313160	87080900	37.785	6285	934	034500	18	02	05	04	U-6DR	0	14	01	04	01	01	01	01	L	2	W	03	01	01	02	38	W	01	01	01	01		52	2	0	00
876446860	87080900	37.787	6285	934	034500	18	07	13	17	U-6DR	0	14	04	01	01	01	01	02	R	2	0	16	01	06	77	00	E	01	01	01	01		34	2	0	00
876497500	87080900	37.787	6285	934	034500	18	08	30	11	U-6DR	0	14	03	01	03	02	01	02	R	2	N	16	01	01	02	22	E	01	01	01	01		24	2	0	00
895112010	87080900	37.787	6285	934	033500	19	12	19	11	U-6DR	0	14	01	01	03	02	01	02	L	2	W	01	14	01	02	45	W	01	01	14	01		60	2	0	00
895110030	87080900	37.787	6285	934	033500	19	12	30	03	U-6DR	0	14	04	04	01	01	01	02	L	1	W	01	01	01	01	39	W	01	01	01	01		48	2	0	02
876222200	87080900	37.789	6285	934	034500	18	05	09	23	U-6DR	0	14	03	04	01	01	01	03	R	1	E	01	01	16	03	35	E	03	01	01	01		67	2	0	00
876343290	87080900	37.796	6285	934	034500	18	05	16	10	U-6DR	0	14	01	01	02	01	01	03	L	2	W	03	01	01	02	45	W	01	01	01	01		27	2	0	00
876383380	87080900	37.804	7122	934	019600	18	06	09	23	U-6DR	0	14	03	04	01	01	01	04	R	2	W	01	01	10	03	33	E	01	01	01	01		48	2	0	01
876402140	87080900	37.810	7122	934	019600	18	06	08	15	U-6DR	0	14	07	01	02	01	01	04	L	2	S	02	01	04	04	20	W	01	01	01	01		53	2	0	00
876305140	87080900	37.811	7122	934	019600	18	03	24	19	U-6DR	0	14	01	04	01	01	01	02	L	2	W	77	88	88	77	00	W	01	01	01	01		41	2	0	00
876377600	87080900	37.815	7122	934	019600	18	05	21	20	U-6DR	0	14	01	04	01	01	01	03	L	1	W	01	01	01	02	35	W	01	01	13	01		54	2	0	00
876205760	87080900	37.815	7122	934	019600	18	05	28	06	U-6DR	0	10	01	01	02	01	01	04	L	D	N	01	01	01	03	63	*	03	08	05	08	00	25	1	0	01
888994430	87080900	37.815	7122	934	026000	19	11	03	18	U-6DR	0	14	01	04	01	01	01	01	L	1	W	01	88	01	02	00	W	01	01	13	01		69	2	0	02
876556060	87080900	37.822	7122	934	019600	18	10	13	07	U-6DR	0	14	03	01	01	01	01	04	R	2	E	01	01	01	02	00	E	01	01	05	01		48	2	0	00
888569700	87080900	37.825	7122	934	019600	18	12	25	12	U-6DR	0	14	01	01	01	01	01	01	R	3	E	01	01	01	02	76	E	01	01	14	01		36	2	0	00
876557220	87080900	37.833	6358	934	019600	18	10	04	15	U-6DP	0	14	01	01	01	01	01	03	R	3	E	01	01	01	02	18	E	16	01	14	01		42	2	0	00
888717280	87080900	37.833	6358	934	026000	19	04	09	19	U-6DP	0	14	01	01	03	02	01	03	R	2	E	88	01	88	77	00	E	01	01	13	01		39	2	0	00
876591840	87080900	37.834	6358	934	019600	18	11	03	21	U-6DP	0	14	01	04	03	01	01	03	R	1	E	88	01	01	02	00	E	16	01	03	01		33	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N T Y	S E C T I O N	M I L E P O S T	N E A R S I D E S T	S T R A O T A	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN EO UT	MO AF NC TD RL	L IC GO HN IT L	W EC AO TN ET NN	R D S U R F	R OC DN D T N	DL OO AO ST II TO EN	R O C S D #	A C TC A N L	V 1 D I R	V 1 OT DY YP E	VF 1U P E C	VM 1A E V R	VA 1C T DI RO V R1	V 1A G DE R	V 2 D I R	V 2N M B OD DE C /	V 2N M F UL NO /S /R	V 2M M MP NR VI /1	VN AA CC RO 1N /1	VN 2M M CC TT NN 2	N M 2N A D T G RA AG GE E	V E H L E S	# V K L E D	# I N U R D
888807150	87080900	37.837	7122	934	026000	19	08	15	07	U-6DP	0	14	02	01	01	01	01	04	R	2	W	19	01	03	03	38	E	01	01	01	01		19	2	0	02
876242090	87080900	37.838	6358	934	019600	18	04	07	23	U-6DP	0	14	01	03	01	01	01	03	R	1	E	01	01	01	10	25	E	01	01	01	01		24	2	0	00
888907050	87080900	37.840	6358	934	026000	19	08	22	20	U-6DP	0	14	01	06	01	01	01	03	R	3	E	03	01	01	02	26	E	01	01	14	01		44	3	0	01
876208860	87080900	37.842	6358	934	019600	18	01	22	02	U-6DP	0	14	03	01	01	01	01	02	R	1	E	16	01	01	01	33	U	77	88	88	77		00	2	0	01
888607750	87080900	37.842	6358	934	026000	19	01	19	18	U-6DP	0	15	03	04	01	01	01	03	T	S	W	03	01	04	04	63	O	01	01	08			00	2	0	00
888676920	87080900	37.842	6358	934	026000	19	03	11	15	U-6DP	0	14	03	01	01	01	01	02	L	1	S	01	01	01	13	21	W	01	01	01	01		38	2	0	00
888959260	87080900	37.842	6358	934	026000	19	09	28	18	U-6DP	0	14	02	01	01	01	01	02	R	1	E	88	88	88	77	00	N	01	01	03	01		42	2	0	00
888980160	87080900	37.842	6358	934	026000	19	10	12	11	U-6DP	0	14	01	01	01	01	01	02	I	M	S	01	01	01		00	S	01	01	01	01		53	2	0	00
876469760	87080900	37.851	6358	934	019600	18	08	01	18	U-6DP	0	11	88	01	01	01	01	01	R	S	U	01	88	88	02	00	*	03	08	05	01	00	35	1	0	01
888925340	87080900	37.851	6358	934	026000	19	08	18	01	U-6DP	0	14	01	04	01	01	01	01	L	1	W	01	01	01	01	00	W	01	88	01	01		33	2	0	00
889009300	87080900	37.851	6358	934	026000	19	11	06	14	U-6DP	0	14	04	01	01	01	01	03	L	2	W	16	01	77	77	00	W	01	01	01	01		29	2	0	04
889006800	87080900	37.859	6358	934	026000	19	10	31	16	U-6DP	0	14	01	01	01	01	01	03	L	L	W	16	01	01	10	36	W	01	01	13	01		43	2	0	00
876526920	87080900	37.861	6358	934	019600	18	09	15	11	U-6DP	0	14	04	01	01	01	01	04	M	T	W	01	01	06	01	48	W	16	01	06	01		70	2	0	00
876348740	87080900	37.882	6359	934	019600	18	04	27	16	U-6DP	0	14	03	01	01	01	01	02	M	T	S	01	01	01	04	37	W	01	01	01	01		40	2	0	00
876369190	87080900	37.882	6359	934	019600	18	05	11	18	U-6DP	0	14	01	01	01	01	01	02	R	1	0	01	01	01	77	00	E	16	01	13	01		26	2	0	00
892446930	87080900	37.887	6359	934	026000	19	08	20	18	U-6DP	0	14	01	01	01	01	01	03	L	2	W	16	01	01	02	27	W	16	01	14	01		22	2	0	00
876542830	87080900	37.893	2895	934	019600	18	09	28	13	U-6DP	0	14	01	01	01	01	01	03	L	1	E	01	01	01	01	23	E	16	01	01	01		59	2	0	01
888727060	87080900	37.903	2895	934	026000	19	04	17	16	U-6DP	0	14	04	01	01	01	01	02	I	M	E	88	88	88	77	00	E	01	03	01	01		46	2	0	00
888613450Y	87080900	37.928	2895	934	026000	19	02	03	14	U-6DP	0	14	77	01	01	01	01	01	S	1	O	01	01	01	02	89								1	0	00
876521220	87080900	37.932	6360	934	019600	18	10	18	23	U-6DP	0	14	01	04	01	01	01	02	R	1	N	01	01	01	03	23	N	01	01	03	01		41	2	0	00
888765710Y	87080900	37.932	6360	934	026000	19	07	11	13	U-6DP	0	14	05	01	01	01	01	01	S	2	N	16	01	04	04	56	O	01	01	08	01		38	2	0	00
888972030	87080900	37.936	6360	934	026000	19	10	12	23	U-6DP	0	14	03	04	01	04	01	01	R	1	E	01	01	06	02	26	E	01	01	01			00	2	0	00
876282430	87080900	37.945	6360	934	019600	18	03	12	06	U-6DP	0	14	03	04	02	01	01	03	R	2	E	20	01	06	03	43	E	01	01	01	01		59	2	0	00
888581320	87080900	37.945	6360	934	019600	18	12	30	20	U-6DP	0	14	01	04	01	01	01	03	R	1	E	01	01	01	02	32	E	01	01	01	01		33	2	0	03
888807410	87080900	37.945	6360	934	026000	19	06	24	17	U-6DP	0	14	04	01	01	01	01	03	R	1	E	01	01	01	02	77	E	01	01	01	01		74	2	0	00
876421250	87080900	37.955	6361	934	019600	18	07	01	18	U-6DP	0	14	04	01	01	01	01	03	R	1	W	01	01	77	77	00	0	00	00	00	01		23	3	0	00
873088240	87080900	37.955	6361	934	019600	18	07	19	12	U-6DP	0	14	01	01	01	01	01	03	R	2	E	03	01	01	01	41	E	01	01	01			00	2	0	00
876524430	87080900	37.955	6361	934	019600	18	10	05	17	U-6DP	0	14	01	01	01	01	01	03	L	1	W	01	01	01	10	76	W	01	01	01	01		56	2	0	01
876269320	87080900	37.956	6361	934	019600	18	03	18	13	U-6DP	0	14	01	01	01	01	01	03	R	2	E	16	01	01	02	45	E	01	01	13	01		31	2	0	00
876252700	87080900	37.956	6361	934	019600	18	04	15	21	U-6DP	0	14	03	04	03	02	01	03	R	1	W	01	01	01	12	30	E	16	01	01	01		54	2	0	01
876296230	87080900	37.958	6361	934	019600	18	03	23	19	U-6DP	0	14	01	03	01	01	01	03	R	1	E	01	01	01	02	63	E	01	01	01	01		28	2	0	02
876215680	87080900	37.964	6361	934	019600	18	01	04	08	U-6DP	0	14	03	01	01	01	01	02	R	2	N	01	01	88	03	00	E	01	01	01	01		54	2	0	00
876226740	87080900	37.964	6361	934	019600	18	02	05	17	U-6DP	0	14	01	04	01	01	01	03	T	1	N	16	01	05	02	68	N	01	01	05	01		30	2	0	00
873260480	87080900	37.964	6361	934	019600	18	03	26	13	U-6DP	0	14	04	01	01	01	01	02	L	L	W	16	01	03	02	51	W	01	01	03	01		33	2	0	00
876469660Y	87080900	37.964	6361	934	019600	18	08	06	12	U-6DP	0	14	03	01	01	01	01	04	S	2	W	01	01	03	03	51	S	01	01	01	01		16	2	0	00
876489710	87080900	37.964	6361	934	019600	18	08	17	15	U-6DP	0	14	03	01	01	01	01	02	R	1	E	02	01	01	77	35	N	16	01	05	77		65	2	0	00
876611850	87080900	37.964	6361	934	019600	18	12	10	13	U-6DP	0	14	03	04	01	01	01	02	R	1	W	01	01	03	03	63	E	01	01	01	01		32	2	0	04

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R A S H	N U M B E R	ROADWY CO SEC SUB	ID S E C T I O N	M I L E P O S T	N E A R D E E T	S T A T E D	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE	A L C	H AE RV ME FN I	MO AF NC EO UT G I	L IC HN TD RL E C	W EC AO HD IT GS	R D U R	R OC AO DN T S	DL OO TC A D ST	R O C A L II	A C 1 1 S N	V V F U O T	VF 1U AO P E	VM 1A N E U	VA 1C T DI RO IN	V 1A G DE R I	V 2 M OD DE	V 2N M UL NO	V 2N M F CC	VN 2M MP RO VI	VN 2M AA 1N TT	N M A C T	V 2N M E RA AG GE	# V D E L	# K E L	# I N J U R
888672870	87080900	37.964	6361	934	026000	19	03	06	18	U-6DP	0	14	03	01	01	01	01	02	L	2	N	01	01	01	11	00	W	01	01	01	01		33	2	0	00
888660820	87080900	37.964	6361	934	026000	19	04	19	08	U-6DP	0	01	03	01	03	02	01	02	I	M	W	01	01	03	29	60	W	01	01	03	01		32	2	0	00
888789350	87080900	37.964	6361	934	026000	19	06	01	09	U-6DP	0	14	77	01	01	01	01	01	L	1	W	01	01	88	77	00	*	02	01	01	01	00	26	1	0	01
888909040	87080900	37.964	6361	934	026000	19	09	26	12	U-6DP	0	14	05	01	01	01	01	01	R	1	W	16	01	04	77	00	N	16	01	01	01		63	2	0	00
888956300	87080900	37.964	6361	934	026000	19	09	27	08	U-6DP	0	14	03	01	01	01	01	02	R	2	S	01	01	03	03	28	E	16	01	01	01		37	2	0	01
889001000	87080900	37.964	6361	934	026000	19	10	31	06	U-6DP	0	14	03	01	01	01	01	02	R	1	E	02	01	01	01	54	W	01	01	01	02		43	2	0	00
889017960	87080900	37.964	6361	934	026000	19	11	25	10	U-6DP	0	14	03	01	01	01	01	02	L	2	S	01	01	01	11	69	W	01	01	01	01		24	2	0	00
893149830	87080900	37.964	6361	934	026000	19	11	27	14	U-6DP	0	14	77	01	01	01	01	02	I	M	W	01	01	03	02	22	E	01	01	03	02		51	2	0	00
895126310	87080900	37.964	6361	934	026000	19	12	31	23	U-6DP	0	14	77	04	01	01	01	02	S	1	N	01	01	01	01	32	W	01	01	01	01		31	2	0	00
876604070	87080900	37.968	6361	934	019600	18	11	06	19	U-6DP	0	36	77	04	01	01	01	03	R	S	E	01	01	01	77	53										1	0	00
876299190	87080900	37.973	6361	934	019600	18	04	04	08	U-6DP	0	14	01	01	01	01	01	03	L	1	W	01	01	01	10	00	W	01	01	01	01		39	2	0	00
888645080	87080900	37.973	6361	934	026000	19	02	15	21	U-6DP	0	14	01	04	01	01	01	03	L	2	W	88	88	88	77	00	W	01	01	13	01		34	2	0	00
888712000	87080900	37.973	6361	934	026000	19	04	15	07	U-6DP	0	14	04	01	02	01	01	03	R	2	W	01	01	06	77	52	W	01	01	01	01		71	2	0	00
888866360	87080900	37.973	6361	934	026000	19	07	21	16	U-6DP	0	14	01	01	01	01	01	01	R	1	E	01	01	01	02	28	E	01	01	01	01		70	2	0	00
889052620	87080900	37.978	6361	934	026000	19	12	24	15	U-6DP	0	14	88	01	01	01	88	01	R	1	E	77	00	88	77	00	*	01	06	05	88	00	47	1	0	01
888723830	87080900	37.982	6361	934	026000	19	04	11	17	U-6DP	0	14	03	01	01	01	01	04	R	3	W	16	01	03	03	30	E	16	01	01	01		19	2	0	00
888580200	87080900	37.983	6361	934	019600	18	12	28	18	U-6DP	0	14	04	04	01	01	01	03	L	2	W	01	01	06	03	22	W	02	01	01	01		55	2	0	00
888607050	87080900	37.983	6361	934	026000	19	02	02	12	U-6DP	0	14	03	01	01	01	01	04	L	1	O	01	01	04	02	68	O	01	01	01	01		46	2	0	00
888921430	87080900	37.983	6361	934	026000	19	09	18	19	U-6DP	0	14	04	06	01	01	01	01	R	1	E	16	01	05	02	55	E	01	01	01	01		20	2	0	00
889057830	87080900	37.983	6361	934	026000	19	12	08	19	U-6DP	0	14	04	04	01	01	01	03	L	1	W	16	01	03	03	66	W	16	01	01	01		20	2	0	00
873283380	87080900	37.987	6361	934	019600	18	01	14	15	U-6DP	0	14	01	01	01	01	01	02	R	2	S	01	01	05	02	00	S	02	01	05	01		59	2	0	01
888859930	87080900	37.987	6361	934	026000	19	07	19	01	U-6DP	0	14	03	04	01	01	01	02	L	1	W	16	01	01	11	25	N	01	01	03	01		22	2	0	00
888839850	87080900	37.987	6361	934	026000	19	09	09	16	U-6DP	0	14	03	01	01	01	01	02	R	1	W	01	01	03	03	28	W	01	01	01	01		29	2	0	01
876374820	87080900	37.992	6361	934	019600	18	06	18	01	U-4DP	0	14	03	04	01	01	01	04	R	D	W	01	01	03	03	33	*	03	05	10	01	00	29	1	0	01
888947780	87080900	38.002	6361	934	026000	19	09	21	22	U-4DP	0	14	03	02	01	01	01	03	L	2	W	03	01	06	31	18	W	11	01	01	01		50	2	0	01
876528080	87080900	38.006	6361	934	019600	18	09	29	01	U-4DP	1	14	77	04	01	01	01	03	R	1	E	01	01	01	01	00	*	01	05	01	03	05	54	1	0	02
876228020	87080900	38.015	6361	934	019600	18	01	10	02	U-4DP	0	14	03	04	01	01	01	03	L	S	N	16	01	05	02	19	O	02	01	08			00	4	0	00
876800590	87080900	38.015	6361	934	019600	18	01	31	14	U-4DP	0	01	04	01	01	01	01	03	L	S	W	01	01	01	02	51	W	08	01	08	01		58	2	0	00
876278540	87080900	38.026	6362	934	019600	18	03	02	19	U-4DP	0	14	01	04	01	01	01	01	R	2	E	01	01	01	10	47	E	01	01	14	01		26	2	0	00
876474800	87080900	38.026	6362	934	019600	18	08	26	05	U-4DP	0	14	03	04	01	01	01	03	L	S	E	01	01	01	26	00	*	01	08	05	01	00	54	1	0	01
868957300	87080900	38.045	6362	934	019600	18	02	17	04	U-4DP	0	14	01	04	01	01	01	02	L	2	N	01	01	01	03	26	W	01	01	01	12		18	2	0	00
888696920	87080900	38.069	6362	934	026000	19	04	09	22	U-4DP	0	14	77	04	01	01	01	02	R	2	E	16	01	77	77	31	*	01	77	77	77	00	00	1	1	00
876492380	87080900	38.073	6362	934	019600	18	08	25	17	U-4DP	0	14	01	01	03	02	01	03	L	2	W	01	01	01	03	65	W	01	01	01	01		51	2	0	00
876228310	87080900	38.081	6362	934	019600	18	03	16	19	U-4DP	0	14	01	04	01	01	01	01	R	2	E	01	01	01	77	00	E	16	01	01	01		54	2	0	00
876344730	87080900	38.100	6363	934	019600	18	04	23	00	U-4DP	1	14	03	04	01	01	01	01	R	S	E	01	01	01	02	26										1	0	01
888956150	87080900	38.119	6363	934	026000	19	09	27	17	U-4DP	0	14	01	01	01	01	01	01	L	1	E	16	01	01	01	29	E	01	01	01	01		23	2	0	00
888924100	87080900	38.132	6363	934	026000	19	09	08	14	U-4DP	0	14	03	01	01	01	01	03	R	1	E	01	01	01	31	23	W	01	01	01	01		44	4	0	02

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N S E C T I O N T	S E C U T B I S	M I L E P O S T	N E N A O R D E E S	S T A T E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN IT 1	MO AF N NC EO RL	L IC GO HN TD IT GS	W EC AO TN HD ET S	R D U R	R OC AO DN D T N	DL OO TC A ST II TO EN	R O C L S D E S	A C	V 1 D I N	V 1 OT DY YP E	VF 1U P E C	VM 1A E V R	VA 1C T DI RO V R1	V 1A G DE R	V 2 D I R	V 2N M OD DE / C	V 2N M B UL NO CC /	V M F VI RO /	VN 2M MP NR VI 1N /1	VN 2M AA CC TT 1N /1	N M A C T 2	V 2N D RA AG GE E	# E H C L S	# V I L U D	# K I N J D
888859420Y	87080900	38.140	6363	934	026000	19	07	17	13	U-4DP	0	37	77	01	01	01	01	03	T	S	N	16	01	01	02	64									1	0	00
888932730	87080900	38.162	6363	934	026000	19	09	09	10	U-4DP	0	36	77	01	01	01	01	03	L	S	E	16	01	88	02	00	O	01	01	08			00	2	0	00
876571030	87080900	38.168	6365	934	026000	19	02	23	04	U-4DP	0	14	77	03	01	01	01	04	L	3	S	01	01	01	02	00	W	01	01	01	01		24	2	0	00
876366820	87080900	38.170	6365	934	019600	18	07	10	07	U-4DP	0	14	01	01	01	01	01	03	T	1	S	01	01	01	02	26	S	03	01	13	01		36	3	0	00
888829670	87080900	38.170	6365	934	026000	19	07	08	01	U-4DP	0	14	01	04	01	01	01	02	L	2	W	01	01	01	02	00	W	01	01	01	01		47	2	0	02
876650230	87080900	38.176	6365	934	019600	18	12	24	03	U-4DP	0	14	01	04	01	01	01	03	L	3	W	88	88	01	02	00	W	01	01	05	01		51	3	0	01
895116990	87080900	38.179	6365	934	026000	19	12	23	08	U-4DP	0	14	04	01	03	02	01	01	R	2	E	01	01	06	02	54	E	01	01	01	01		19	2	0	00
888830690	87080900	38.181	6365	934	026000	19	06	24	12	U-4DP	0	14	04	01	01	01	01	03	R	2	E	03	01	01	02	39	E	03	01	13	01		48	2	0	00
876407220	87080900	38.214	6366	934	019600	18	06	25	17	U-4DP	0	14	04	01	01	01	01	03	R	L	U	88	88	88	77	00	E	01	01	03	01		25	2	0	01
876284400	87080900	38.215	6366	934	019600	18	03	01	18	U-4DP	0	14	03	04	01	01	01	02	R	1	N	16	88	01	13	00	E	16	01	01	01		24	2	0	00
876313780	87080900	38.215	6366	934	019600	18	03	30	11	U-4DP	0	14	03	01	01	01	01	02	R	L	N	16	01	01	13	58	E	01	01	01	01		20	2	0	00
876312590	87080900	38.215	6366	934	019600	18	05	02	23	U-4DP	0	14	03	04	01	01	01	02	R	2	E	03	01	03	03	54	E	01	01	01	01		38	2	0	01
876352030Y	87080900	38.215	6366	934	019600	18	06	21	10	U-4DP	0	14	77	01	01	01	01	01	S	1	N	01	01	04	02	24	*	01	07	77	77	00	24	1	0	01
876520670Y	87080900	38.215	6366	934	019600	18	09	13	12	U-4DP	0	14	02	01	01	01	01	04	S	S	S	20	01	01	02	24	N	01	01	77			00	3	0	00
888624980Y	87080900	38.215	6366	934	026000	19	02	09	14	U-4DP	0	15	05	04	01	01	01	04	S	1	O	20	01	08		00	S	16	01	01	01		81	2	0	00
888653810	87080900	38.215	6366	934	026000	19	02	23	15	U-4DP	0	14	03	01	01	01	01	02	R	1	N	03	01	01	13	61	E	01	01	01	01		31	2	0	01
888882270	87080900	38.215	6366	934	026000	19	08	07	08	U-4DP	0	14	03	01	01	01	01	02	M	T	E	01	01	01	02	34	N	01	01	01	01		49	2	0	00
888664970	87080900	38.218	6367	934	026000	19	03	10	11	U-4DP	0	14	04	01	01	01	01	03	R	1	E	20	01	88	02	22	E	03	01	01	01		46	2	0	02
889004080	87080900	38.218	6367	934	026000	19	11	04	18	U-4DP	0	14	05	05	01	01	01	03	L	2	W	88	01	05	02	00	E	17	01	13	01		53	2	0	00
876309140	87080900	38.220	6367	934	019600	18	04	16	16	U-4DP	0	14	03	01	01	01	01	02	L	1	W	01	01	01	77	00	S	01	01	01	01		17	2	0	02
876337740	87080900	38.220	6367	934	019600	18	04	17	08	U-4DP	0	14	03	01	01	01	01	02	I	M	S	02	01	03	01	64	N	01	01	01	01		30	2	0	00
888972950	87080900	38.220	6367	934	026000	19	10	08	18	U-4DP	0	14	04	01	03	02	01	02	L	2	W	01	01	05	06	37	W	01	01	01	01		42	2	0	00
876223210	87080900	38.229	6367	934	019600	18	04	26	07	U-4DP	0	10	77	01	01	01	01	01	L	2	E	03	01	01	01	47	*	01	77	77	77	00	28	1	0	01
873288870	87080900	38.236	6366	934	019600	18	03	17	15	U-4DP	0	14	03	01	01	01	01	02	R	2	N	01	01	01	02	44	E	03	01	01	01		23	2	0	00
888583270	87080900	38.238	6367	934	026000	19	01	17	17	U-4DP	0	14	01	01	01	01	01	03	R	1	E	01	01	01	02	30	E	16	01	13	01		40	2	0	01
889046250	87080900	38.238	6367	934	026000	19	12	09	00	U-4DP	0	14	04	04	01	01	01	03	R	2	E	16	01	01	02	00	E	01	01	01	01		54	2	0	01
888631420	87080900	38.241	6367	934	026000	19	02	05	17	U-4DP	0	14	03	04	01	01	01	02	L	2	E	02	01	03	03	60	W	16	01	01	01		64	3	0	02
888793450	87080900	38.248	6368	934	026000	19	05	29	13	U-4DP	0	14	01	01	01	01	01	03	L	2	W	16	01	01	02	37	W	01	01	13	01		45	2	0	00
888631860	87080900	38.266	6368	934	026000	19	02	15	16	U-4DP	0	14	01	01	01	01	01	01	R	1	E	88	88	88	77	00	E	01	01	01	01		42	2	0	02
888715970	87080900	38.266	6368	934	026000	19	07	25	07	U-4DP	0	14	01	01	01	01	01	02	R	1	E	01	01	01	02	00	E	03	01	13	01		33	2	0	00
876472410	87080900	38.273	6368	934	019600	18	08	17	11	U-4DP	0	14	01	01	01	01	01	03	R	1	E	01	01	01	10	29	E	02	01	13	01		48	2	0	00
888633950	87080900	38.282	6369	934	026000	19	02	11	13	U-4DP	0	14	03	01	01	01	01	02	L	2	N	01	01	03	01	63	W	01	01	01	01		44	2	0	02
876438760	87080900	38.288	6369	934	019600	18	08	06	15	U-4DP	0	14	04	01	01	01	01	01	R	L	E	16	01	06	02	72	E	01	01	01	01		45	2	0	00
889046620	87080900	38.296	6369	934	026000	19	12	06	10	U-4DP	0	14	03	01	01	01	01	03	R	1	E	16	01	01	02	76	E	01	01	01	01		46	2	0	00
876300320	87080900	38.315	6370	934	019600	18	03	19	04	U-4DP	0	14	03	04	01	01	01	02	R	2	N	01	01	01	13	45	E	01	01	01	01		33	2	0	02
876336510	87080900	38.315	6370	934	019600	18	04	19	10	U-4DP	0	14	03	01	01	01	01	02	R	3	N	20	01	01	04	31	E	02	01	01	01		58	2	0	00
876347560	87080900	38.317	6370	934	019600	18	05	05	15	U-4DP	0	14	03	01	01	01	01	03	R	1	E	01	01	10	25	24	E	01	01	01	01		58	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S I E L A O E S T	M I L A O E P O S T	N E N A O R D E E S	S T R A O T A E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE Y	A L C	H AE RV ME FN I N	MO AF NC EO UT RL 1	L IC HN TD IT L	W EC GO HD ET NN GS	R D AO TN R F U S	R OC AO DN D T N	DL OO TC A ST L I R	R O A D OT DY YP E	A C 1 1 B SC E DI RO IN V R1	V VF 1U 1A 1C N N T E V E R	V VM 1A N T G M M R	V VA 1C 1A G 2 2N 2N 2M 2M	V V 2 2N M B OD NO CC /S /R	V VN VN 2M 2M F MP NR VI TT /1	N V M 2N M E S	# # # V K D E I L R D	I N J U R
888608600	87080900	38.317	6370	934	026000	19	01	19	17	U-4DP	0	14	03	01	01	01	01	03	L	1	W	02	01	01	77	64	W	01	01	01	77		31	2	0	00
878591710	87080900	38.319	6370	934	019600	18	10	02	15	U-4DP	0	14	01	01	01	01	01	01	R	1	E	01	01	01	02	53	E	16	01	13	01		45	2	0	00
888577210	87080900	38.334	6371	934	019600	18	12	27	17	U-4DP	0	14	01	04	01	01	01	03	R	2	E	02	01	01	02	51	E	01	01	01	01		43	2	0	00
888734290	87080900	38.336	6371	934	026000	19	05	02	18	U-4DP	0	14	01	03	01	01	01	03	R	1	E	01	01	06	02	29	E	01	01	01	01		52	2	0	00
876274670	87080900	38.339	6371	934	019600	18	03	01	15	U-4DP	0	14	04	01	01	01	01	03	R	L	E	01	01	06	01	62	E	01	01	01	01		22	2	0	00
876408370	87080900	38.339	6371	934	019600	18	06	14	21	U-4DP	0	14	01	04	01	01	01	03	R	1	E	01	01	01	10	57	E	01	01	01	01		45	2	0	00
888702660	87080900	38.342	6371	934	026000	19	04	01	15	U-4DP	0	14	77	01	01	01	01	01	R	L	E	03	01	06	03	18	E	16	01	01	01		41	2	0	00
876218890	87080900	38.343	6371	934	019600	18	02	28	11	U-4DP	0	14	01	01	01	01	01	03	R	2	E	01	01	01	02	00	E	01	01	01	01		62	2	0	00
876162340	87080900	38.345	6371	934	019600	18	01	05	14	U-4DP	0	14	01	01	01	01	01	02	R	2	S	01	01	01	02	41	E	01	01	01	01		27	2	0	02
876595100	87080900	38.345	6371	934	019600	18	01	18	10	U-4DP	0	14	01	01	01	01	01	02	R	1	W	01	01	03	01	28	E	19	01	01			00	2	0	00
876262230	87080900	38.345	6371	934	019600	18	02	13	16	U-4DP	0	14	03	01	01	01	01	02	R	L	N	16	01	01	03	52	E	01	01	01	01		70	2	0	00
876262790	87080900	38.345	6371	934	019600	18	02	16	12	U-4DP	0	10	02	01	01	01	01	02	I	M	N	03	01	01	02	81	*	01	03	01	77	00	33	1	0	02
876285540	87080900	38.345	6371	934	019600	18	03	02	13	U-4DP	0	14	03	01	01	01	01	02	M	T	N	01	01	01	03	36	E	01	01	01	01		25	2	0	00
876294920	87080900	38.345	6371	934	019600	18	03	12	14	U-4DP	0	14	03	01	01	01	01	02	M	T	N	01	01	17	03	22	E	01	01	01	01		21	2	0	03
876298200	87080900	38.345	6371	934	019600	18	03	30	21	U-4DP	0	14	03	04	01	01	01	02	M	T	E	01	01	01	02	52	N	02	01	01	01		31	2	0	00
876311210	87080900	38.345	6371	934	019600	18	03	31	12	U-4DP	0	14	03	01	01	01	01	02	R	1	N	01	01	03	03	28	E	03	01	01	01		43	2	0	01
876407590	87080900	38.345	6371	934	019600	18	06	18	14	U-4DP	0	14	04	01	01	01	01	02	R	L	E	02	01	01	15	46	E	01	01	03	01		38	2	0	01
876416920	87080900	38.345	6371	934	019600	18	06	25	17	U-4DP	0	14	77	01	01	01	01	02	L	1	N	02	01	01	01	50	E	01	03	01	01		29	2	0	00
876480480	87080900	38.345	6371	934	019600	18	08	10	17	U-4DP	0	14	03	01	03	02	01	02	L	L	N	16	01	01	03	34	E	16	01	01	01		65	2	0	00
876445860	87080900	38.345	6371	934	019600	18	08	17	13	U-4DP	0	14	03	01	01	01	01	02	R	1	N	01	01	03	01	62	E	03	01	01	01		61	2	0	00
876449240	87080900	38.345	6371	934	019600	18	08	20	02	U-4DP	1	14	77	04	01	01	01	02	R	2	N	01	01	03	03	44	E	01	01	01	01		27	2	0	01
876539200	87080900	38.345	6371	934	019600	18	10	04	17	U-4DP	0	14	03	01	01	01	01	02	R	L	N	01	01	01	01	38	E	01	01	03	01		76	2	0	00
876515170	87080900	38.345	6371	934	019600	18	12	18	18	U-4DP	0	14	03	04	01	01	01	02	L	1	N	01	01	01	03	24	W	01	01	01	01		53	2	0	00
876642930	87080900	38.345	6371	934	026000	19	01	30	17	U-4DP	0	14	01	01	01	01	01	02	R	1	E	01	01	01	02	54	E	01	01	01	01		62	2	0	00
888624770	87080900	38.345	6371	934	026000	19	02	01	15	U-4DP	0	14	03	01	01	01	01	01	L	1	N	16	01	01	13	33	W	01	01	01	01		36	3	0	00
888619070	87080900	38.345	6371	934	026000	19	02	03	22	U-4DP	0	14	03	04	01	01	01	02	L	1	N	01	01	03	02	40	W	01	01	01	01		29	2	0	00
888646170	87080900	38.345	6371	934	026000	19	02	16	13	U-4DP	0	14	77	01	01	01	01	02	R	1	N	01	01	01	03	39	E	01	01	01	01		41	3	0	00
888582140	87080900	38.345	6371	934	026000	19	02	22	16	U-4DP	0	14	03	01	01	01	01	01	R	1	E	03	01	03	06	59	E	01	01	01	01		49	2	0	00
888711620	87080900	38.345	6371	934	026000	19	04	10	12	U-4DP	0	14	03	01	01	01	01	02	I	M	N	12	01	05	03	45	E	01	01	01	01		30	2	0	02
888735080	87080900	38.345	6371	934	026000	19	04	15	15	U-4DP	0	14	03	01	01	01	01	02	R	1	U	01	88	88	77	00	N	01	02	01	01		32	2	0	00
888735980	87080900	38.345	6371	934	026000	19	04	19	11	U-4DP	0	14	03	01	01	01	01	02	R	2	S	03	01	03	03	00	E	02	01	01	01		44	2	0	02
888750840	87080900	38.345	6371	934	026000	19	05	03	16	U-4DP	0	14	03	01	01	01	01	02	L	2	N	00	00	00	01	30	W	01	01	01	02		00	2	0	00
888799800	87080900	38.345	6371	934	026000	19	06	03	10	U-4DP	0	14	01	01	01	01	01	01	R	2	E	19	01	01	01	66	E	16	01	01	01		28	2	0	04
888802250	87080900	38.345	6371	934	026000	19	06	04	15	U-4DP	0	14	03	01	01	01	01	02	L	1	N	01	01	01	13	33	W	01	01	01	01		48	2	0	01
888808450	87080900	38.345	6371	934	026000	19	06	07	18	U-4DP	0	14	01	01	03	02	01	01	R	1	E	16	01	01	10	53	E	01	01	14	01		60	2	0	00
888813790	87080900	38.345	6371	934	026000	19	06	19	16	U-4DP	0	14	03	01	01	01	01	02	R	1	N	01	01	03	03	56	W	03	01	01	01		70	2	0	00
888857760	Y87080900	38.345	6371	934	026000	19	07	23	16	U-4DP	0	10	01	01	01	01	01	01	T	2	E	01	88	88	02	00	*	03	07	03	01	88	33	1	0	02

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R A S H R	N U M B E R	ROADWY ID CO SEC SUB	M I L E P O S T	N EN RD EE S T	S TR AO TA ED	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE	A L C	H AE RV ME FN	MO AF NC EO UN	L IC GO HN TD	W EC AO TN HD	R D S U	R OC AO DN D	DL OO TC A ST	R O C A L	A C I	V 1 D	V 1 B	VF 1U SC P E	VM 1A E U	VA 1C DI RO IN	V 1A DE R I	V 2 R	V 2N OD DE	V 2N UL NO	V M CC TT	VN 2M MP VI	VN 2M AA 1N	N V M C T N	# A D RA AG GE 2 E	# E C H L E S	# I N J U R D
888873950	87080900	38.345 6371	934	026000	19	08	08	15	U-4DP	0	14	03	01	02	02	01	02	R	2	E	01	01	03	02	23	E	01	01	01	01	33	2	0	01
888894940	87080900	38.345 6371	934	026000	19	08	20	10	U-4DP	0	14	03	01	01	01	01	01	R	1	N	01	01	01	03	18	E	01	01	01	01	20	2	0	00
888937160	87080900	38.345 6371	934	026000	19	09	16	14	U-4DP	0	14	01	01	01	01	01	02	R	1	S	77	88	88	77	29	E	01	01	13	01	40	2	0	00
888931080	87080900	38.345 6371	934	026000	19	10	03	22	U-4DP	0	14	01	04	01	01	01	01	R	2	E	01	01	01	02	00	E	01	01	01	01	17	2	0	00
888869150	87080900	38.345 6371	934	026000	19	10	14	13	U-4DP	0	14	03	01	01	01	01	02	R	1	N	16	01	01	02	22	E	01	01	01	77	28	2	0	00
888907370	87080900	38.345 6371	934	026000	19	10	23	09	U-4DP	0	14	03	01	01	01	01	02	L	1	E	01	01	01	01	31	E	77	09	03	01	00	2	0	00
889032370	87080900	38.345 6371	934	026000	19	11	27	21	U-4DP	0	14	77	06	01	01	01	02	I	M	N	01	01	01	03	55	W	16	01	01	01	59	2	0	02
876217810	87080900	38.347 6371	934	019600	18	03	22	11	U-4DP	0	14	01	01	01	01	01	03	L	1	E	01	01	01	02	37	E	03	01	01	01	61	2	0	00
888698710	87080900	38.354 6371	934	026000	19	03	24	01	U-4DP	0	01	01	04	01	01	01	03	L	3	W	16	01	01	10	00	E	01	01	05	01	24	2	0	00
888747390	87080900	38.354 6371	934	026000	19	07	05	20	U-4DP	0	14	03	01	01	01	01	01	R	L	E	16	01	06	02	61	E	15	01	01	01	31	2	0	00
876205920	87080900	38.356 6371	934	019600	18	02	17	12	U-4DP	0	14	01	01	01	01	01	03	L	2	W	01	01	01	02	42	W	01	01	13	01	29	2	0	00
876181410	87080900	38.364 6371	934	019600	18	01	20	15	U-4DP	0	14	04	01	02	01	01	04	M	T	E	03	01	17	02	00	E	16	01	01	01	56	2	0	00
876418750	87080900	38.364 6371	934	019600	18	08	19	10	U-4DP	0	14	03	01	01	01	01	04	R	1	W	01	01	03	01	41	W	01	01	01	01	29	2	0	00
878593200	87080900	38.364 6371	934	019600	18	10	04	13	U-4DP	0	14	04	01	01	01	01	01	R	1	E	02	01	06	25	57	E	01	01	01	01	21	2	0	00
888574310	87080900	38.364 6371	934	019600	18	12	29	18	U-4DP	0	14	77	04	01	01	01	03	R	2	W	16	01	05	02	42	W	11	01	01	01	24	2	0	01
888599330	87080900	38.364 6371	934	026000	19	01	12	19	U-4DP	0	14	03	04	01	01	01	02	L	2	N	02	01	01	03	42	W	01	01	01	01	53	2	0	01
888628620	87080900	38.364 6371	934	026000	19	04	13	21	U-4DP	0	14	01	04	01	01	01	01	R	1	E	01	01	01	02	23	E	01	01	01	01	26	2	0	00
888842980	87080900	38.364 6371	934	026000	19	07	04	11	U-4DP	0	14	03	01	01	01	01	02	M	T	N	16	01	01	03	20	E	01	01	01	01	35	2	0	00
888846660	87080900	38.364 6371	934	026000	19	07	09	08	U-4DP	0	14	03	01	01	01	01	02	I	M	E	16	01	01	02	61	N	16	01	01	01	34	2	0	01
888877780	87080900	38.364 6371	934	026000	19	08	15	11	U-4DP	0	14	05	01	01	01	01	03	L	L	W	01	01	01	77	29	E	01	01	01	01	61	2	0	00
888687530	87080900	38.373 6371	934	026000	19	03	18	13	U-4DP	0	14	03	01	01	01	01	03	L	1	W	16	01	01	02	71	W	01	01	01	01	28	2	0	01
892406940	87080900	38.375 6371	934	026000	19	06	18	20	U-4DP	0	14	01	04	02	02	01	01	R	2	0	88	88	88	00	00	E	16	01	01	01	67	2	0	00
888830330	87080900	38.383 6371	934	026000	19	07	01	14	U-4DP	0	14	02	01	01	01	01	01	R	1	W	01	01	03	03	31	E	01	01	01	01	44	2	0	05
892465770	87080900	38.412 1611	934	026000	19	09	17	15	U-4DP	0	14	01	01	01	01	01	01	R	3	E	01	01	01	10	18	E	01	01	01	01	61	2	0	00
894788710	87080900	38.431 1611	934	026000	19	12	02	07	U-4DP	0	14	01	01	01	01	01	03	R	2	E	16	01	01	02	35	E	01	01	13	01	39	2	0	00
875769070	87080900	38.433 1611	934	019600	18	03	08	13	U-4DP	0	15	00	01	01	01	01	01	R	2	U	01	01	08	77	57	E	03	01	13	01	40	2	0	00
888685940	87080900	38.433 1611	934	026000	19	03	15	12	U-4DP	0	14	04	01	01	02	01	03	R	2	W	01	01	06	02	50	W	01	01	01	01	72	3	0	01
876225170	87080900	38.443 1611	934	019600	18	01	05	18	U-4DP	0	14	01	04	01	01	01	03	R	1	E	88	88	01	02	00	E	16	01	13	01	60	3	0	00
875760330	87080900	38.443 1611	934	019600	18	02	23	13	U-4DP	0	14	03	01	01	01	01	03	R	L	E	02	01	06	01	55	E	16	01	01	15	31	2	0	00
873074870	87080900	38.443 1611	934	019600	18	05	30	14	U-4DP	0	14	04	01	01	01	01	03	R	1	E	01	01	13	03	30	E	01	03	06	01	35	2	0	00
888602900	87080900	38.443 1611	934	026000	19	01	21	02	U-4DP	0	14	77	03	01	01	01	03	R	1	E	01	88	01	01	24	E	01	01	13	01	00	3	0	01
888269410	87080900	38.443 1611	934	026000	19	03	01	12	U-4DP	0	14	04	01	01	01	01	03	R	1	E	03	01	06	02	29	E	01	01	01	01	62	2	0	00
878470320	87080900	38.452 1611	934	019600	18	03	31	20	U-4DP	0	14	03	04	01	01	01	03	R	2	W	01	01	10	28	30	E	01	03	01	01	38	2	0	00
878641630	87080900	38.452 1611	934	019600	18	12	17	05	U-4DP	0	14	01	01	01	01	01	03	R	1	E	03	01	01	10	49	E	01	01	01	01	44	2	0	00
888274000	87080900	38.452 1611	934	026000	19	03	07	15	U-4DP	0	14	77	01	01	01	01	03	R	1	E	01	01	06	01	22	E	01	01	01	01	38	2	0	00
888595530	87080900	38.452 1611	934	026000	19	03	09	22	U-4DP	0	14	77	04	01	01	01	03	L	S	W	01	01	01	31	33							1	0	01
892453360	87080900	38.452 1611	934	026000	19	08	29	16	U-4DP	0	14	01	01	01	01	01	03	R	2	E	01	01	01	02	32	E	16	01	13	01	35	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R A S H R	N U M B Y	ROADWYID C O U N T Y N	S E C T I O N	M I L E P O S T	N E W	S Y S T E M	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I	MO AF NC EO UT RL 1	L IC HN TD IT L NN GS	W EC AO HD ET L RN S	R D U R	R OC AO DN T S	DL OO TC A ST II EN	R O C D L S #	A C N	V 1 U 1A	V 1 1 B SC E DI RO V R1	VF 1U P E	VM 1A U V	VA 1C T DI IN E V	V 1A G DE I V R	V 2 D R	V 2N M OD DE /S C	V 2N M UL NO CC /R	VN 2M F MP VI RO /1	VN 2M M AA TT 1N	N M A C T 2	V 2N M RA AG GE E	# # # V E L S	K I N L U R D
878567840	87080900	38.454	1611	934	019600	18	08	26	20	U-4DP	0	14	01	04	01	01	01	03	R	1	0	88	88	88	00	00	E	02	01	01	01		52	2	0	00
878470340	87080900	38.456	1611	934	019600	18	03	31	19	U-4DP	0	14	04	04	01	01	01	03	R	1	E	03	01	06	77	63	E	01	01	77	01		50	2	0	00
894786320	87080900	38.457	1611	934	026000	19	11	27	15	U-4DP	0	14	01	01	01	01	01	03	R	2	E	03	01	01	10	46	E	01	01	01	01		32	2	0	00
892469400	87080900	38.459	1611	934	026000	19	09	23	01	U-4DP	0	14	01	04	01	01	01	03	R	2	0	88	88	88	00	00	E	01	01	13	01		66	2	0	00
878529520	87080900	38.460	1611	934	019600	18	06	22	11	U-4DP	0	14	01	01	01	01	01	03	R	2	E	02	01	01	02	47	E	16	01	01	01		44	2	0	00
875746730	87080900	38.462	1611	934	019600	18	02	02	18	U-4DP	0	14	03	02	01	01	01	03	R	1	E	88	88	88	00	00	E	01	01	01	01		51	2	0	00
878477610	87080900	38.462	1611	934	019600	18	04	11	00	U-4DP	0	14	01	04	01	01	01	03	R	1	E	01	01	01	02	39	E	16	01	13	01		54	2	0	00
888748950	87080900	38.462	1611	934	026000	19	05	11	13	U-4DP	0	14	04	01	01	01	01	03	R	1	E	01	01	06	02	31	E	01	01	03	01		37	2	0	00
895098380	87080900	38.462	1611	934	026000	19	12	07	18	U-4DP	0	14	01	04	01	01	01	01	R	1	E	03	01	01	02	32	E	03	01	13	01		36	2	0	00
878457160	87080900	38.465	1611	934	019600	18	03	14	08	U-4DP	0	14	01	01	01	01	01	03	R	3	E	01	01	05	02	21	E	16	01	01	01		45	2	0	00
876397270	87080900	38.465	1611	934	019600	18	06	29	04	U-4DP	0	14	01	04	01	01	01	03	R	2	E	01	01	01	10	37	E	01	01	08	01		20	2	0	00
888864360	87080900	38.465	1611	934	026000	19	07	20	14	U-4DP	0	14	03	01	01	01	01	04	R	1	E	01	01	17	03	25	E	11	01	01	01		56	2	0	01
878540800	87080900	38.468	1611	934	019600	18	07	15	16	U-4DP	0	14	01	01	01	01	01	03	R	2	E	01	01	01	77	34	E	01	01	01	01		28	2	0	00
892483390	87080900	38.469	1611	934	026000	19	10	07	05	U-4DP	0	14	04	04	02	01	01	01	R	2	E	01	01	06	01	19	E	01	01	01	01		29	2	0	00
892404820	87080900	38.470	1611	934	026000	19	06	15	10	U-4DP	0	14	02	01	01	01	01	02	I	M	E	01	01	03	03	54	N	01	01	01	01		38	3	0	00
875728530	87080900	38.471	1611	934	019600	18	01	04	20	U-4DP	0	14	04	02	01	01	01	02	R	2	N	01	01	05	03	21	E	01	03	05	01		24	2	0	00
875732530	87080900	38.471	1611	934	019600	18	01	11	15	U-4DP	0	14	04	01	01	01	01	02	R	1	S	88	88	88	00	00	E	01	01	01	00		47	2	0	00
878470370	87080900	38.471	1611	934	019600	18	03	31	21	U-4DP	0	10	00	04	01	01	77	02	R	2	E	88	88	88	00	00	*	01	01	01	01	00	14	1	0	02
878571660	87080900	38.471	1611	934	019600	18	09	01	05	U-4DP	0	14	03	04	03	02	01	02	I	M	0	88	88	88	00	00	N	01	01	01	01		26	2	0	00
878584320	87080900	38.471	1611	934	019600	18	09	20	20	U-4DP	0	14	03	04	01	01	01	02	L	1	W	01	01	01	11	27	S	01	01	01	01		29	4	0	05
878615660	87080900	38.471	1611	934	019600	18	11	08	00	U-4DP	0	14	03	04	01	01	01	02	R	1	W	01	01	03	01	28	E	01	01	01	01		40	2	0	01
878627200	87080900	38.471	1611	934	019600	18	11	26	15	U-4DP	0	14	03	01	01	01	01	02	I	M	E	01	01	03	01	26	N	01	01	01	01		25	2	0	00
878634150	87080900	38.471	1611	934	019600	18	12	06	06	U-4DP	0	14	03	01	01	01	01	02	I	M	E	03	01	05	01	25	E	03	01	03	01		50	2	0	00
888279260	87080900	38.471	1611	934	026000	19	03	14	18	U-4DP	0	14	03	01	01	01	01	02	L	2	W	16	01	05	15	55	W	08	13	14	01		34	2	0	01
888279350	87080900	38.471	1611	934	026000	19	03	14	19	U-4DP	0	14	01	01	01	01	01	02	R	1	S	01	01	01	01	20	N	01	01	01	01		30	2	0	00
888293120	87080900	38.471	1611	934	026000	19	04	02	16	U-4DP	0	14	77	01	01	01	01	02	I	M	S	01	01	03	01	54	S	01	01	03	01		45	2	0	00
888301980	87080900	38.471	1611	934	026000	19	04	15	10	U-4DP	0	14	03	01	01	01	01	02	R	1	E	01	01	06	25	61	E	16	01	01	01		38	2	0	00
888329620	87080900	38.471	1611	934	026000	19	05	26	06	U-4DP	0	14	03	04	01	01	01	02	I	M	0	88	88	88	00	00	S	01	01	01	01		42	2	0	00
892401710	87080900	38.471	1611	934	026000	19	06	10	16	U-4DP	0	14	01	01	01	01	01	02	R	1	E	01	01	01	02	55	E	16	01	13	01		64	2	0	00
892427240	87080900	38.471	1611	934	026000	19	07	20	02	U-4DP	0	14	01	04	01	01	01	02	L	2	W	03	01	01	02	25	W	01	01	13	01		33	2	0	00
892448170	87080900	38.471	1611	934	026000	19	08	22	06	U-4DP	0	14	77	01	01	01	01	02	L	1	N	01	01	03	03	77	S	03	01	01	01		42	3	0	00
892454750	87080900	38.471	1611	934	026000	19	08	31	14	U-4DP	0	14	03	01	01	01	01	02	R	2	E	01	01	77	77	60	E	01	01	77	77		60	2	0	00
888924290	87080900	38.471	1611	934	026000	19	09	05	17	U-4DP	0	14	01	01	01	01	01	01	R	2	E	03	01	01	01	52	E	01	01	01	01		22	3	0	01
888930680	87080900	38.471	1611	934	026000	19	09	14	13	U-4DP	0	15	01	01	01	01	01	01	R	L	E	01	01	04	04	69	E	77	03	88	01		22	2	0	00
888846620	87080900	38.471	1611	934	026000	19	09	25	05	U-4DP	0	14	03	01	01	01	01	02	L	2	W	16	01	01	77	54	S	16	01	01	01		29	2	0	00
892473370	87080900	38.471	1611	934	026000	19	09	28	10	U-4DP	0	14	03	01	01	01	01	01	R	L	E	01	01	17	77	37	E	01	01	01	01		23	2	0	00
892493870	87080900	38.471	1611	934	026000	19	10	27	05	U-4DP	0	14	03	02	03	02	01	02	R	1	E	01	01	01	11	20	S	01	01	01	01		41	2	0	01

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R A S H	N U M B E R	ROADWY ID CO SEC SUB	M I L E P O S T	N EN RD EE T	S TR AO TA ED	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE	A L C	H AE RV ME FN I	MO AF NC EO UT G I	L IC GO HN TD RL N C	W EC AO TN HD IT N O	R D U R	R OC AO DN T N	DL OO TC A D ST	R O C A L I	A C D B OT DY	V 1 1 VF 1U SC P E	VM 1A N E U V	VA 1C T DI RO IN	V 1A G DE R I	V 2 M OD DE	V 2N 2N F UL NO /S	V M NR VI	VN 2M MP	VN 2M AA	N M CC TT 1N	V 2N RA AG GE E	# # # V K L L S	I N J U R D
894807060	87080900	38.471	1611	934	026000	19	12	27	00	U-4DP	0	14	03	04	01	01	01	02	R	2	0	88	88	88	00	00	E	01	01	01	01		32	2	0	00
876455180	87080900	38.475	1611	934	019600	18	09	20	20	U-4DP	0	14	01	02	01	01	01	03	L	2	W	01	01	01	02	29	W	01	01	01	01		51	2	0	00
892462490	87080900	38.480	1611	934	026000	19	09	12	19	U-4DP	0	11	00	04	01	01	01	03	L	2	W	01	01	05	11	51	*	03	01	01	01	00	31	1	0	00
878633460	87080900	38.482	1611	934	019600	18	12	06	06	U-4DP	0	14	04	01	01	01	01	01	R	2	E	01	01	06	77	63	N	01	01	01	01		54	2	0	00
876330170	87080900	38.484	1611	934	019600	18	08	13	04	U-4DP	0	36	03	04	01	01	01	03	L	S	W	01	01	03	01	24								1	0	00
875758800	87080900	38.485	1611	934	019600	18	02	21	08	U-4DP	0	14	01	01	01	01	01	03	L	2	W	20	01	01	10	45	W	03	01	13	01		42	2	0	00
892490760	87080900	38.485	1611	934	026000	19	10	23	09	U-4DP	0	14	01	01	01	01	01	01	R	1	E	20	01	01	10	28	E	01	01	13	01		49	2	0	00
873305500	87080900	38.493	1611	934	019600	18	02	18	02	U-4DP	0	14	03	04	01	01	01	02	L	2	W	01	03	01	77	29	S	01	01	01	77		28	2	0	03
892422660	87080900	38.493	1611	934	026000	19	07	13	13	U-4DP	0	14	01	01	01	01	01	02	L	2	W	01	01	77	10	63	W	01	01	13	01		47	2	0	00
878459280	87080900	38.499	1611	934	029600	18	03	16	19	U-4DP	0	10	00	04	01	01	01	01	L	2	W	16	01	01	01	48	*	01	77	01	02	00	54	1	0	01
878497080	87080900	38.499	1611	934	029600	18	05	08	22	U-4DP	0	14	01	04	01	01	01	03	L	1	W	01	01	01	01	24	W	01	01	13	01		29	2	0	00
888820080	87080900	38.502	1611	934	029700	19	06	27	02	U-4DP	0	14	03	04	01	01	01	01	R	1	N	02	01	10	02	47	E	01	01	01	01		19	2	0	00
894797020	87080900	38.505	6372	934	029700	19	12	12	09	U-4DP	0	14	04	01	03	02	01	03	L	1	W	16	01	06	77	42	W	02	01	01	01		61	2	0	00
876640290	87080900	38.517	6372	934	029600	18	12	11	12	U-4DP	0	14	02	01	01	01	01	03	R	2	S	01	03	03	01	40	E	01	03	01			00	2	0	00
888269630	87080900	38.517	6372	934	029700	19	03	01	15	U-4DP	0	14	01	01	01	01	01	03	R	1	E	01	01	01	02	22	E	16	01	77	01		33	2	0	00
888278670	87080900	38.517	6372	934	029700	19	03	13	11	U-4DP	0	14	04	04	01	01	01	03	L	1	W	01	01	06	01	44	W	01	01	06	01		27	2	0	01
892483270	87080900	38.517	6372	934	029700	19	10	11	20	U-4DP	0	14	01	04	01	02	01	03	R	1	E	01	01	01	01	31	E	01	01	01	01		27	2	0	00
878468500	87080900	38.528	6372	934	029600	18	03	28	22	U-4DP	0	14	04	04	01	01	01	03	R	1	E	01	01	06	03	23	E	20	01	01	01		48	2	0	00
875735740	87080900	38.531	6372	934	029600	18	01	16	16	U-4DP	0	14	01	02	01	02	01	03	R	R	E	01	01	01	10	23	E	01	01	01	01		43	2	0	00
875732110	87080900	38.536	6372	934	029600	18	01	11	00	U-4DP	0	39	00	04	03	02	88	03	S	S	0	01	88	88	00	00								1	0	00
875733550	87080900	38.536	6372	934	029600	18	01	12	23	U-4DP	0	14	04	04	01	01	01	02	L	2	S	01	01	03	25	21	S	01	01	01	01		32	2	0	00
871187560	Y87080900	38.536	6372	934	029600	18	01	15	12	U-4DP	0	14	01	01	01	01	01	03	T	1	S	03	01	01	02	23	S	03	01	01	01		56	2	0	00
875749490	87080900	38.536	6372	934	029600	18	02	06	22	U-4DP	0	14	04	04	01	01	88	02	I	M	S	01	01	03	25	57	S	01	01	03	01		40	2	0	00
875749670	87080900	38.536	6372	934	029600	18	02	07	10	U-4DP	0	14	77	01	01	01	01	02	R	1	E	01	01	01	11	22	S	03	01	01	01		50	2	0	00
878458080	87080900	38.536	6372	934	029600	18	03	15	08	U-4DP	0	14	01	01	01	01	01	03	S	2	S	16	01	06	02	28	S	01	01	01	01		55	3	0	00
878468660	87080900	38.536	6372	934	029600	18	03	29	09	U-4DP	0	14	77	01	01	01	01	03	T	2	S	20	01	01	01	59	S	01	01	13	01		27	2	0	00
878470430	87080900	38.536	6372	934	029600	18	04	01	01	U-4DP	0	14	77	04	01	01	01	02	L	1	W	01	01	01	01	58	S	01	01	01	01		14	2	0	02
878513610	87080900	38.536	6372	934	029600	18	06	03	02	U-4DP	0	14	01	04	01	01	01	02	I	M	S	16	01	01	00	00	S	01	01	01	01		34	2	0	00
878516370	Y87080900	38.536	6372	934	029600	18	06	06	15	U-4DP	0	14	04	01	01	01	01	03	T	2	S	01	01	01	02	62	S	01	01	01	01		54	2	0	00
878559080	87080900	38.536	6372	934	029600	18	06	10	15	U-4DP	0	14	03	01	01	01	01	02	L	2	W	03	01	01	77	47	S	01	01	01	01		42	2	0	00
878522720	87080900	38.536	6372	934	029600	18	06	17	10	U-4DP	0	14	04	01	01	01	01	03	T	1	S	16	01	01	77	77	S	01	01	16	01		28	2	0	00
878534040	87080900	38.536	6372	934	029600	18	07	04	17	U-4DP	0	14	01	01	01	01	01	03	T	2	S	01	00	01	77	62	S	01	01	17	01		44	2	0	00
878536120	87080900	38.536	6372	934	029600	18	07	08	00	U-4DP	0	14	01	04	01	01	01	03	T	1	S	16	01	77	77	64	S	01	01	13	01		29	2	0	00
878549900	87080900	38.536	6372	934	029600	18	07	30	09	U-4DP	0	14	04	01	03	02	10	02	L	1	W	01	01	01	01	42	S	16	01	01	01		27	2	0	01
876487850	87080900	38.536	6372	934	029600	18	08	16	16	U-4DP	0	10	77	01	01	01	01	03	S	1	E	00	00	00	77	00	*	02	01	01	01	00	15	1	0	01
878561710	87080900	38.536	6372	934	029600	18	08	16	16	U-4DP	0	10	00	01	01	01	01	02	R	1	S	01	88	05	00	00	*	02	01	01	01	00	15	1	0	01
878572030	87080900	38.536	6372	934	029600	18	09	01	16	U-4DP	0	14	77	01	01	01	01	02	R	2	E	01	01	01	77	35	S	01	01	01	77		24	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C U T B I N	M I L E P O S T	N E A R O A D E E T	S T A T E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN EO TD UT RL	MO AF NC HN TO HD NN	L IC GO TN IT ET GS	W EC AO S RN F S	R D OC DN T N TO S EN	DL OO AO ST II D YP R1	R O TC D S N R DY C #	A C L I OT E V E R	V 1 1 VF 1U P U DI R OD F NO CC 1N /R	V 1A VM N T E RO IN V R /1	V 1C VA T G DI DE I R /S C	V 1A V 2 M F R I CC /R	V 2N V 2N M M D B UL VI RO /1	V 2M VN 2M M NR CC 1N	M V 2N M AA C RA GE 2	# V K I E I N L J U E R D	# # #
878599870	87080900	38.536	6372	934	029600	18	10	18	20	U-4DP	0	14	04	04	01	01	01	02	L	2	W	16	01	05	01	33	W	01	01	01	01	32	2	0	00	
878609800Y	87080900	38.536	6372	934	029600	18	10	31	07	U-4DP	0	14	01	01	01	01	01	03	T	2	S	01	01	01	10	48	S	16	01	01	01	50	2	0	00	
878612160Y	87080900	38.536	6372	934	029600	18	11	03	23	U-4DP	0	14	01	04	03	02	01	01	S	1	S	01	01	05	01	23	S	01	01	05	01	58	2	0	00	
878619850	87080900	38.536	6372	934	029600	18	11	13	18	U-4DP	0	14	04	04	01	01	01	02	R	2	E	16	01	03	15	56	E	01	01	03	01	37	2	0	00	
878638480	87080900	38.536	6372	934	029600	18	12	12	14	U-4DP	0	14	01	01	01	01	01	03	S	1	S	01	01	01	02	49	S	01	01	01	01	68	2	0	00	
878647680	87080900	38.536	6372	934	029600	18	12	26	18	U-4DP	0	14	04	04	01	01	77	02	I	M	0	01	01	01	01	37	0	01	01	01	01	56	2	0	00	
888237260	87080900	38.536	6372	934	029700	19	01	13	13	U-4DP	0	14	03	01	01	01	01	02	L	1	W	16	01	01	11	67	S	01	01	01	01	61	2	0	01	
888273700	87080900	38.536	6372	934	029700	19	03	07	09	U-4DP	0	14	01	01	01	01	01	03	T	1	S	01	01	01	10	41	S	16	01	13	01	43	2	0	00	
888290980	87080900	38.536	6372	934	029700	19	03	30	15	U-4DP	0	14	03	01	01	01	01	02	I	M	E	16	01	01	03	52	S	16	01	01	01	24	2	0	00	
888303580	87080900	38.536	6372	934	029700	19	04	17	08	U-4DP	0	14	01	01	01	01	01	03	T	1	S	01	01	01	02	30	S	01	01	13	01	49	2	0	00	
888323380	87080900	38.536	6372	934	029700	19	05	16	19	U-4DP	0	14	01	01	01	01	01	02	L	1	W	03	01	01	11	72	S	01	01	01	01	38	2	0	00	
888324730	87080900	38.536	6372	934	029700	19	05	18	18	U-4DP	0	14	03	01	01	01	01	02	R	1	E	01	01	01	11	18	S	01	01	01	01	26	2	0	02	
888332930	87080900	38.536	6372	934	029700	19	05	31	12	U-4DP	0	14	01	01	01	01	01	02	I	M	S	01	01	11	15	40	E	01	01	01	01	30	2	0	00	
888334310	87080900	38.536	6372	934	029700	19	06	02	04	U-4DP	0	14	03	04	01	01	01	02	I	M	S	16	01	01	01	56	E	01	01	01	01	30	2	0	00	
892407370	87080900	38.536	6372	934	029700	19	06	19	15	U-4DP	0	14	01	01	01	01	01	02	T	1	S	01	01	01	02	21	S	01	01	13	01	42	2	0	00	
892430770Y	87080900	38.536	6372	934	029700	19	07	25	14	U-4DP	0	14	01	01	03	02	01	01	T	2	S	01	01	01	02	30	S	01	01	01	01	25	2	0	00	
892433600	87080900	38.536	6372	934	029700	19	07	30	10	U-4DP	0	14	03	01	01	01	01	02	R	1	S	20	01	03	06	29	S	20	01	03	01	33	2	0	00	
892448540	87080900	38.536	6372	934	029700	19	08	20	18	U-4DP	0	14	04	01	01	01	01	03	T	L	S	01	01	06	77	25	S	01	01	01	01	46	2	0	00	
892481610Y	87080900	38.536	6372	934	029700	19	10	09	12	U-4DP	0	14	01	01	01	01	01	03	T	2	S	16	01	01	77	38	S	17	01	13	01	63	2	0	00	
892489200	87080900	38.536	6372	934	029700	19	10	21	10	U-4DP	0	14	01	01	01	01	01	03	T	1	S	01	01	01	10	26	S	01	01	13	01	63	2	0	00	
892496500	87080900	38.536	6372	934	029700	19	10	31	17	U-4DP	0	14	04	04	01	01	01	02	I	M	S	16	01	03	77	52	S	16	01	03	01	32	2	0	00	
894781070	87080900	38.536	6372	934	029700	19	11	20	07	U-4DP	0	14	01	01	01	01	01	02	R	1	E	01	01	01	10	77	E	01	01	01	01	64	2	0	00	
894792140	87080900	38.536	6372	934	029700	19	12	05	22	U-4DP	0	14	02	04	01	01	01	02	I	M	W	01	01	01	77	22	S	01	01	01	01	37	2	0	00	
894795020	87080900	38.536	6372	934	029700	19	12	09	15	U-4DP	0	14	03	01	01	01	01	02	L	2	E	01	01	01	11	38	S	16	01	01	01	52	2	0	00	
894800900Y	87080900	38.536	6372	934	029700	19	12	17	15	U-4DP	0	14	04	01	01	01	01	01	S	2	S	77	01	06	03	35	S	01	01	01	01	29	2	0	00	
894801100	87080900	38.536	6372	934	029700	19	12	17	19	U-4DP	0	14	03	04	01	01	01	02	R	R	W	01	01	03	06	39	E	01	01	01	01	25	2	0	00	
894808540	87080900	38.536	6372	934	029700	19	12	29	18	U-4DP	0	14	04	04	01	01	01	02	S	2	0	88	88	88	00	00	S	16	01	01	01	66	2	0	00	
892402220	87080900	38.538	6372	934	029700	19	06	11	12	U-4DP	0	14	02	01	01	01	01	02	R	1	W	17	01	01	03	31	E	01	01	01	01	25	2	0	00	
875767020	87080900	38.540	6372	934	029600	18	03	05	19	U-4DP	0	14	04	04	01	01	01	03	R	1	E	01	01	03	15	32	E	01	01	03	01	35	2	0	00	
894772500	87080900	38.547	6373	934	029700	19	11	06	17	U-4DP	0	14	01	03	01	01	01	03	L	1	W	01	01	01	02	23	W	01	01	13	01	34	2	0	00	
888914750	87080900	38.550	6373	934	029700	19	09	25	09	U-4DP	0	14	01	01	01	01	01	01	L	1	S	01	03	01	01	52	S	17	01	01	01	52	2	0	00	
894769870	87080900	38.555	6373	934	029700	19	11	03	01	U-4DP	0	14	01	04	01	01	01	01	L	3	0	00	00	00	00	00	W	01	01	01	01	53	2	0	00	
878522640	87080900	38.557	6372	934	029600	18	06	17	01	U-4DP	0	14	03	04	01	01	01	02	R	2	S	01	01	01	01	15	E	01	01	01	01	37	2	0	00	
888258260	87080900	38.557	6372	934	029700	19	02	13	07	U-4DP	0	14	01	01	03	02	01	02	L	2	W	01	01	17	01	23	W	01	01	01	01	43	4	0	00	
892424380	87080900	38.557	6372	934	029700	19	07	15	21	U-4DP	0	14	03	01	01	01	01	02	L	1	S	01	01	01	02	19	S	01	01	01	01	32	2	0	00	
878621200	87080900	38.565	6374	934	029600	18	11	15	16	U-4DP	0	14	03	01	01	01	01	01	R	1	0	88	88	88	00	00	0	20	01	01	01	45	2	0	00	
878655660	87080900	38.565	6374	934	029700	19	01	11	23	U-4DP	1	14	02	04	01	01	01	03	R	L	W	03	01	01	02	48	E	01	01	77	01	71	3	0	00	

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S I E L A E P O S T	M I L A O R D E E A Y F	N E N A O R D E E D	S T R A O T A R L F E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I UT V L 1	MO AF N NC EO RL L	L IC GO HN TD IT NN GS	W EC AO TN HD ET RN S	R D U R	R OC AO DN D T R T S	DL OO TC A ST II EN	R O C D S #	A C N	V 1 D	V 1 B OT YP E	VF 1U SC P C	VM 1A E U V E	VA 1C T DI RO IN V R1	V 1A G DE R I R	V 2 D	V 2N M OD DE /S C	V 2N M B UL NO CC /	V M F MP VI RO /R	VN 2M M NR TT 1N /1	VN 2M AA CC RO	N M C T RA AG GE 2	V 2N M E L	# V E C H L E S	# K I N J U R D
878492810	87080900	38.574	7256	934	029600	18	05	02	09	U-4DP	0	14	01	01	01	01	01	03	R	1	E	01	01	01	11	33	E	01	01	77	01		39	3	0	04
892476880	87080900	38.581	7256	934	029700	19	10	03	15	U-4DP	0	14	04	01	01	01	01	01	R	1	E	01	01	06	25	57	E	01	01	01	01		37	2	0	00
878493820	87080900	38.584	7256	934	029600	18	05	03	12	U-4DP	0	14	04	01	01	01	01	03	R	3	E	01	01	01	77	87	E	01	01	01	01		56	2	0	00
878621400	87080900	38.584	7256	934	029600	18	11	15	17	U-4DP	0	18	00	02	01	01	01	03	L	1	W	01	01	01	01	24								1	0	00
888303650	87080900	38.584	7256	934	029700	19	04	17	13	U-4DP	0	14	01	01	01	01	01	03	R	2	E	01	01	01	02	55	E	08	13	01	01		45	2	0	00
878540260	87080900	38.585	7256	934	029600	18	07	14	17	U-4DP	0	14	01	01	01	01	01	03	R	1	E	01	01	13	10	65	E	02	01	13	01		36	2	0	00
894778030	87080900	38.591	6375	934	029700	19	11	13	21	U-4DP	0	09	00	04	03	02	01	01	L	S	W	01	01	03	06	45								1	0	01
875730300	Y87080900	38.593	6375	934	029600	18	01	08	08	U-4DP	0	14	04	01	01	01	01	03	T	1	N	20	01	06	25	39	N	01	01	01	01		65	2	0	00
875757240	87080900	38.593	6375	934	029600	18	02	18	16	U-4DP	0	14	04	01	01	01	01	02	R	3	N	03	01	01	25	31	N	01	01	05	01		48	2	0	00
875759950	87080900	38.593	6375	934	029600	18	02	22	18	U-4DP	0	14	03	04	01	01	01	02	R	3	N	02	01	01	25	35	N	16	01	05	01		39	2	0	00
878464870	87080900	38.593	6375	934	029600	18	03	23	18	U-4DP	0	14	04	01	01	01	01	02	R	3	N	01	01	01	25	30	N	01	01	05	01		36	2	0	00
878469310	87080900	38.593	6375	934	029600	18	03	29	21	U-4DP	0	14	05	04	01	01	01	02	L	2	N	01	01	01	25	40	N	01	01	05	01		23	2	0	00
878478280	87080900	38.593	6375	934	029600	18	04	11	20	U-4DP	0	14	04	04	01	01	01	03	S	R	N	01	01	01	02	33	E	01	01	05	01		52	2	0	00
878482600	87080900	38.593	6375	934	029600	18	04	17	15	U-4DP	0	10	00	01	01	01	77	02	L	2	N	20	01	15	01	33	*	01	77	01	77	00	59	1	0	01
878490630	87080900	38.593	6375	934	029600	18	04	28	18	U-4DP	0	14	03	01	01	01	01	02	R	2	E	01	01	01	11	28	N	01	01	01	01		33	2	0	01
878509970	87080900	38.593	6375	934	029600	18	05	28	13	U-4DP	0	14	03	01	02	01	01	02	R	L	E	01	01	03	11	40	N	01	01	01	01		59	3	0	00
878512770	87080900	38.593	6375	934	029600	18	06	01	12	U-4DP	0	14	04	01	01	01	01	03	S	1	N	01	01	06	25	00	N	03	01	01	01		36	2	0	00
878512970	87080900	38.593	6375	934	029600	18	06	02	00	U-4DP	0	14	04	04	01	01	01	02	I	M	0	88	88	88	00	00	N	08	15	05	01		32	2	0	00
878522360	87080900	38.593	6375	934	029600	18	06	16	11	U-4DP	0	14	02	01	01	01	01	02	I	M	E	01	01	06	06	52	E	01	01	01	01		27	2	0	00
878525030	87080900	38.593	6375	934	029600	18	06	20	17	U-4DP	0	14	04	01	01	01	01	02	I	M	N	01	01	01	77	66	N	01	01	01	01		48	2	0	00
878579100	87080900	38.593	6375	934	029600	18	09	13	11	U-4DP	0	14	04	01	01	01	01	03	S	1	N	02	01	05	03	76	N	16	01	05	01		55	2	0	00
878591340	87080900	38.593	6375	934	029600	18	09	25	12	U-4DP	0	14	01	01	01	01	01	02	I	M	N	01	01	05	01	55	N	01	01	05	01		30	2	0	00
878606460	87080900	38.593	6375	934	029600	18	10	26	10	U-4DP	0	14	03	01	01	01	01	02	I	M	N	16	01	03	06	40	N	01	01	01	01		36	2	0	00
878615340	87080900	38.593	6375	934	029600	18	11	07	13	U-4DP	0	14	01	01	01	01	01	03	S	3	0	88	88	88	01	00	0	01	01	01	01		38	2	0	00
878622010	87080900	38.593	6375	934	029600	18	11	16	17	U-4DP	0	14	04	04	01	01	01	03	S	R	N	03	01	05	01	31	N	03	01	05	01		35	2	0	00
878640760	87080900	38.593	6375	934	029600	18	12	15	13	U-4DP	0	14	77	01	03	02	01	02	R	3	E	01	01	14	28	38	N	01	01	01	01		36	2	0	00
888262710	87080900	38.593	6375	934	029700	19	02	20	00	U-4DP	0	14	03	04	01	01	01	02	R	1	N	16	01	01	25	70	E	01	01	05	01		26	2	0	00
888273350	87080900	38.593	6375	934	029700	19	03	06	11	U-4DP	0	14	01	01	01	01	01	03	S	1	N	03	01	01	02	39	N	01	01	13	01		35	2	0	00
888287470	87080900	38.593	6375	934	029700	19	03	26	08	U-4DP	0	14	04	01	01	01	01	03	S	2	N	01	01	01	01	49	N	01	01	01	01		59	2	0	00
888289320	87080900	38.593	6375	934	029700	19	03	28	14	U-4DP	0	14	04	01	02	02	01	02	R	1	N	01	01	03	02	55	N	01	01	01	01		39	2	0	00
888291070	87080900	38.593	6375	934	029700	19	03	30	16	U-4DP	0	14	04	01	01	01	01	03	R	2	E	01	01	05	01	44	E	01	01	05	01		35	2	0	00
888292670	87080900	38.593	6375	934	029700	19	04	01	20	U-4DP	0	14	04	04	01	01	01	02	R	1	N	01	01	05	01	23	N	01	01	05	01		35	2	0	00
888295970	87080900	38.593	6375	934	029700	19	04	06	09	U-4DP	0	14	03	01	01	01	01	02	R	2	E	01	01	01	01	48	N	01	01	01	01		48	2	0	00
888301550	87080900	38.593	6375	934	029700	19	04	14	16	U-4DP	0	14	04	01	01	01	01	02	I	M	N	01	01	05	25	29	N	16	01	05	01		37	2	0	00
888308530	87080900	38.593	6375	934	029700	19	04	24	21	U-4DP	0	14	04	04	01	01	01	03	R	1	E	01	01	05	01	30	E	01	01	05	01		34	2	0	00
888327860	87080900	38.593	6375	934	029700	19	05	23	12	U-4DP	0	14	01	01	01	01	01	03	S	1	N	01	01	01	10	53	N	01	01	05	01		67	2	0	00
892437250	87080900	38.593	6375	934	029700	19	06	30	18	U-4DP	0	14	04	01	01	01	01	02	I	M	E	16	01	05	21	39	W	01	01	05	01		32	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI S T	M I L E P O S T	N E N A O R D E E S	S T A T E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN	MO AF NC EO UT	L IC HN TD RL	W EC AO HD ET	R D U S R	R OC AO DN D T	DL OO TC A ST II	R O A C L S	A C 1 N	V 1 01 B DY	V VF 1U SC P E	VM 1A N E U	VA 1C T DI RO	V 1A G DE R	V 2 D I	V 2N M OD DE	V 2N F UL NO	VN 2M MP NR VI	VN 2M M CC TT	N M C T	V 2N M RA AG GE	# # # V H L E	# # # K L R
892418060	87080900	38.593	6375	934	029700	19	07	06	14	U-4DP	0	14	77	01	01	01	02	R	1	N	01	01	01	01	24	E	01	01	03	01		64	2	0	00
892448930Y	87080900	38.593	6375	934	029700	19	08	21	08	U-4DP	0	14	01	01	01	01	01	S	2	N	88	88	01	03	00	N	01	01	01	01		48	2	0	00
892455660	87080900	38.593	6375	934	029700	19	09	02	14	U-4DP	0	14	01	01	03	02	01	S	R	N	01	01	01	10	37	N	16	01	01	01		27	2	0	00
892458360	87080900	38.593	6375	934	029700	19	09	06	16	U-4DP	0	14	03	01	01	01	02	R	1	E	01	01	01	11	30	N	01	01	01	01		48	4	0	00
892464550	87080900	38.593	6375	934	029700	19	09	15	22	U-4DP	0	14	77	04	02	02	01	I	M	N	01	01	77	27	33	E	03	01	01	01		31	3	0	01
892465230	87080900	38.593	6375	934	029700	19	09	16	17	U-4DP	0	14	04	01	01	01	03	S	1	N	88	01	77	00	00	N	01	01	01	01		68	2	0	00
892471060	87080900	38.593	6375	934	029700	19	09	24	22	U-4DP	0	14	01	04	01	01	01	R	1	E	16	01	01	10	17	E	11	10	01	01		25	2	0	00
894784530Y	87080900	38.593	6375	934	029700	19	11	25	09	U-4DP	0	14	01	01	01	01	01	T	1	S	16	01	01	10	33	S	01	01	13	01		21	2	0	00
894785860	87080900	38.593	6375	934	029700	19	11	26	14	U-4DP	0	14	77	01	01	01	02	I	M	E	01	01	05	03	63	E	03	01	01	01		44	2	0	00
894797530	87080900	38.593	6375	934	029700	19	12	12	19	U-4DP	0	14	03	04	01	01	01	R	3	E	01	01	05	03	75	E	77	01	01	01		36	2	0	00
894809380	87080900	38.593	6375	934	029700	19	12	31	14	U-4DP	0	14	03	01	01	01	01	S	R	N	01	01	05	01	35	N	16	01	05	01		56	2	0	00
875734810	87080900	38.594	6375	934	029600	18	01	15	12	U-4DP	0	14	04	01	01	01	01	R	3	E	01	01	05	01	26	0	01	01	05	01		36	2	0	00
878558080	87080900	38.594	6375	934	029600	18	08	11	18	U-4DP	0	14	04	01	01	01	03	R	3	E	20	01	05	01	45	E	01	01	05	01		86	2	0	00
894806930	87080900	38.595	6375	934	029700	19	12	26	18	U-4DP	0	14	04	04	03	02	01	R	2	E	16	01	05	00	32	E	01	01	05	00		31	2	0	00
875748090	87080900	38.597	6375	934	029600	18	02	05	01	U-4DP	0	14	04	04	01	01	01	L	1	0	88	88	88	00	00	W	01	01	01	01		33	2	0	00
878458710	87080900	38.599	6375	934	029600	18	03	16	23	U-4DP	0	14	03	04	01	01	01	R	1	E	01	01	05	25	37	E	01	01	05	01		29	2	0	00
878626480	87080900	38.602	6375	934	029600	18	11	25	13	U-4DP	0	14	01	01	01	01	01	L	1	0	01	01	01	10	23	0	01	01	01	10		47	2	0	00
878635330	87080900	38.602	6375	934	029600	18	12	08	01	U-4DP	0	14	01	04	01	01	01	L	2	W	01	88	01	00	00	W	01	01	13	01		30	2	0	00
878575320	87080900	38.608	6375	934	029600	18	09	07	11	U-4DP	0	14	02	01	03	02	01	R	2	N	01	01	10	06	42	E	01	01	01	01		48	2	0	00
878561540	87080900	38.617	6375	934	029600	18	08	17	08	U-4DP	0	14	03	01	01	01	02	R	1	E	16	01	01	11	55	N	16	01	01	01		46	2	0	01
892415640	87080900	38.617	6375	934	029700	19	07	02	11	U-4DP	0	14	04	01	01	01	02	R	R	N	01	01	06	25	38	N	01	01	05	01		33	2	0	00
882057540	87080900	38.617	6375	934	029700	19	10	21	05	U-4DP	0	14	03	04	01	01	01	L	1	S	03	01	01	01	57	*	03	05	03	04	00	00	1	0	00
892408280	87080900	38.619	6375	934	029700	19	06	20	18	U-4UN	0	14	04	01	01	01	01	R	3	E	01	01	06	03	46	E	01	01	01	01		33	2	0	00
875740240	87080900	38.621	6376	934	029600	18	01	23	13	U-4UN	0	14	01	01	01	01	01	L	1	W	16	01	01	10	45	W	01	01	01	01		28	2	0	00
878553210	87080900	38.621	6376	934	029600	18	08	04	08	U-4UN	0	14	04	01	01	01	01	R	1	E	01	01	06	25	22	E	01	01	01	01		47	2	0	00
878480670	87080900	38.645	6376	934	029600	18	04	14	15	U-4UN	0	14	01	01	01	01	01	L	2	W	01	01	01	02	89	W	01	01	77	01		25	3	0	01
878524240	87080900	38.647	6376	934	029600	18	06	19	16	U-4UN	0	14	03	01	01	01	02	R	1	N	01	01	03	03	32	E	01	01	01	01		69	2	0	01
888286110	87080900	38.647	6376	934	029700	19	03	23	16	U-4UN	0	14	03	01	01	01	02	R	2	N	16	01	01	03	53	E	01	01	01	01		45	3	0	00
894785950	87080900	38.647	6376	934	029700	19	11	26	20	U-4UN	0	14	77	04	01	01	02	R	L	E	16	01	03	01	42	E	01	01	01	01		20	2	0	00
875734260	87080900	38.650	6376	934	029600	18	01	14	13	U-4UN	0	14	01	01	01	01	01	L	1	W	01	01	01	10	55	W	01	01	01	01		56	2	0	00
878549980	87080900	38.650	6376	934	029600	18	07	30	07	U-4UN	0	14	01	01	01	01	01	L	1	W	01	01	01	02	45	W	01	01	01	01		46	2	0	00
892426050	87080900	38.654	6377	934	029700	19	07	18	13	U-4UN	0	14	01	01	01	01	01	R	1	W	16	01	01	01	50	W	01	01	01	01		71	2	0	00
878591590	87080900	38.655	6377	934	029600	18	10	02	08	U-4UN	0	14	03	01	01	02	01	R	1	E	88	88	03	06	00	E	01	01	01	01		31	2	0	00
878618140	87080900	38.657	6377	934	029600	18	11	11	15	U-4UN	0	14	04	01	01	01	03	R	1	W	17	01	03	06	72	E	02	01	01	01		67	2	0	00
878531620	87080900	38.658	6377	934	029600	18	06	30	18	U-4UN	0	14	03	01	01	01	03	R	1	N	16	01	03	25	27	E	16	01	01	01		68	2	0	01
888311440	87080900	38.658	6377	934	029700	19	04	30	00	U-4UN	0	14	04	04	01	01	01	L	S	W	01	01	01	15	52	W	01	01	01	01		27	2	0	01
888264360	87080900	38.659	6377	934	029700	19	02	14	10	U-4UN	0	14	04	01	01	01	01	R	1	E	01	01	03	25	58	E	01	01	01	01		22	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI O T	M I L E P O S T	N EN AO RD EE S T	S TR AO TA ED	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I N V L	MO AF NC HN EO TD RL IT NN RN 1	L IC GO TN HD ET L NN GS	W EC AO U R S	R D OC AO N T S	DL OO TC DN A ST II EN	R O A C D L S	A C N R	V 1 DY P E C	V 1 1U 1A SC E UT RO IN V R1	VF VM VA 1C 1A DE R V	V 2 D I R	V 2N 2M OD DE /S /R	V 2N 2M B F CC UL NO /1	VN VN 2M MP NR VI 1N	M 2N M AA CC TT	N V M 2N C RA AG GE 2 E	# # # V E L S	K I N L U R D
888276630	87080900	38.659	6377	934	029700	19	03	11	05	U-4UN	0	14	03	04	01	01	01	02	L	1	S	88	88	88	03	39	W	01	01	01	01		48	2	0	00
888331020	87080900	38.659	6377	934	029700	19	05	28	19	U-4UN	0	14	03	04	01	01	01	02	R	1	E	01	01	03	06	55	E	01	01	01	01		52	2	0	00
892409520	87080900	38.659	6377	934	029700	19	06	22	13	U-4UN	0	14	01	01	01	01	88	02	L	1	W	01	01	01	02	41	W	03	01	01	01		43	2	0	00
892421350	87080900	38.659	6377	934	029700	19	07	11	10	U-4UN	0	14	03	01	01	01	01	02	R	1	E	16	01	06	25	22	E	01	01	01	01		26	2	0	00
875760010	87080900	38.660	6377	934	029600	18	02	22	19	U-4UN	0	14	03	03	01	01	01	01	M	T	N	16	01	03	06	30	E	01	01	01	01		22	2	0	00
878499240	87080900	38.660	6377	934	029600	18	05	11	21	U-4UN	0	14	01	04	01	01	01	03	L	1	W	01	01	01	10	53	W	01	01	13	01		41	2	0	00
888288650	87080900	38.660	6377	934	029700	19	03	27	16	U-4UN	0	14	03	01	01	01	01	03	L	1	W	01	01	05	01	47	W	20	01	01	01		61	2	0	00
878497510	87080900	38.668	6377	934	029600	18	05	09	16	U-4UN	0	14	01	01	01	01	01	03	L	2	W	01	01	01	02	51	W	16	01	13	01		65	2	0	00
876644910	87080900	38.668	6376	934	029700	19	01	09	02	U-4UN	0	24	77	04	01	01	01	03	S	S	S	01	01	03	02	29								1	0	01
875772060	87080900	38.688	6378	934	029600	18	02	20	16	U-4UN	0	14	01	01	01	01	01	03	R	2	W	01	01	01	15	38	W	01	01	01	01		31	2	0	00
892449780	87080900	38.688	6378	934	029700	19	08	24	12	U-4UN	0	14	01	01	03	02	01	01	R	1	E	16	01	01	01	18	E	16	01	01	01		53	2	0	00
888272400	87080900	38.690	6378	934	029700	19	03	05	12	U-4UN	0	14	04	01	01	01	01	03	L	1	W	19	00	16	15	46	W	01	01	01	01		33	2	0	00
878502000	87080900	38.692	6378	934	029600	18	05	15	21	U-4UN	0	14	04	04	03	02	01	03	L	1	W	01	01	01	06	37	W	01	01	01	01		21	2	0	00
888253310	87080900	38.695	6378	934	029700	19	02	06	09	U-4UN	0	10	00	01	01	01	01	01	R	3	E	20	01	01	77	53	*	03	07	03	77	00	00	1	0	01
878647460	Y87080900	38.697	6378	934	029600	18	12	26	10	U-4UN	0	14	04	01	01	01	01	03	S	1	N	01	01	77	77	64	N	16	01	06			00	2	0	00
878540190	87080900	38.701	6378	934	029600	18	07	14	17	U-4UN	0	24	00	01	01	01	01	03	R	S	E	01	01	01	01	51								1	0	00
878572230	87080900	38.703	6378	934	029600	18	09	01	23	U-4UN	0	14	03	04	03	02	01	03	R	L	E	01	01	01	02	27	E	01	01	01	01		30	2	0	01
878621680	87080900	38.703	6378	934	029600	18	11	16	10	U-4UN	0	14	03	01	01	01	01	03	R	1	E	01	01	06	25	82	E	16	01	01	01		71	2	0	00
888259030	87080900	38.703	6378	934	029700	19	02	10	19	U-4UN	0	14	04	04	01	01	01	01	R	1	E	01	01	01	01	54	E	01	01	01	01		28	2	0	00
878518140	87080900	38.717	6379	934	029600	18	06	09	14	U-4UN	0	14	03	01	03	02	01	03	R	1	E	16	01	03	06	57	E	17	01	01	01		36	2	0	00
894788090	87080900	38.717	6379	934	029700	19	11	30	19	U-4UN	0	14	01	04	01	01	01	03	L	2	W	01	01	01	02	35	W	01	01	13	01		35	2	0	00
878478310	87080900	38.718	6379	934	029600	18	04	11	19	U-4UN	0	14	03	02	01	01	01	02	R	2	S	16	01	01	03	40	E	16	01	01	01		26	2	0	00
878481170	87080900	38.718	6379	934	029600	18	04	15	12	U-4UN	0	14	77	01	01	01	01	02	R	1	E	01	01	03	06	30	E	01	01	01	01		24	2	0	00
878512930	87080900	38.718	6379	934	029600	18	06	01	21	U-4UN	0	14	04	04	01	01	01	02	R	1	E	01	01	03	02	19	E	16	01	01	01		37	2	0	00
888319900	87080900	38.718	6379	934	029700	19	05	11	20	U-4UN	0	14	03	04	01	01	01	02	R	1	0	88	88	88	00	00	E	16	01	01	01		33	2	0	01
888327310	87080900	38.718	6379	934	029700	19	05	22	18	U-4UN	0	14	77	01	01	01	01	02	R	1	E	16	01	01	01	21	E	01	01	03	01		20	2	0	00
892411930	87080900	38.718	6379	934	029700	19	06	26	11	U-4UN	0	14	03	01	01	01	01	02	R	2	E	01	01	03	25	77	E	02	01	01	01		54	2	0	00
894769670	87080900	38.718	6379	934	029700	19	10	26	19	U-4UN	0	14	04	03	01	01	01	01	L	1	E	02	01	03	06	58	E	01	01	01	01		29	2	0	00
894792790	87080900	38.718	6379	934	029700	19	11	27	18	U-4UN	0	14	03	04	01	01	01	02	R	L	E	01	01	01	00	34	E	16	01	03	00		49	2	0	00
888334040	87080900	38.721	6378	934	029700	19	06	01	19	U-4UN	0	14	03	03	01	01	01	02	R	1	N	16	01	01	03	38	E	01	01	01	01		42	2	0	06
892428960	87080900	38.723	6378	934	029700	19	07	22	21	U-4UN	0	14	01	04	01	01	01	03	R	L	0	88	88	88	00	00	E	01	00	03	01		25	5	0	00
878497830	87080900	38.727	6379	934	029600	18	05	09	22	U-4UN	0	14	05	04	01	01	01	03	L	S	W	02	01	01	26	58	O	01	01	08			00	3	0	00
878499820	87080900	38.737	6380	934	029600	18	05	13	01	U-4UN	0	15	00	04	01	01	01	03	L	S	W	01	01	01	26	38	O	01	01	08			00	2	0	00
892472080	87080900	38.755	6380	934	029700	19	09	26	14	U-4UN	0	11	00	01	01	01	01	03	S	C	N	01	01	01	01	54	*	03	08	04	12	00	03	1	0	01
894801000	87080900	38.764	6380	934	029700	19	12	17	18	U-4UN	0	14	01	04	01	01	01	03	L	2	W	02	01	01	02	25	W	16	01	14	01		73	2	0	00
888270580	87080900	38.768	6380	934	029700	19	03	03	03	U-4UN	0	18	00	04	01	01	01	03	L	1	W	01	01	01	01	21								1	0	00
878468970	87080900	38.774	6380	934	029600	18	03	29	16	U-4UN	0	14	04	01	01	01	01	01	R	2	E	16	01	06	25	53	E	01	01	01	01		53	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI S T	M I L E P O S T	N E N A O R D E E S	S T R A T A	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I V	MO AF NC EO UT RL 1	L IC HN TD IT L GS	W EC AO TN HD ET S U R S	R D	R OC AO DN T N S	DL OO TC A ST II EN	R O C D L I S #	A C N R	V 1 DY P E	V 1 1U 1A E	VF 1U N SC P C	VM 1A N E U V	VA 1C T DI RO IN V R1	V 1A G DE R I R	V 2 M OD DE /S C	V 2N 2N M UL NO CC /	V 2M 2M F MP VI TT /R	VN VN M NR RO 1N /1	N M AA CC	V 2N M RA AG GE E	# # # V E L S	K I N J U R D
878608890	87080900	38.779	6380	934	029600	18	10	16	15	U-4UN	0	14	03	01	01	01	01	02	R	1	E	16	01	10	77	34	*	01	07	07	01	00	44	4	0	03
888237050	87080900	38.783	6380	934	029700	19	01	13	02	U-4UN	0	14	01	04	03	02	01	03	R	3	0	88	88	01	00	00	E	01	01	01	01		29	2	0	00
888306170	87080900	38.788	6381	934	029700	19	04	21	09	U-4UN	0	14	05	01	01	01	01	01	L	1	0	88	88	88		00	W	01	01	01	01		68	2	0	00
878529170	87080900	38.792	6381	934	029600	18	06	26	19	U-4UN	0	14	02	02	01	01	01	03	R	1	E	01	01	01	01	33	E	01	01	15	01		37	2	0	00
878630490	87080900	38.792	6381	934	029600	18	12	01	17	U-4UN	0	14	01	01	01	01	01	03	R	1	E	01	01	01	10	17	E	03	01	01	01		51	2	0	00
878656510	87080900	38.792	6381	934	029700	19	01	12	14	U-4UN	0	14	04	01	01	01	01	03	R	2	E	01	01	06	15	73	E	02	01	01	01		40	2	0	00
888241050	87080900	38.800	6381	934	029700	19	01	19	10	U-4UN	0	14	04	01	01	01	01	03	R	3	E	88	88	88	01	30	E	01	01	01	01		32	2	0	00
888269160	87080900	38.802	6381	934	029700	19	02	28	21	U-4UN	0	10	00	04	01	01	01	03	R	1	E	01	01	01		00	*	01	77	01	01	00	20	1	0	01
888291010	87080900	38.803	6381	934	029700	19	03	30	15	U-4UN	0	14	01	01	01	01	01	02	L	1	W	01	01	01	01	56	W	01	01	01	01		59	2	0	01
878520210	87080900	38.805	6381	934	029600	18	06	13	13	U-4UN	0	15	00	01	01	01	01	01	R	P	E	01	01	01	02	42	E	01	01	08			00	2	0	01
892486600	87080900	38.812	6381	934	029700	19	10	16	18	U-4UN	0	14	01	01	01	01	01	01	L	2	W	01	01	10	10	35	W	03	01	01	01		36	2	0	00
878462490	87080900	38.817	6381	934	029600	18	03	20	16	U-4UN	0	14	03	01	01	01	01	03	R	1	E	01	01	06	01	52	E	16	01	01	01		41	2	0	00
892448760	87080900	38.817	6381	934	029700	19	08	22	22	U-4UN	0	14	04	04	01	01	01	03	R	2	E	11	01	11	15	28	E	01	01	03	01		20	2	0	01
878486570	87080900	38.818	6381	934	029600	18	04	23	12	U-4UN	0	14	03	01	01	01	01	01	R	2	E	16	01	01	01	68	E	01	01	01	01		38	2	0	00
888302850	87080900	38.818	6381	934	029700	19	04	16	13	U-4UN	0	14	01	01	01	01	01	03	R	1	W	01	01	10	06	25	E	01	01	01	01		26	2	0	00
875760240	87080900	38.820	6381	934	029600	18	02	23	11	U-4UN	0	14	04	01	01	01	01	02	R	1	E	03	01	03	06	55	E	19	01	01	01		34	2	0	00
875760650	87080900	38.820	6381	934	029600	18	02	23	18	U-4UN	0	14	03	04	01	01	01	02	R	2	N	01	01	01	03	36	E	01	01	01	01		43	2	0	00
878485190	87080900	38.820	6381	934	029600	18	04	20	19	U-4UN	0	14	05	04	01	01	01	02	L	1	S	01	01	03	01	22	W	01	01	01	01		35	2	0	00
878504970	87080900	38.820	6381	934	029600	18	05	19	21	U-4UN	0	14	03	04	03	02	01	02	R	1	E	01	01	03	06	18	E	01	01	01	01		28	2	0	00
878527130	87080900	38.820	6381	934	029600	18	06	23	18	U-4UN	0	14	04	01	01	02	01	02	L	1	E	01	01	10	02	27	E	01	01	01	01		32	2	0	01
878562800	87080900	38.820	6381	934	029600	18	08	19	03	U-4UN	0	14	02	04	01	01	01	02	R	L	E	01	01	01	15	21	E	01	01	03	01		31	2	0	00
878569210	87080900	38.820	6381	934	029600	18	08	28	15	U-4UN	0	14	03	01	01	01	01	02	R	1	E	77	01	77	01	32	N	01	01	01	01		44	2	0	01
878571420	87080900	38.820	6381	934	029600	18	08	31	19	U-4UN	0	14	04	01	01	01	01	03	T	1	S	01	01	01	01	42	S	01	01	01	01		20	2	0	00
878614880	87080900	38.820	6381	934	029600	18	11	06	20	U-4UN	0	14	01	04	01	01	01	02	L	2	W	01	01	01	02	30	W	01	01	14	01		20	2	0	00
878636390	87080900	38.820	6381	934	029600	18	12	09	15	U-4UN	0	14	01	01	01	01	01	02	R	1	E	01	01	01	02	41	E	03	01	01	01		66	2	0	00
878653810	87080900	38.820	6381	934	029700	19	01	08	07	U-4UN	0	14	77	01	01	01	01	02	L	1	S	01	01	01	03	62	W	01	01	01	01		67	2	0	00
888294780	87080900	38.820	6381	934	029700	19	04	04	18	U-4UN	0	14	03	01	02	01	01	02	T	1	S	03	01	01	03	30	W	03	01	01	01		59	2	0	00
888775450	87080900	38.820	6381	934	029700	19	05	20	12	U-4UN	0	14	02	01	01	01	01	02	R	1	E	01	01	01	01	51	E	03	01	03	01		55	2	0	00
888334580	87080900	38.820	6381	934	029700	19	06	02	16	U-4UN	0	14	03	01	01	01	01	02	L	1	W	16	01	10	77	16	W	01	01	01	01		35	2	0	02
892448430	87080900	38.820	6381	934	029700	19	08	22	15	U-4UN	0	14	03	01	01	01	01	02	L	1	E	01	01	03	06	46	E	03	01	01	01		48	2	0	00
892475350	87080900	38.820	6381	934	029700	19	10	01	12	U-4UN	0	14	02	01	01	01	01	02	L	1	S	01	01	03	01	28	W	01	01	01	01		38	2	0	00
892480320	87080900	38.820	6381	934	029700	19	10	08	10	U-4UN	0	14	77	01	03	02	01	02	I	M	S	01	01	03	03	36	W	01	01	01	01		65	2	0	00
894790400	87080900	38.820	6381	934	029700	19	12	03	19	U-4UN	0	14	03	04	01	01	01	02	R	1	N	01	01	01	00	37	E	03	01	01	01		37	2	0	00
878631000	87080900	38.821	6381	934	029600	18	12	02	14	U-4UN	0	10	00	01	01	01	01	03	R	2	E	01	01	03	01	31	*	01	05	01	03	00	61	1	0	01
878563660	87080900	38.826	6381	934	029600	18	08	19	22	U-4UN	0	18	00	01	01	01	88	03	L	S	0	88	88	88	00	00								1	0	00
878551030	87080900	38.829	6381	934	029600	18	07	31	19	U-4UN	0	14	03	02	01	01	01	03	R	2	E	16	01	01	02	49	E	01	01	01	01		26	2	0	00
878520500	87080900	38.839	6381	934	029600	18	06	13	19	U-4UN	0	14	77	01	01	01	01	03	L	1	E	01	01	03	01	25	E	01	01	01	01		25	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI S T	M I L E P O S T	N E N A O R D E E S	S T A T E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN	MO AF NC EO UT	L IC HN TD RL	W EC AO HD IT	R D TN U ET R	R OC AO DN T	DL OO TC A ST II	R O A D L I N E	A C D S	V 1	V 1	VF 1U N SC P	VM 1A N E U	VA 1C T DI RO IN V	1A G DE R I	V 2	V 2N M OD DE /S C	V 2N M F UL CC /	V M M MP NR VI /R	VN 2M AA CC TT /1	VN 2M M	N M 2	V 2N M E	# A D RA AG GE E	# V E L C R S	# K I N J U R D
888264930	87080900	38.840	6381	934	029700	19	02	08	19	U-4UN	0	14	03	04	01	01	01	01	L	1	S	08	14	03	03	66	E	01	01	01	01		32	2	0	00
875753560	87080900	38.842	6381	934	029600	18	01	23	10	U-4UN	0	14	01	01	01	01	01	03	L	1	W	01	01	01	10	18	W	01	01	13	01		64	3	0	01
894771130	87080900	38.842	6381	934	029700	19	11	04	16	U-4UN	0	14	04	01	01	01	01	01	R	1	E	02	01	06	15	32	E	03	01	01	01		44	2	0	00
875757330	87080900	38.845	6381	934	029600	18	02	18	20	U-4UN	0	10	00	04	01	01	01	02	R	1	E	01	01	01	01	65	*	01	02	01	01	00	62	1	1	00
875760120Y	87080900	38.845	6381	934	029600	18	02	23	00	U-4UN	0	37	00	04	01	01	01	03	S	S	0	16	88	88	00	00	W	01	01	08			00	2	0	00
876412430	87080900	38.845	6381	934	029600	18	07	25	00	U-4UN	0	14	03	04	01	01	01	02	R	1	N	01	01	01	02	27	E	01	01	01	01		37	2	0	02
888265120	87080900	38.845	6381	934	029700	19	02	23	01	U-4UN	0	14	04	04	01	01	01	02	R	L	0	88	88	88	00	00	E	01	01	03	01		26	2	0	00
878537770	87080900	38.862	6382	934	029600	18	07	10	18	U-4UN	0	14	01	01	03	02	01	03	R	1	E	01	01	01	77	28	E	01	01	01	77		34	2	0	00
878628050	87080900	38.870	6382	934	029600	18	11	27	12	U-4UN	0	14	77	01	01	01	01	02	L	1	S	01	01	01	03	82	W	01	01	01	01		23	2	0	00
888285380	87080900	38.870	6382	934	029700	19	03	22	16	U-4UN	0	14	04	01	01	01	01	02	R	1	E	01	01	06	02	46	E	01	01	01	01		26	2	0	00
892456880	87080900	38.870	6382	934	029700	19	09	04	20	U-4UN	0	14	04	04	01	01	01	01	R	1	E	88	88	88	00	00	E	01	01	01	01		56	2	0	00
892477740	87080900	38.870	6382	934	029700	19	10	04	16	U-4UN	0	14	03	01	01	01	01	02	R	3	S	01	01	01	02	32	E	01	01	01	01		65	2	0	01
892474210	87080900	38.879	6382	934	029700	19	09	29	19	U-4UN	0	14	01	04	01	01	01	02	L	1	W	01	01	01	10	51	W	01	01	01	01		32	2	0	00
894782560	87080900	38.879	6382	934	029700	19	11	21	09	U-4UN	0	14	04	01	01	01	01	01	R	1	E	88	88	88	00	00	E	01	01	01	01		22	2	0	00
892411080	87080900	38.895	6382	934	029700	19	06	25	21	U-4UN	0	14	04	04	01	01	01	02	R	1	E	88	88	88	25	00	E	01	01	01	01		63	2	0	00
892455250	87080900	38.901	6383	934	029700	19	09	01	15	U-4UN	0	14	04	01	03	02	01	01	R	2	E	03	01	77	77	67	E	08	13	01	01		48	2	0	00
878602420	87080900	38.906	6383	934	029600	18	10	21	19	U-4UN	0	14	01	01	01	01	01	03	R	1	E	03	01	06	25	78	E	16	01	01	01		60	2	0	00
888242840	87080900	38.909	6383	934	029700	19	01	22	12	U-4UN	0	14	77	01	01	01	01	03	R	1	E	01	01	01	01	56	E	01	01	01	01		24	2	0	00
878635950	87080900	38.915	6383	934	029600	18	12	08	16	U-4UN	0	14	01	01	01	01	01	03	R	2	E	16	01	01	02	27	E	16	01	13	01		29	2	0	00
878466280	87080900	38.918	6383	934	029600	18	03	26	00	U-4UN	0	14	03	04	01	01	01	02	R	1	E	01	01	03	15	25	E	01	01	01	01		35	2	0	00
878516400	87080900	38.918	6383	934	029600	18	06	06	22	U-4UN	0	14	03	04	01	01	01	02	L	2	E	01	10	03	06	45	W	16	10	01	01		19	2	0	01
878578280	87080900	38.918	6383	934	029600	18	09	11	20	U-4UN	0	14	01	04	01	01	01	02	L	1	W	16	01	01	77	34	W	01	01	03	01		48	2	0	00
878592150	87080900	38.918	6383	934	029600	18	10	03	08	U-4UN	0	14	01	01	03	02	01	02	R	1	N	88	88	88	00	00	W	01	01	01	01		36	2	0	00
875765200	87080900	38.919	6383	934	029600	18	03	02	19	U-4UN	0	14	04	04	01	01	01	03	R	1	E	16	01	11	01	26	E	16	01	01	01		73	2	0	00
875753650	87080900	38.934	6384	934	029600	18	02	13	14	U-4UN	0	15	00	01	01	01	01	03	S	1	N	19	01	01	77	27	O	19	01	08			00	2	0	00
888323410	87080900	38.934	6384	934	029700	19	05	16	20	U-4UN	0	14	77	04	01	01	01	02	L	2	S	01	01	03	13	42	W	08	01	01	01		33	2	0	00
888782990Y	87080900	38.934	6384	934	029700	19	05	22	14	U-4UN	0	01	01	01	01	01	01	03	T	S	0	00	00	00	77	00	N	01	01	08			00	2	0	00
892411870	87080900	38.934	6384	934	029700	19	06	21	15	U-4UN	0	14	77	01	01	01	01	02	L	1	S	16	01	01	13	43	W	01	01	01	01		71	2	0	00
892422080Y	87080900	38.934	6384	934	029700	19	07	12	15	U-4UN	0	10	00	01	01	01	01	01	T	S	W	01	01	01	26	33	*	01	08	05	01	00	61	1	0	01
894800580Y	87080900	38.934	6384	934	029700	19	12	17	09	U-4UN	0	14	03	01	01	01	01	01	S	1	S	02	01	17	03	77	E	01	01	01	01		67	2	0	00
878481290	87080900	38.935	6384	934	029600	18	04	15	21	U-4UN	0	14	01	04	03	02	11	03	L	1	W	01	01	01	10	39	W	01	01	01	01		39	2	0	00
888309540	87080900	38.938	6384	934	029700	19	04	26	13	U-4UN	0	14	03	01	01	01	01	01	R	1	W	01	01	01	02	37	E	01	01	01	01		22	2	0	00
878533830	87080900	38.939	6384	934	029600	18	07	03	22	U-4UN	0	14	04	04	03	02	01	03	R	1	E	01	01	06	77	29	E	01	01	01	01		24	2	0	00
894792980	87080900	38.949	6384	934	029700	19	12	03	18	U-4UN	0	14	04	01	01	01	01	03	R	2	E	01	01	01	06	25	69	E	02	01	01	01		42	2	0	00
888303810	87080900	38.958	6385	934	029700	19	04	17	19	U-4UN	0	14	01	01	01	01	01	03	R	1	E	01	01	01	02	20	E	16	01	13	01		38	2	0	00
878464160	87080900	38.968	6385	934	029600	18	03	22	12	U-4UN	0	14	04	01	01	01	01	03	R	1	E	01	01	06	01	55	E	17	01	01	01		33	2	0	01
878471620	87080900	38.968	6385	934	029600	18	04	02	20	U-4UN	0	14	01	04	01	01	01	03	R	3	E	01	01	14	02	25	E	01	01	13	01		35	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N S E T T Y	S E C T	M I L E P O T	N E N A O R E E S T	S T R A T A D E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN 1	MO AF NC EO UT RL	L IC GO HN TD IT	W EC AO TN HD ET	R D U R	R OC AO DN D T	DL OO TC A ST N	R O C L	A C 1 I	V 1 OT DY	VF 1U SC P E	VM 1A E U	VA 1C T RO DI IN	V 1A G DE R I	V 2 M OD R	V 2N 2N M UL NO	VN 2M F MP VI	VN 2M M AA TT	N M A T	V 2N M RA AG GE	# # # V K I E I L L E S
878623830	87080900	38.968	6385	934	029600	18	11	20	10	U-4UN	0	10	00	01	01	01	03	R	1	E	03	01	01	77	37	*	01	01	01	77	00	77	1	0	01
888318810	87080900	38.968	6385	934	029700	19	01	10	13	U-4UN	1	15	00	01	01	01	03	L	2	W	02	01	01	02	47	W	01	01	08			00	2	0	00
875750240	87080900	38.976	6385	934	029600	18	02	08	05	U-4UN	0	14	04	04	01	01	03	R	R	E	03	01	01	02	22	E	03	01	01	01		59	2	0	03
878496310	87080900	38.976	6385	934	029600	18	05	07	19	U-4UN	0	14	03	06	01	01	01	L	1	W	01	01	01	02	28	W	01	01	01	01		42	2	0	00
875726980	87080900	38.977	6385	934	029600	18	01	02	10	U-4UN	0	14	02	01	03	02	01	R	2	W	08	13	03	03	75	E	01	01	01	01		45	3	0	00
873216990	87080900	38.977	6385	934	029600	18	01	22	21	U-4UN	0	14	03	04	01	01	01	R	2	N	01	01	01	02	20	E	01	01	01	01		34	3	0	00
878650350	87080900	38.977	6385	934	029700	19	01	01	04	U-4UN	0	14	04	04	01	01	01	R	2	E	01	01	05	00	00	E	01	01	01	01		26	2	0	00
888313810	87080900	38.977	6385	934	029700	19	05	03	08	U-4UN	0	14	01	01	01	01	01	S	1	N	88	88	88	02	00	N	01	01	05	01		31	2	0	00
888329310	87080900	38.977	6385	934	029700	19	05	25	16	U-4UN	0	14	03	01	01	01	02	L	1	0	88	88	88	00	00	W	01	01	01	01		50	2	0	00
888330550Y	87080900	38.977	6385	934	029700	19	05	28	07	U-4UN	0	14	77	01	01	01	01	S	2	S	19	01	04	04	20	N	01	01	13	01		81	2	0	00
892422280	87080900	38.977	6385	934	029700	19	07	13	00	U-4UN	0	14	01	04	01	01	01	S	1	0	88	88	88	00	00	N	01	01	01	01		61	2	0	00
892428120	87080900	38.977	6385	934	029700	19	07	21	17	U-4UN	0	14	01	01	01	01	02	R	2	E	03	01	01	77	00	E	01	01	01	01		37	2	0	01
892436140	87080900	38.977	6385	934	029700	19	08	03	05	U-4UN	0	10	00	03	01	01	01	L	1	0	88	88	88		00	*	01	77	77	01	00	31	1	0	01
892458220	87080900	38.977	6385	934	029700	19	09	06	15	U-4UN	0	14	77	01	01	01	01	R	1	N	01	01	11	25	40	N	16	01	01	01		64	2	0	00
894782310	87080900	38.977	6385	934	029700	19	11	21	17	U-4UN	0	10	00	04	01	01	01	I	M	N	03	01	03	01	24	*	01	01	01	01	00	62	1	0	01
894799620	87080900	38.977	6385	934	029700	19	12	15	23	U-4UN	0	14	01	04	01	01	01	S	1	N	03	01	01	01	74	N	01	01	13	02		33	2	0	00
894800620	87080900	38.977	6385	934	029700	19	12	17	06	U-4UN	0	14	04	04	01	01	01	L	2	0	88	88	88	15	00	W	08	13	03	01		48	2	0	00
892452840	87080900	38.980	6385	934	029700	19	08	29	08	U-4UN	0	14	01	01	01	01	01	R	2	E	01	01	01	77	28	E	01	01	01	77		40	2	0	00
878584860	87080900	38.985	6385	934	029600	18	09	21	16	U-4UN	0	14	01	01	01	01	03	L	2	W	02	16	01	01	53	W	01	01	01	01		18	2	0	00
878512710	87080900	38.986	6385	934	029600	18	06	01	13	U-4UN	1	14	03	01	01	01	03	R	2	N	01	01	05	02	72	E	77	01	01	01		73	3	0	01
878461810	87080900	38.991	6385	934	029600	18	03	20	09	U-4UN	0	15	00	01	01	01	01	L	P	W	01	01	01	00	00	W	01	01	08			00	2	0	00
875755430	87080900	38.996	6386	934	029600	18	02	15	15	U-4UN	0	15	00	01	01	01	01	R	S	E	01	01	01	02	63	E	08	01	08			00	2	0	00
878467900	87080900	38.996	6386	934	029600	18	03	28	03	U-4UN	0	14	01	04	01	01	01	R	1	E	01	01	01	77	41	E	01	01	01	01		60	2	0	00
888275900	87080900	38.997	6386	934	029700	19	03	10	00	U-4UN	0	14	01	04	03	02	01	03	R	3	0	01	01	01	01	31	E	01	01	01	01		27	2	0	00
875746190	87080900	39.006	6386	934	029600	18	02	01	18	U-4UN	0	14	03	02	01	01	01	03	R	L	E	01	01	01	77	32	E	01	01	01	77		30	2	0	00
878581510	87080900	39.006	6386	934	029600	18	09	17	10	U-4UN	0	15	00	01	01	01	01	04	R	3	O	20	01	08	77	41	E	20	01	01	01		60	2	0	00
878649780	87080900	39.006	6386	934	029600	18	12	31	09	U-4UN	0	14	03	01	01	01	01	03	L	3	S	01	01	05	01	31	W	01	01	01	01		40	2	0	00
878605140	87080900	39.008	6386	934	029600	18	10	24	13	U-4UN	0	10	00	01	01	01	01	03	T	1	E	01	01	03	06	57	*	03	77	03	01	00	53	1	0	01
888301630	87080900	39.008	6386	934	029700	19	04	14	17	U-4UN	0	14	03	01	01	01	01	02	R	1	E	01	01	03	25	29	E	01	01	01	01		40	2	0	00
892455460	87080900	39.008	6386	934	029700	19	09	01	23	U-4UN	0	15	00	04	01	01	01	02	L	S	S	01	01	01	77	18	S	19	01	00			00	2	0	00
894773410Y	87080900	39.008	6386	934	029700	19	11	07	22	U-4UN	0	14	01	04	01	01	01	01	T	2	N	01	01	01	10	31	N	01	01	01	01		31	2	0	00
894790220	87080900	39.008	6386	934	029700	19	12	03	17	U-4UN	0	14	77	01	01	01	01	02	R	1	W	01	01	03	02	59	E	01	01	01	01		24	2	0	02
894780270	87080900	39.009	6386	934	029700	19	01	18	14	U-4UN	0	14	04	01	01	01	01	01	R	1	E	01	01	01	01	46	E	03	01	01	01		53	2	0	01
878559990	87080900	39.010	6386	934	029600	18	08	14	16	U-4UN	0	14	02	01	01	01	01	01	L	1	E	01	01	03	01	27	N	01	01	03	01		33	2	0	00
875736180	87080900	39.029	6386	934	029600	18	01	17	13	U-4UN	0	15	00	01	01	01	01	03	R	S	E	16	01	01	02	36	E	02	01	08	01		46	2	0	00
892402130	87080900	39.029	6386	934	029700	19	06	11	11	U-4UN	0	14	03	01	01	01	01	01	R	1	E	01	01	06	25	41	E	20	01	01	01		65	2	0	00
888252080	87080900	39.033	6386	934	029700	19	02	04	15	U-4UN	0	14	03	01	01	01	01	02	L	1	S	01	01	01	03	31	W	03	01	01	01		41	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R A S H	N U M B E R	ROADWY SYS ID	M I L E P O S T	N E A R B Y	S T A T E D	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE SG	A L C	H AE RV ME FN	AF NC EO UT	L IC HN TD RL	W EC TN HD IT	R D S U R	R OC DN TO D	DL OO A ST II	R O D L	A TC A I	C S E	V 1 08	V 1 03	VF 1U 1A	VM 1A N	VA 1C E	V 1A 2	V 2N 2N	V M M	VN 2M 2M	VN M M	N V M 2N	#	#	#
878599410	87080900	39.035	6386	934	029600	18	10	10	15	U-4UN	0	15	00	01	01	01	01	04	R	S	E	08	01	01		00							1	0	00
894792010	87080900	39.037	6386	934	029700	19	12	05	18	U-4UN	0	14	03	04	01	01	01	01	L	1	E	03	01	10	06	56	W	01	01	01	01		40	2	0	00
894795860	87080900	39.078	6386	934	029700	19	12	10	16	U-4UN	0	39	00	01	01	01	77	01	R	S	E	01	01	77	01	59								1	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2018 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2018	1	1	0	123	194	339	463	1	194	43	50
2019	2	2	0	116	193	382	500	2	193	57	63
TOTAL	3	3	0	239	387	721	963	3	387	100	113

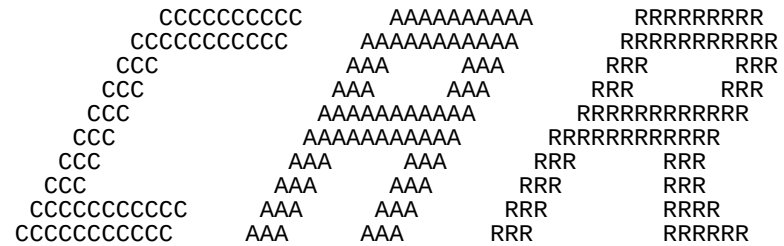
N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.

*** REPORT TOTALS ***

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2018	1	1	0	123	194	339	463	1	194	43	50
2019	2	2	0	116	193	382	500	2	193	57	63
TOTAL	3	3	0	239	387	721	963	3	387	100	113

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.



C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.

```
I/O NAME: ..............  CARI122
PROGRAM ID: ............  CARPJ122
REPORT NUMBER: .........  01
RUN CLASS: .............  A
MESSAGE CLASS: .........  Q
PRINTER DEST: ..........  LOCAL
# COPIES: ..............  01
ACCOUNT #: .............  5565945
SUBMIT W/HOLD? .........  N
USERID: ................  KNCHPCK
DETAIL SORT ORDER: .....  1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ........  Y
PRINT INTERSECTIONS? ...  N
SUMMARY FORMAT: ........  2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
 MAX # OF BREAKS: ......  06
 CRASH RATE CATEGORY: ...
 AVERAGE DAILY TRAFFIC:..
 # OF LEGS: ............
```

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S T U T B I O T	M I L E P O S T	N E A R O A D S T R E E T	S T A T E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE H SG O R Y	A L C	H AE RV ME FN EO UT 1	MO AF N NC TD RL IT L	L IC GO HN HD ET NN GS	W EC AO TN U R F S	R D OC AO DN D T N TO S	DL OO TC A ST L D YP EN	R O C D I OT E C #	A 1 C	V 1 1	VF 1U N P	VM 1A N C	VA 1C T E V R	V 1A G DE D I R	V 2	V 2N M OD DE C	V 2N M UL NO /	V M	VN 2M NR VI /R	VN 2M CC TT /1	N M T	V 2N M E	# RA AG GE 2	# H C L E S	# V L U R D
243504850Y87080001	03.064	6284	934	009100	21	04	21	00	U1WAY	0	14	04	01	01	01	01	01	S	1	W	01	01	01	77	00	W	03	01	01	01		55	2	0	00
894867720Y87140000	05.621	0743	7	028500	20	04	06	22	U-4DP	0	14	04	04	01	01	01	03	R	1	N	01	01	01	02	57	N	01	01	17	01		50	3	0	01
901245680Y87140000	05.621	0743	7	028500	20	08	13	13	U-4DP	0	14	01	01	01	01	01	03	L	1	S	01	01	01	01	56	S	01	01	01	01		57	3	0	00
901245810Y87140000	05.621	0743	7	028500	20	08	13	18	U-4DP	0	14	03	01	01	01	01	04	R	L	W	01	01	77	03	21	N	16	01	01	01		34	2	0	00
901258720Y87140000	05.621	0743	7	028500	20	09	11	20	U-4DP	0	14	03	04	03	02	01	03	R	L	E	88	88	04	00	00	N	01	01	01	01		32	2	0	00
894840410Y87140000	05.628	0743	7	028500	20	02	14	17	U-4DP	0	14	02	03	01	01	01	03	R	1	W	88	88	77	00	00	N	01	01	01	01		46	2	0	00
901237440Y87140000	05.630	0743	7	028500	20	07	23	21	U-4DP	0	14	01	04	01	01	01	03	L	2	0	01	01	01	02	28	S	08	13	14	01		33	2	0	01
901233450Y87140000	05.633	0743	7	028500	20	07	13	15	U-4DP	0	14	04	01	01	01	01	03	R	1	N	03	01	16	02	45	N	01	01	13	01		22	2	0	00
894815790Y87140000	05.634	0743	7	028500	20	01	11	12	U-4DP	0	14	01	01	01	01	01	03	R	1	E	20	01	05	01	43	N	16	01	01	01		53	2	0	00
894824390	87140000	05.649	1611	7	028500	20	01	23	18	U-4DP	0	14	01	04	03	02	01	02	L	1	S	03	01	03	10	35	S	16	01	03	01		73	2	0	00
894836020	87140000	05.649	1611	7	028500	20	02	08	20	U-4DP	0	14	77	04	01	01	01	02	L	2	E	01	01	01	01	82	N	01	01	01	01		61	2	0	00
894844160	87140000	05.649	1611	7	028500	20	02	19	18	U-4DP	0	14	03	04	01	01	01	02	R	2	0	88	88	88	00	00	N	77	01	01	01		27	2	0	00
894846600	87140000	05.649	1611	7	028500	20	02	23	11	U-4DP	0	14	03	01	01	01	01	02	L	2	E	01	01	05	02	46	S	01	01	01	01		39	2	0	00
894850400	87140000	05.649	1611	7	028500	20	02	29	02	U-4DP	0	14	05	04	01	01	01	02	L	1	W	16	01	03	03	28	S	01	01	01	01		47	2	0	00
894850990	87140000	05.649	1611	7	028500	20	03	01	06	U-4DP	0	14	03	01	01	01	01	02	I	M	W	16	01	03	02	63	E	01	01	01	01		23	2	0	00
894851780	87140000	05.649	1611	7	028500	20	03	02	11	U-4DP	0	14	77	01	01	01	01	02	R	1	S	01	01	03	06	43	N	01	01	01	01		57	3	0	01
901198700	87140000	05.649	1611	7	028500	20	04	11	21	U-4DP	0	14	03	04	03	02	01	02	L	2	E	16	01	01	11	37	S	01	01	01	01		25	2	0	00
901211360	87140000	05.649	1611	7	028500	20	05	22	13	U-4DP	0	14	02	01	01	01	01	02	I	M	E	01	01	03	01	67	W	01	01	01	01		42	2	0	00
901215920	87140000	05.649	1611	7	028500	20	06	03	15	U-4DP	0	14	03	01	01	01	01	02	I	M	E	02	01	03	01	53	N	01	01	01	01		34	2	0	00
901217350	87140000	05.649	1611	7	028500	20	06	07	00	U-4DP	0	14	03	04	01	01	01	02	L	1	N	01	01	03	01	51	S	01	01	01	01		25	2	0	00
242086930	87140000	05.649	1611	7	024000	21	01	11	11	U-4DP	0	14	03	01	01	01	01	02	R	1	N	16	01	01	77	58	*	02	08	77	01	00	46	2	0	03
894822270Y87140000	05.658	1611	7	031000	20	01	21	06	U-4DR	0	14	04	04	01	01	01	03	L	2	S	01	01	11	02	28	S	16	01	13	01		51	2	0	00
901225010Y87140000	05.658	1611	7	031000	20	06	23	17	U-4DR	0	14	04	01	01	01	01	03	L	L	S	01	01	11	15	23	S	01	01	00	01		47	2	0	00
894837820Y87140000	05.677	0767	7	031000	20	02	11	15	U-4DR	0	14	77	01	01	01	01	03	L	L	S	03	01	04	04	37	S	01	01	13	01		28	2	0	00
895154700	87080900	36.597	6341	934	033500	20	02	08	11	U-6DR	0	14	04	01	01	01	01	03	L	2	E	01	01	06	77	26	W	01	01	01	01		40	2	0	00
895282750	87080900	36.696	6342	934	033500	20	06	09	17	U-6DR	0	14	03	01	01	01	01	02	I	M	W	11	01	01	01	00	N	02	01	03	03		33	2	0	03
895343860Y87080900	36.696	6342	934	033500	20	08	26	18	U-6DR	0	14	77	01	01	01	01	03	S	S	S	03	01	05	77	00									1	0	00
895192990	87080900	36.724	6342	934	033500	20	03	14	03	U-6DR	0	14	77	04	01	01	01	01	L	S	W	01	01	01	02	21									1	0	00
895399660	87080900	36.795	6343	934	033500	20	09	22	14	U-6DR	0	14	01	01	01	01	01	03	R	2	E	01	01	01	02	27	E	01	01	01	01		20	2	0	01
895418500	87080900	36.823	6343	934	033500	20	12	09	17	U-6DR	0	14	03	04	01	01	01	02	R	2	S	16	01	77	77	00	E	08	13	01	01		54	2	0	02
895334660	87080900	36.851	6343	934	033500	20	07	21	15	U-6DR	0	14	01	01	01	01	01	01	L	2	W	20	01	01	02	54	W	01	01	01	01		64	2	0	01
895160240	87080900	36.911	6344	934	033500	20	01	23	17	U-6DR	0	14	01	01	03	02	01	03	R	2	E	01	01	01	10	23	E	03	01	01	01		32	2	0	00
895141620	87080900	36.921	6344	934	033500	20	01	29	22	U-6DR	0	10	88	04	01	01	01	03	R	1	U	88	88	88	77	00	*	01	04	02	05	00	67	1	0	01
895258140	87080900	36.921	6344	934	033500	20	04	26	16	U-6DR	0	14	01	01	01	02	01	03	R	1	E	16	01	01	02	19	E	01	01	01	01		41	2	0	00
895270830	87080900	36.921	6344	934	033500	20	06	02	09	U-6DR	0	14	01	01	01	01	01	01	R	1	E	16	01	01	10	62	E	01	01	01	01		63	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWY ID C S E C T I O N	S I E L A E P O S T	M E N A O R D E E D	N E N A O R D E E	S T R A O T A E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE H SG O Y	A L C	H AE RV ME FN I N V L	MO AF NC EO UT RL 1	L IC HN TD IT L	W EC GO HD ET NN RN GS	R D AO TN U R F S	R OC AO DN D ST T II N TO EN	DL OO TC A L S D YP E S	R O A C 1 1 D N R DY C EN	A C N B SC E DI DE R V R	V 1U 1A 1C 1A 2 R I V R1 R	V 2N 2N 2M 2M M R OD UL / C	V M F / R	VN NN MP CC RO 1N / /1	N C T A G E 2	V # # # M V K I RA H L J AG C L U E R S D D
895311300	87080900	36.921	6344	934	033500	20	07	02	16	U-6DR	0	14	01	01	01	01	01	03	R	1	E	01	03	01	01	36	E	03	01	01	01		61	2	0	02
895269740	87080900	36.940	6344	934	033500	20	05	25	21	U-6DR	0	14	01	04	02	02	01	01	R	3	E	02	01	01	02	17	E	01	01	14	01		41	2	0	00
895226270	87080900	36.943	6344	934	033500	20	03	18	18	U-6DR	0	14	01	01	01	01	01	01	L	1	W	01	01	01	10	48	W	01	01	13	01		32	3	0	00
895142900	87080900	36.946	6344	934	033500	20	01	11	19	U-6DR	0	14	01	04	02	01	01	03	R	2	E	01	01	01	01	24	E	01	01	14			00	2	0	00
895140450	87080900	36.949	6344	934	033500	20	01	09	19	U-6DR	0	14	01	04	01	01	01	03	T	1	N	01	01	01	10	76	N	01	01	01	01		24	2	0	00
895131410	87080900	36.949	6344	934	033500	20	01	19	03	U-6DR	0	14	04	04	01	01	01	03	T	1	S	01	01	06	02	00	S	01	01	01	01		32	2	0	00
895147790	Y87080900	36.949	6344	934	033500	20	01	21	12	U-6DR	0	14	01	01	01	01	01	03	T	2	S	01	01	01	02	49	S	02	01	13	01		27	2	0	00
895170590	Y87080900	36.949	6344	934	033500	20	02	13	16	U-6DR	0	14	01	01	01	01	01	03	S	3	N	01	01	01	01	44	N	16	01	01			00	2	0	00
895156460	87080900	36.949	6344	934	033500	20	02	14	16	U-6DR	0	14	03	01	01	01	01	02	R	1	E	16	01	03	02	61	N	01	01	01	01		28	2	0	01
895237800	87080900	36.949	6344	934	033500	20	04	08	17	U-6DR	0	14	02	01	01	01	01	02	R	2	E	88	88	88	77	00	N	01	01	01	01		54	2	0	00
895259450	Y87080900	36.949	6344	934	033500	20	04	29	14	U-6DR	0	14	01	01	01	01	01	04	T	1	N	02	01	17	02	45	N	01	01	01	01		19	2	0	00
895205630	87080900	36.949	6344	934	033500	20	05	04	11	U-6DR	0	14	01	01	01	01	01	02	L	1	W	19	01	01	02	34	W	20	01	14	01		43	3	0	03
895212480	87080900	36.949	6344	934	033500	20	05	05	12	U-6DR	0	14	03	01	01	01	01	02	L	1	W	01	03	01	77	30	S	02	01	01	77		36	2	0	03
895267370	Y87080900	36.949	6344	934	033500	20	05	08	16	U-6DR	0	14	04	01	01	01	10	03	S	1	0	00	01	01	77	00	S	01	01	01	01		32	2	0	01
895238010	Y87080900	36.949	6344	934	033500	20	05	24	10	U-6DR	0	14	04	01	03	02	10	03	S	2	N	01	01	06	01	24	N	08	13	01	01		24	2	0	00
895297380	87080900	36.949	6344	934	033500	20	06	15	17	U-6DR	0	14	03	01	03	02	01	02	L	1	S	01	01	03	03	64	N	01	01	01	01		18	2	0	03
895293740	Y87080900	36.949	6344	934	033500	20	06	28	11	U-6DR	0	14	04	01	01	01	01	01	S	3	W	03	01	01	77	83	W	01	01	01	01		34	2	0	00
895294870	87080900	36.949	6344	934	033500	20	07	02	15	U-6DR	0	14	01	01	01	01	01	02	I	M	N	01	01	01	02	19	N	01	01	01	01		24	2	0	00
895302170	87080900	36.949	6344	934	033500	20	07	14	09	U-6DR	0	14	03	01	01	01	01	02	R	L	E	01	01	03	03	76	N	01	01	01	01		29	2	0	03
895320890	87080900	36.949	6344	934	033500	20	07	25	13	U-6DR	0	14	03	01	01	01	01	02	R	1	E	01	01	01	11	38	S	01	01	01	01		38	2	0	00
895340400	87080900	36.949	6344	934	033500	20	08	01	15	U-6DR	0	14	02	01	01	02	01	02	R	1	N	01	01	01	02	27	S	01	01	01	01		57	2	0	00
895364390	Y87080900	36.949	6344	934	033500	20	09	01	11	U-6DR	0	14	07	01	01	01	01	03	S	1	N	01	01	01	02	00	N	01	01	01	01		33	2	0	01
895371550	Y87080900	36.949	6344	934	033500	20	09	02	18	U-6DR	0	14	01	02	01	01	01	03	S	1	N	01	01	01	02	19	N	01	01	01	01		57	2	0	00
895352620	87080900	36.949	6344	934	033500	20	09	10	18	U-6DR	0	14	01	04	01	01	01	03	S	1	N	16	01	01	02	56	N	01	01	14	01		46	2	0	00
895385540	87080900	36.949	6344	934	033500	20	09	16	06	U-6DR	0	14	03	05	01	01	01	02	L	1	W	01	01	01	02	23	E	01	01	10	06		19	2	0	02
895380670	Y87080900	36.949	6344	934	033500	20	09	17	12	U-6DR	0	14	77	01	01	01	01	03	S	S	N	03	01	01	02	68	O	01	01	08			00	2	0	00
895389140	Y87080900	36.949	6344	934	033500	20	09	18	15	U-6DR	0	14	04	01	03	02	01	03	S	L	N	01	01	06	02	19	N	20	01	01	01		27	2	0	00
243950440	87080900	36.949	6344	934	034000	22	03	26	00	U-6DR	0	14	03	04	01	01	01	02	R	2	E	01	01	01	11	36	W	01	01	03	01		18	2	1	04
252030430	87080900	36.949	6344	934	034000	22	06	07	00	U-6DR	0	14	03	04	02	01	01	02	R	1	N	01	01	01	01	00	E	03	01	01	01		38	2	0	03
895255010	87080900	36.953	6344	934	033500	20	06	02	22	U-6DR	0	14	03	03	03	02	01	03	L	L	S	01	01	06	03	46	W	16	01	01	01		63	2	0	00
895188200	87080900	36.958	6344	934	033500	20	02	14	11	U-6DR	0	14	04	01	01	01	01	03	L	1	U	01	01	03	02	00	W	15	01	01	01		48	3	0	00
895284140	87080900	36.958	6344	934	033500	20	06	08	17	U-6DR	0	14	04	01	01	01	01	01	R	2	E	03	01	01	77	64	E	01	01	03	01		28	2	0	00
895199660	87080900	36.977	6344	934	033500	20	02	24	15	U-6DR	0	14	03	01	01	01	01	04	L	3	W	16	01	17	03	29	W	03	01	01	01		48	2	0	00
895249210	87080900	36.977	6344	934	033500	20	05	07	10	U-6DR	0	14	01	01	01	01	01	03	R	1	E	03	01	01	10	67	E	01	01	13	01		53	2	0	00
895372060	87080900	36.977	6344	934	033500	20	09	10	07	U-6DR	0	14	01	01	03	02	01	03	R	2	E	03	01	01	10	46	E	01	01	01	01		26	2	0	00
243873530	87080900	36.977	6344	934	034000	22	01	19	16	U-6DR	0	37	88	01	01	01	01	01	L	S	U	88	88	88	77	00								1	0	00
895153710	87080900	36.987	6344	934	033500	20	02	09	23	U-6DR	0	14	77	04	03	02	10	01	L	2	W	01	01	01	30	43								1	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R A S H	N U M B E R	ROADWY ID CO SEC SUB	M I L E P O S T	N EN RD EE	S TR AO TA ED	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE	A L C	H AE RV ME FN I	MO AF NC EO UT G I E C	L IC GO HN TD RL N	W EC AO TN HD IT GS	R D S U R	R OC AO DN D T	DL OO TC A ST S II TO EN	R O C D L I S N	A C R	V 1 DY YP #	V 1 1U 1U N SC P E	VF 1A 1C 1A VM N T G M VA E DI RO V R1	V 2 D E R	V 2N 2N 2M 2M M B F M VN VN MP AA	N V M 2N RA AG GE	# # # VK IN LJ UR DD
895205040		87080900	36.987	0706	934	033500	20	03	05	20	U-6DR	0	14	01	04	01	01	01	01	R	1	E	01	01	01	10	32	E	01	01	03	01		47	2	0	00
895198860		87080900	37.050	6345	934	033500	20	02	29	18	U-6DR	0	14	03	04	01	01	01	03	L	2	E	16	01	10	02	37	W	16	01	01	01		45	2	0	00
895225080		87080900	37.050	6345	934	033500	20	03	23	14	U-6DR	0	14	01	01	01	01	01	03	R	2	0	03	01	01	02	19	E	16	01	01	01		69	2	0	00
895239920		87080900	37.050	6345	934	033500	20	03	31	14	U-6DR	0	14	01	01	01	01	01	03	L	1	W	01	01	01	10	28	W	02	01	14	01		59	2	0	00
895292350		87080900	37.064	6345	934	033500	20	06	06	12	U-6DR	0	14	03	01	01	01	01	03	R	1	E	02	01	03	02	55	E	02	01	01	01		73	2	0	00
895184980		87080900	37.069	6345	934	033500	20	02	10	18	U-6DR	0	14	01	04	01	01	01	03	L	3	W	01	01	01	10	54	W	01	01	14	01		20	2	0	00
895203380		87080900	37.078	6345	934	033500	20	02	24	15	U-6DR	0	14	03	01	01	01	01	02	L	1	S	01	01	01	03	27	W	20	01	01	01		48	2	0	00
895213570		87080900	37.078	6345	934	033500	20	03	04	06	U-6DR	0	14	03	01	01	01	01	02	R	1	S	16	01	01	01	41	E	03	01	01			00	2	0	00
895221510		87080900	37.078	6345	934	033500	20	03	11	16	U-6DR	0	14	77	01	01	01	01	02	R	1	E	01	01	77	77	78								1	0	01
895219080		87080900	37.078	6345	934	033500	20	03	15	23	U-6DR	0	14	77	04	01	01	01	02	R	1	S	01	00	77	02	00	E	01	01	01	01		25	2	0	02
895250310	Y	87080900	37.078	6345	934	033500	20	04	13	19	U-6DR	0	14	03	01	01	01	01	03	S	1	S	01	01	05	06	33	N	01	01	01	01		29	2	0	00
895308510		87080900	37.078	6345	934	033500	20	05	26	20	U-6DR	0	14	02	04	01	01	01	02	R	3	S	88	88	88	02	00	E	01	01	17	01		40	2	0	00
243510020		87080900	37.078	6345	934	034000	21	04	11	00	U-6DR	0	14	04	06	01	01	01	03	S	S	W	01	01	77	77	30	O	01	01	08			00	2	0	01
243694830		87080900	37.078	6345	934	034000	21	08	30	13	U-6DR	0	14	88	01	01	01	01	02	L	1	W	88	01	88	77	00	W	11	01	01	77		49	2	0	01
252070020	Y	87080900	37.078	6345	934	034000	22	06	09	21	U-6DR	0	14	77	04	01	01	01	01	S	S	W	01	01	77	02	19								1	0	00
895240440		87080900	37.106	6345	934	033500	20	06	16	10	U-6DR	0	14	77	01	01	01	01	03	M	M	E	01	01	01	77	55								1	0	01
895219070		87080900	37.178	6346	934	033500	20	03	20	01	U-6DR	0	14	01	06	01	01	01	03	R	2	E	01	01	01	02	33	E	01	01	01	01		28	2	0	02
895280040	Y	87080900	37.206	6346	934	033500	20	05	24	19	U-6DR	0	14	03	01	01	01	01	01	S	S	N	01	01	01	31	19								1	0	00
252071510		87080900	37.268	6347	934	034000	22	06	11	17	U-6DR	0	14	77	01	01	01	01	02	L	L	S	01	01	03	03	80	W	01	01	01	01		19	2	0	02
895148090		87080900	37.303	6348	934	033500	20	01	15	08	U-6DR	0	14	04	01	01	01	01	03	R	2	E	03	01	06	01	55	E	01	01	01	01		25	2	0	00
895540590		87080900	37.317	6348	934	034000	21	02	13	22	U-6DR	2	14	03	04	01	01	01	01	L	S	N	01	01	03	01	16	W	03	01	01	17		35	4	2	01
895339420		87080900	37.323	6348	934	033500	20	08	15	10	U-6DR	0	32	77	01	03	02	10	01	M	M	E	01	01	01	01	51								1	0	00
895388850		87080900	37.331	6348	934	033500	20	09	17	15	U-6DR	0	14	03	01	01	01	01	02	L	1	S	01	01	05	03	46	W	01	01	01	01		23	2	0	00
895170850		87080900	37.333	6348	934	033500	20	02	01	16	U-6DR	0	14	04	01	03	02	01	03	R	3	W	01	01	10	03	60	W	01	01	01	01		49	2	0	00
243853920		87080900	37.340	6348	934	034000	21	12	28	18	U-6DR	0	14	02	03	01	01	01	03	L	1	W	01	01	01	01	54	*	01	02	01	03	09	50	1	1	00
243509970		87080900	37.352	6349	934	034000	21	04	17	04	U-6DR	0	39	77	04	01	01	01	01	L	S	O	01	01	01	77	00								1	0	00
895135260		87080900	37.359	6349	934	033500	20	01	05	20	U-6DR	0	14	01	02	01	01	01	03	L	1	W	01	01	01	10	39	W	01	01	01	01		48	2	0	00
895316740		87080900	37.359	6349	934	033500	20	07	01	20	U-6DR	0	14	03	04	02	02	01	01	R	1	E	01	01	01	02	44	E	01	01	01	01		25	2	0	00
895133240		87080900	37.361	6349	934	033500	20	01	11	17	U-6DR	0	14	02	01	01	01	01	02	S	C	S	01	01	05	13	58	*	02	77	77	77	00	14	1	0	01
895268280		87080900	37.361	6349	934	033500	20	05	09	20	U-6DR	0	14	01	04	01	01	01	02	R	1	E	01	01	01	10	25	E	16	01	14	01		21	2	0	00
895211750		87080900	37.432	6350	934	033500	20	03	07	20	U-6DR	0	14	01	04	01	01	01	03	R	2	E	16	01	01	02	00	E	01	01	13	01		31	2	0	03
895181910		87080900	37.451	6350	934	033500	20	02	21	18	U-6DR	0	39	77	04	01	01	01	03	L	S	W	01	01	01	02	21								1	0	00
895121120		87080900	37.460	6350	934	033500	20	01	01	03	U-6DR	0	14	03	04	01	01	01	03	T	1	E	01	88	05	02	00	S	03	01	01	01		33	2	0	00
889052990		87080900	37.460	6350	934	033500	20	01	18	02	U-6DR	0	14	02	04	01	01	01	02	L	1	E	16	01	01	02	53	W	01	01	03	02		27	2	0	00
895142260		87080900	37.460	6350	934	033500	20	01	19	08	U-6DR	0	14	03	01	01	01	01	02	L	1	W	01	01	01	02	24	N	01	01	01	01		71	2	0	00
895146870		87080900	37.460	6350	934	033500	20	01	20	18	U-6DR	0	14	77	04	01	01	01	02	R	L	S	01	01	01	77	23	E	01	01	03	77		18	2	0	02
895168950		87080900	37.460	6350	934	033500	20	02	05	00	U-6DR	0	14	06	04	01	01	01	02	L	2	0	88	88	88	77	00	W	01	01	01	01		28	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
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C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI S T	M I L E P O S T	N E N A O R D E E S	S T R A D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE Y	A L C	H AE RV ME FN I UT V L	MO AF NC EO RL 1	L IC HN TD IT L	W EC AO HD ET GS	R D U R N F S	R OC AO DN T S	DL OO TC A ST EN	R O C D L I YP E #	A C OT DY E C	V 1 DB SC P E V R	V 1 1U 1A 1C DI RO IN R1	VF VM VA V 1U 1A 1C 1A DE R I R	V 2 DB OD DE /S CC /R	V 2N 2N 2M 2M F UL NO CC /1	VN VN MP NR VI TT RO 1N /1	N M AA CC 1N 2	V 2N A D RA AG GE E	# # # V E L S	K I N J L U E R D
895182600	87080900	37.460	6350	934	033500	20	02	09	14	U-6DR	0	14	01	01	02	01	01	02	L	1	E	01	01	03	03	52	W	16	01	01	01		36	2	0	00
895179940Y	87080900	37.460	6350	934	033500	20	02	10	16	U-6DR	0	14	04	01	01	01	01	03	S	1	N	01	01	01	01	22	N	01	01	01	01		24	2	0	00
895229130Y	87080900	37.460	6350	934	033500	20	03	22	12	U-6DR	0	14	03	01	01	01	01	04	S	1	N	01	01	03	06	24	N	16	01	01	01		49	2	0	01
895244160	87080900	37.460	6350	934	033500	20	04	09	10	U-6DR	0	14	03	01	01	01	01	02	R	1	E	01	01	01	77	29	N	01	01	01	01		40	2	0	01
895254220	87080900	37.460	6350	934	033500	20	05	04	03	U-6DR	0	14	03	04	01	01	01	02	L	2	W	16	01	01	02	58	S	01	01	01	01		26	2	0	01
895266460	87080900	37.460	6350	934	033500	20	05	08	16	U-6DR	0	14	01	01	01	01	01	03	T	1	S	03	01	88	31	00	S	01	01	01	01		24	2	0	01
895257280	87080900	37.460	6350	934	033500	20	05	22	10	U-6DR	0	14	03	01	01	01	01	03	T	2	E	01	01	03	01	23	W	03	01	05	01		21	3	0	00
895253790	87080900	37.460	6350	934	033500	20	06	08	00	U-6DR	0	14	03	04	01	01	01	02	I	M	S	01	01	01	02	37	E	16	01	01	01		51	2	0	01
895294850Y	87080900	37.460	6350	934	033500	20	06	11	18	U-6DR	0	14	01	01	01	01	01	01	S	S	S	01	01	01	01	22								1	0	00
895287090	87080900	37.460	6350	934	033500	20	06	21	20	U-6DR	0	14	02	01	01	02	01	02	R	1	E	01	01	03	02	20	W	01	01	01	01		24	2	0	04
895295290Y	87080900	37.460	6350	934	033500	20	06	26	22	U-6DR	0	14	01	04	01	01	01	03	T	1	N	01	01	01	10	37	N	01	01	01	01		49	2	0	01
895318260Y	87080900	37.460	6350	934	033500	20	07	10	13	U-6DR	0	14	01	01	01	01	01	03	T	3	S	01	01	01	10	47	S	01	03	01	01		32	2	0	00
895326270Y	87080900	37.460	6350	934	033500	20	07	28	17	U-6DR	0	14	01	01	01	01	01	03	S	1	N	01	08	01	01	22	N	01	01	01	01		49	2	0	00
895353140Y	87080900	37.460	6350	934	033500	20	09	12	11	U-6DR	0	14	01	01	03	02	01	03	S	2	S	01	01	01	02	20	S	08	01	01	01		47	2	0	01
895297920	87080900	37.463	6350	934	033500	20	06	17	13	U-6DR	0	14	01	01	02	01	01	01	L	1	E	03	01	01	02	00	W	01	01	13	01		38	2	0	00
895366750	87080900	37.469	6350	934	033500	20	08	26	12	U-6DR	0	14	01	01	01	01	01	03	L	3	W	01	01	01	02	22	W	16	01	01	01		45	2	0	00
243703240	87080900	37.469	6350	934	034000	21	09	12	18	U-6DR	0	39	77	01	02	01	01	03	L	S	N	01	01	01	01	24								1	0	02
895128800	87080900	37.478	6350	934	033500	20	01	08	03	U-6DR	0	14	03	04	01	01	01	02	R	C	E	16	01	01	02	52	*	03	04	01	01	00	62	1	0	01
895371220	87080900	37.479	6350	934	033500	20	08	27	18	U-6DR	0	14	03	01	01	01	01	03	L	2	W	01	01	01	02	00	W	01	01	01	01		22	2	0	00
895259330	87080900	37.488	6350	934	033500	20	05	13	16	U-6DR	0	14	04	01	01	01	01	03	R	S	E	01	01	01	02	00	E	01	01	01	01		25	2	0	00
895262290	87080900	37.488	6350	934	033500	20	05	16	16	U-6DR	0	14	01	01	01	01	01	03	L	3	W	01	01	01	01	41	W	03	01	01	01		19	2	0	00
895327920	87080900	37.488	6350	934	033500	20	07	17	13	U-6DR	0	14	04	01	01	01	01	01	R	2	E	01	01	06	02	32	E	03	01	01	01		23	2	0	02
895260050	87080900	37.525	6351	934	033500	20	04	29	19	U-6DR	0	14	03	01	01	01	01	02	L	1	N	16	01	01	03	58	W	01	01	01	01		29	2	0	00
895344590	87080900	37.525	6351	934	033500	20	08	05	14	U-6DR	0	14	03	01	01	01	01	02	L	3	W	01	01	01	01	58	*	03	03	01	03	00	59	1	0	01
895200810	87080900	37.587	6352	934	033500	20	02	28	15	U-6DR	0	14	03	01	01	01	01	02	L	1	S	01	01	01	03	24	W	01	01	01	01		29	3	0	05
895222190	87080900	37.587	6352	934	033500	20	03	10	13	U-6DR	0	14	03	01	01	01	01	02	L	3	N	01	01	01	03	33	W	01	01	01	01		57	2	0	00
895371890	87080900	37.639	6354	934	033500	20	09	01	09	U-6DR	0	37	77	01	01	01	01	04	R	S	E	17	01	01	04	00								1	0	00
895212320	87080900	37.651	0707	934	033500	20	03	21	01	U-6DR	0	15	77	04	01	01	01	01	L	S	W	01	01	03	26	31	O	20	01	08			00	2	0	00
895157670	87080900	37.670	0707	934	033500	20	01	22	14	U-6DR	0	14	03	01	01	01	01	02	R	3	S	16	01	01	03	79	E	01	01	01	01		38	2	0	00
243770710Y	87080900	37.681	6355	934	034000	21	10	24	11	U-6DR	0	10	88	01	02	01	01	03	T	1	N	03	01	01	02	00	*	01	88	88	01	00	40	1	0	01
895183410	87080900	37.685	6355	934	033500	20	02	14	16	U-6DR	0	14	01	03	02	01	01	03	R	1	E	01	01	01	02	45	E	01	01	01	01		45	2	0	00
243743220	87080900	37.685	6355	934	034000	21	10	10	01	U-6DR	0	14	01	04	01	01	01	03	M	M	W	01	01	01	02	55	E	01	01	01	01		23	2	0	00
895168590	87080900	37.698	6357	934	033500	20	02	18	17	U-6DR	0	14	04	04	01	01	01	01	R	1	W	00	00	00	77	00	W	03	01	13	01		50	2	0	00
895560550	87080900	37.710	6357	934	034000	21	02	26	08	U-6DR	0	14	88	88	77	88	01	01	L	S	O	88	01	88	02	00	O	01	01	08			00	2	0	00
895181480	87080900	37.713	6357	934	033500	20	02	10	21	U-6DR	0	14	04	04	01	01	01	03	S	S	E	01	01	01	01	39								1	0	01
895213670	87080900	37.713	6357	934	033500	20	05	08	12	U-6DR	0	14	03	01	01	01	01	02	R	2	N	03	01	01	03	56	E	03	01	01	01		42	2	0	03
895284520Y	87080900	37.713	6357	934	033500	20	05	29	14	U-6DR	0	14	77	01	01	01	01	01	S	1	E	16	01	05	01	79	*	03	01	01	03	00	63	1	0	01

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C O U N S E C T I O N	S E S C U T B I O N T	M I L E P O S T	N E N A O R D E E S T	S T R A O T A E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE Y	A L C	H AE RV ME FN I	MO AF NC EO UT	L IC HN TD RL	W EC AO HD IT	R D U R	R OC AO DN T	DL OO TC A ST II EN	R O C D L	A C I	V 1 OT DY YP	V 1 P E C	VF 1U SC P E	VM 1A E U V	VA 1C DI RO IN	V 1A DE R I R	V 2 D OD DE	V 2N B UL NO CC /	V 2N F M	VN 2M MP NR VI	VN 2M AA CC TT	M	N V 2N M E	# RA AG GE RA	# H C L E	# V K L R	I N J U R D
895326400	87080900	37.713	6357	934	033500	20	07	18	22	U-6DR	0	14	03	02	01	01	01	02	R	2	N	01	01	05	03	19	E	01	01	01	01		24	2	0	00
243557860	87080900	37.713	6357	934	034000	21	06	14	13	U-6DR	0	14	02	01	03	02	01	02	R	1	S	03	01	01	13	57	E	01	01	01	01		39	2	0	02
243854320	87080900	37.713	6357	934	034000	22	01	30	23	U-6DR	0	14	01	04	01	01	12	02	R	2	S	01	01	01	01	32	E	01	01	01	01		28	2	0	00
251987320	Y87080900	37.713	6357	934	034000	22	04	14	11	U-6DR	0	14	88	88	77	01	01	01	S	S	O	88	01	88	02	00								1	0	01
895336450	87080900	37.719	6357	934	033500	20	07	28	07	U-6DR	0	14	01	01	01	01	01	01	R	2	E	17	01	01	02	25	E	03	01	13	01		21	3	0	00
895255630	87080900	37.732	6357	934	033500	20	07	01	01	U-6DR	0	14	03	04	01	01	01	01	R	2	E	01	01	06	15	26	E	01	01	01	01		22	2	0	00
895187140	87080900	37.741	6357	934	033500	20	03	18	22	U-6DR	0	14	04	04	01	01	01	03	L	2	W	16	01	06	02	47	W	01	01	01	01		39	2	0	00
895312180	87080900	37.741	6357	934	033500	20	07	02	08	U-6DR	0	14	03	01	01	01	01	03	L	1	W	01	01	01	10	23	W	01	01	10	01		46	2	0	02
243968750	87080900	37.741	6357	934	034000	22	03	31	16	U-6DR	0	14	04	01	01	01	01	03	L	2	W	01	01	01	02	34	W	01	01	01	01		28	2	0	01
889040970	87080900	37.759	6285	934	033500	20	05	02	04	U-6DR	0	14	01	04	01	01	01	03	L	2	W	88	88	88	01	00	W	01	01	01	01		37	2	0	00
895293040	87080900	37.787	6285	934	033500	20	06	08	16	U-6DR	0	14	03	01	01	01	01	02	R	2	N	16	01	01	13	74	E	08	01	01	01		46	2	0	00
895210210	87080900	37.796	6285	934	033500	20	04	07	16	U-6DR	0	14	01	01	01	01	01	03	L	1	W	01	01	01	10	28	W	01	01	01	01		62	2	0	00
243833900	87080900	37.796	6285	934	023100	21	12	15	20	U-6DR	0	14	02	01	01	01	01	03	R	2	E	01	01	01	06	69	E	01	01	01	01		18	3	0	04
895245920	87080900	37.806	7122	934	026000	20	04	05	18	U-6DR	0	14	77	01	01	01	01	03	L	2	0	01	01	01	31	00	W	16	01	13	01		62	3	0	01
895196900	87080900	37.815	7122	934	026000	20	02	20	06	U-6DR	0	14	03	01	01	01	01	03	R	2	E	01	01	06	02	30	E	01	01	01	01		33	2	0	00
895211390	87080900	37.833	6358	934	026000	20	05	03	00	U-6DR	0	14	01	04	01	01	01	03	R	1	E	01	01	01	01	18	E	01	01	05	01		20	2	0	01
895222430	87080900	37.839	6358	934	026000	20	03	14	20	U-6DR	0	14	01	04	01	01	01	03	L	2	W	01	01	01	02	40	W	01	01	01	01		59	2	0	05
895128810	Y87080900	37.842	6358	934	026000	20	01	19	21	U-6DR	0	14	77	04	01	01	01	03	S	1	W	02	01	01	02	00	S	01	01	08			00	2	0	00
895123340	Y87080900	37.842	6358	934	026000	20	03	13	04	U-6DR	0	15	03	05	01	01	01	03	S	S	O	77	88	88	02	00	O	16	01	08			00	2	0	00
895274780	87080900	37.842	6358	934	026000	20	05	23	10	U-6DR	0	37	02	01	01	01	01	03	T	S	W	01	01	01	02	42	O	11	01	08			00	2	0	00
895286270	87080900	37.842	6358	934	026000	20	06	06	14	U-6DR	0	14	03	01	01	01	01	02	L	3	S	02	01	01	02	35	W	01	01	01	01		35	2	0	00
243680580	87080900	37.842	6358	934	023100	21	08	21	07	U-6DR	0	14	03	01	01	01	01	02	R	1	E	01	03	01	01	28	*	03	03	01	02	00	56	1	0	01
895335900	87080900	37.851	6358	934	026000	20	07	27	10	U-6DR	0	14	01	01	01	01	01	03	L	1	W	03	01	01	02	62	W	01	01	13	01		27	2	0	00
895237790	87080900	37.861	6358	934	026000	20	04	07	14	U-6DR	0	14	03	01	01	01	01	03	L	1	E	88	88	88	77	00	W	16	01	03	01		29	2	0	00
895247010	87080900	37.870	6359	934	026000	20	04	07	18	U-6DR	0	14	01	04	01	01	01	03	R	2	E	02	01	01	10	43	E	01	01	05	01		39	2	0	00
895188740	87080900	37.936	6360	934	026000	20	03	27	00	U-6DR	0	14	01	03	01	01	01	03	R	1	E	01	01	01	02	31	E	01	01	01	01		35	2	0	00
895237220	87080900	37.936	6360	934	026000	20	04	13	00	U-6DR	0	15	01	04	01	01	01	03	R	S	0	00	00	00	02	00	*	01	10	77	01	00	35	2	0	02
901206660	87080900	37.936	6360	934	026000	20	05	09	08	U-6DR	0	14	01	01	01	01	01	01	R	3	E	01	01	01	10	70	E	16	01	01	01		42	2	0	00
895276560	87080900	37.936	6360	934	026000	20	05	29	06	U-6DR	0	14	77	01	01	01	01	01	R	S	E	01	01	01	02	25								1	0	01
895399130	87080900	37.945	6360	934	026000	20	09	28	14	U-6DR	0	14	01	01	01	01	01	03	R	1	E	01	01	01	02	31	E	01	01	13	01		40	2	0	00
251994430	87080900	37.961	6361	934	023100	22	04	22	17	U-6DR	0	14	02	01	01	01	01	03	L	2	W	88	88	01	02	00								1	0	00
895156810	87080900	37.964	6361	934	026000	20	01	24	07	U-6DR	0	14	02	01	01	02	01	02	R	1	W	01	01	03	77	52	E	01	01	01	01		60	2	0	00
895385050	Y87080900	37.964	6361	934	026000	20	10	10	02	U-6DR	0	10	00	04	01	01	01	03	T	1	N	01	01	01	01	63	*	01	05	01	05	00	00	1	0	01
895415210	87080900	37.964	6361	934	026000	20	10	13	16	U-6DR	0	14	00	01	01	01	01	02	R	2	E	01	01	05	77	38	*	06	77	77	77	00	33	1	0	02
243540460	Y87080900	37.964	6361	934	023100	21	06	17	03	U-6DR	0	37	77	04	02	02	01	01	T	S	E	01	01	01	02	26								1	0	02
895364010	87080900	37.969	6361	934	026000	20	08	19	21	U-6DR	0	14	88	05	01	01	01	02	R	C	E	16	01	01	01	30	*	01	01	06	04	00	17	1	0	01
895196190	87080900	37.973	6361	934	026000	20	02	19	17	U-6DR	0	33	77	01	01	01	01	03	L	2	W	01	01	01	02	00	W	19	01	13	01		49	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

| C R N A U S M H B E R | ROADWYID C O U N S E T T Y | S E C T I O N | M I L E P O S T | N E A R S I D E | S T R A O T A E D | ADT VAR EIA RLF AYF G I E C | Y E A R | M O N T H | D A Y | H O U R | CRCC RALA ATAT SESE O Y | A L C | H AE RV ME FN UT L | MO AF NC EO RL 1 | L IC GO HN TD IT L | W EC AO TN HD ET GS | R D U R | R OC AO DN D T S | DL OO TC A ST II EN | R O C D L S # | A 1 1 D I N R | V 1 | VF 1U N P C | VM 1A N U E V | VA 1C T RO DI R1 | V 1A G DE R | V 2 | V 2N M OD DE /S C | V 2N M UL NO CC / | VN 2M F MP VI TT /R | VN 2M M NR 1N /1 | N M A C T 2 | V 2N M RA AG GE E | # V D H C L L S | # K E L U R D | # I N 00 01 00 03 00 01 01 00 |
|---|---|---

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E SC UT BI O T	M I L E P O	N EN AO RD EE S T	S TR AO TA ED	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN I N V	MO AF N NC EO RL 1	L IC GO HN TD IT NN GS	W EC AO TN HD ET RN S	R D U R F S	R OC AO DN D T N	DL OO TC A ST S EN	R O C A II D TO #	A C D N S R	V 1 DB YP E	V 1 U SC P C	VF 1U 1A	VM 1A N E V	VA 1C T DI RO IN V R1	V 1A G DE R I V R	V 2 M OD DE /S C	V 2N 2N F UL CC /	VN 2M M MP NR VI /R	VN 2M AA CC TT 1N /1	N M A C T N 2	V 2N M RA AG GE E	# V D H C L E S	# K E L U R D	# I N J O O
894859270	87080900	38.443	1611	934	026000	20	03	12	15	U-4DR	0	14	04	01	01	01	01	03	R	2	S	16	01	05	06	52	S	01	01	05	01		28	2	0	00
894864470	87080900	38.443	1611	934	026000	20	03	23	11	U-4DR	0	14	04	01	01	01	01	03	R	1	E	16	01	06	02	73	E	03	01	01	01		59	2	0	00
901201300	87080900	38.443	1611	934	026000	20	04	22	10	U-4DR	0	14	03	01	01	01	01	03	R	1	0	88	88	88	00	00	E	03	01	01	01		27	2	0	00
901232630	87080900	38.443	1611	934	026000	20	07	11	13	U-4DR	0	14	01	01	03	02	01	03	R	1	E	01	01	01	10	23	E	01	01	01	10		26	3	0	00
901239330	87080900	38.449	1611	934	026000	20	07	29	12	U-4DR	0	14	03	01	01	01	01	04	R	L	W	01	01	03	03	51	E	01	01	13	01		20	2	0	00
901199530	87080900	38.452	1611	934	026000	20	04	15	15	U-4DR	0	14	01	01	01	01	01	03	R	2	E	03	01	01	02	48	E	16	01	13	01		35	2	0	00
895391030	87080900	38.452	1611	934	026000	20	09	18	18	U-4DR	0	14	04	01	01	02	01	03	R	1	E	01	01	01	15	44	E	01	01	03	01		50	2	0	00
895272680	87080900	38.462	1611	934	026000	20	05	22	15	U-4DR	0	14	01	01	01	01	01	03	R	2	E	01	01	13	01	38	E	01	01	01	01		43	2	0	00
247815990	87080900	38.462	1611	934	023100	21	11	09	23	U-4DR	0	10	00	04	01	01	01	03	R	1	0	03	01	01	01	40	*	02	01	06	88	00	50	1	1	00
895203180	87080900	38.465	1611	934	026000	20	02	27	13	U-4DR	0	14	04	01	02	01	01	03	R	1	E	01	01	06	02	20	E	03	01	01	01		69	2	0	00
894814120	87080900	38.471	1611	934	026000	20	01	08	18	U-4DR	0	14	03	04	01	01	01	02	L	2	N	01	01	05	02	54	W	08	01	01	01		64	2	0	00
894814840	87080900	38.471	1611	934	026000	20	01	10	04	U-4DR	0	14	03	04	01	01	01	02	R	1	0	88	88	88	00	00	E	01	01	01	01		47	2	0	01
894853870	87080900	38.471	1611	934	026000	20	03	05	06	U-4DR	0	14	03	01	01	01	01	02	R	1	E	03	01	01	77	39	S	03	01	03	77		22	2	0	00
895324750	87080900	38.471	1611	934	026000	20	04	09	09	U-4DR	0	14	03	01	01	01	01	02	L	2	E	01	01	03	03	70	W	11	01	01	01		32	2	0	00
894868730	87080900	38.471	1611	934	026000	20	04	10	15	U-4DR	0	14	77	01	01	01	01	02	L	1	W	03	01	01	11	43	N	16	01	01	01		79	3	0	00
901202790	87080900	38.471	1611	934	026000	20	04	26	14	U-4DR	0	14	01	01	01	01	01	02	R	2	E	01	01	01	02	27	E	01	01	01	01		34	2	0	00
895321840	87080900	38.471	1611	934	026000	20	07	27	09	U-4DR	0	14	03	01	01	01	01	02	R	1	N	02	01	01	02	61	E	01	03	01	01		28	2	0	04
894823010	87080900	38.490	1611	934	026000	20	01	22	07	U-4DP	0	14	04	01	01	01	01	03	R	2	E	88	88	88	15	50	E	01	01	01	01		49	2	0	00
894841920	87080900	38.499	1611	934	029700	20	02	17	03	U-4DP	0	39	00	04	01	01	01	01	L	1	W	88	01	10		00								1	0	00
894828470	87080900	38.508	6372	934	029700	20	01	30	09	U-4DP	0	14	04	01	01	01	01	03	R	1	E	01	01	06	25	31	E	01	01	01	01		27	2	0	00
894832540	87080900	38.508	6372	934	029700	20	02	04	04	U-4DP	0	14	05	04	01	01	88	03	R	1	0	00	00	00	00	00	E	20	88	01	01		60	2	0	00
894811700	87080900	38.517	6372	934	029700	20	01	04	18	U-4DP	0	14	01	04	01	01	01	03	R	2	E	01	01	17	02	28	E	01	01	13	01		24	2	0	00
901212170	87080900	38.517	6372	934	029700	20	05	25	02	U-4DP	0	14	01	04	03	02	01	03	R	1	E	01	01	01	77	24	E	01	01	01	01		30	2	0	00
901261120	87080900	38.517	6372	934	029700	20	09	17	07	U-4DP	0	10	00	01	01	01	04	01	R	3	E	88	88	88	02	00	*	01	05	09	77	00	42	1	0	01
901264450	87080900	38.527	6372	934	029700	20	09	24	11	U-4DP	0	14	03	01	01	01	01	03	R	1	E	88	88	88	00	00	E	01	01	01	01		18	2	0	00
894843350	87080900	38.536	6372	934	029700	20	02	19	05	U-4DP	0	14	03	01	01	01	01	02	L	1	W	01	01	01	77	39	S	01	01	01	77		46	2	0	01
894855500	Y87080900	38.536	6372	934	029700	20	02	20	21	U-4DP	0	14	01	04	03	02	01	03	S	1	S	03	01	04	02	63	S	01	01	13	01		43	2	0	00
894848760	87080900	38.536	6372	934	029700	20	02	25	17	U-4DP	0	14	04	01	01	01	01	02	R	2	E	16	01	03	00	37	E	01	01	03	00		39	2	0	00
894849300	87080900	38.536	6372	934	029700	20	02	27	15	U-4DP	0	14	03	01	01	01	01	02	R	1	S	01	01	06	02	24	S	03	01	13	01		28	2	0	00
883133500	Y87080900	38.536	6372	934	029700	20	02	29	08	U-4DP	0	14	01	01	01	01	01	03	T	1	S	16	01	01	02	28	S	02	01	13	01		42	2	0	00
894859850	Y87080900	38.536	6372	934	029700	20	03	13	12	U-4DP	0	14	04	01	01	01	01	03	T	L	S	20	01	01	77	27	S	16	01	13	01		64	2	0	00
901211120	87080900	38.536	6372	934	029700	20	05	05	16	U-4DP	0	14	03	01	01	01	01	02	R	1	E	01	01	03	31	26	E	01	01	03	01		46	2	0	00
901230380	87080900	38.536	6372	934	029700	20	07	05	19	U-4DP	0	14	03	03	01	01	01	02	L	2	W	11	00	01		00	S	01	01	01			00	2	0	00
901242880	87080900	38.536	6372	934	029700	20	08	07	00	U-4DP	0	14	03	04	01	01	01	02	R	2	E	01	01	01	11	34	S	01	01	01	01		55	2	0	00
901249920	87080900	38.536	6372	934	029700	20	08	22	13	U-4DP	0	14	03	01	01	01	01	02	R	1	E	01	01	01	11	58	S	01	01	01	01		37	2	0	00
901258820	87080900	38.536	6372	934	029700	20	09	12	01	U-4DP	0	14	04	04	03	02	01	03	T	1	S	88	88	88	02	20	S	88	88	88	01		33	2	0	00
901257830	87080900	38.541	6372	934	029700	20	09	09	11	U-4DP	0	14	04	01	01	01	01	03	R	1	E	01	01	03	77	36	E	17	01	03	01		45	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C UT BI S T	M I L E P O S T	N E N A O R D E E S T	S T R A O T A E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE Y	A L C	H AE RV ME FN	MO AF NC EO 1	L IC GO HN TD L	W EC AO TN HD S U	R D	R OC AO DN T	DL OO TC A ST	R O C D	A C L	1 1 I	VF 1U N SC P	VM 1A N E U	VA 1C T DI RO IN	1A G DE R I	V 2 D OD DE	V 2N M B	V 2N M F	VN 2M MP	VN 2M AA	N M A C	V 2N RA GE E	# # # D H L E S	K I N J U R D
894831390	87080900	38.545	6373	934	029700	20	02	02	14	U-4DP	0	14	04	01	01	01	01	03	R	2	0	16	01	05	01	35	N	01	01	05	01		46	2	0	00
894825850	87080900	38.565	6374	934	029700	20	01	25	20	U-2DP	0	14	04	04	01	01	01	03	R	2	E	01	01	01	25	41	E	01	01	01	01		51	2	0	00
901257230	87080900	38.565	6374	934	029700	20	09	08	17	U-2DP	0	14	01	01	01	01	01	03	R	3	E	01	01	01	77	00	E	08	01	01	01		34	2	0	00
895307100	87080900	38.566	7022	934	029700	20	06	21	03	U-2DP	0	14	01	04	01	01	01	01	R	1	E	01	01	01	77	20	E	01	01	01	01		38	2	0	00
894834120	87080900	38.584	7256	934	029700	20	02	05	10	U-2DP	0	14	04	01	01	01	01	03	R	3	E	01	01	06	02	00	E	01	01	13	01		25	2	0	01
894841490	87080900	38.587	6375	934	029700	20	02	16	05	U-2DP	0	14	03	03	02	02	01	03	R	1	E	01	01	17	25	64	E	01	01	01	01		22	2	0	00
901261810	87080900	38.590	6375	934	029700	20	09	18	18	U-2DP	0	14	04	01	03	02	01	03	R	2	E	19	01	03	25	52	E	01	01	13	01		35	2	0	00
894813540	Y87080900	38.593	6375	934	029700	20	01	06	10	U-2DP	0	14	01	01	01	01	01	03	T	1	S	01	01	01	01	52	*	01	01	01	01	00	22	2	0	00
882759080	87080900	38.593	6375	934	029700	20	01	15	16	U-2DP	0	14	03	01	01	01	01	03	S	1	N	01	01	01	28	34	N	01	01	05	01		36	2	0	00
894836140	87080900	38.593	6375	934	029700	20	02	09	08	U-2DP	0	14	77	01	01	01	01	02	R	1	S	01	01	05	01	53	S	20	01	05	01		65	2	0	00
894839980	87080900	38.593	6375	934	029700	20	02	14	03	U-2DP	0	35	00	04	01	01	01	03	S	1	0	16	01	01	02	22	N	01	01	05	01		48	2	0	00
894843940	87080900	38.593	6375	934	029700	20	02	19	19	U-2DP	0	14	04	04	01	01	01	02	R	3	E	01	01	05	01	56	E	01	01	05	01		37	2	0	00
894845250	87080900	38.593	6375	934	029700	20	02	21	09	U-2DP	0	14	77	01	01	01	01	02	R	2	N	01	01	05	06	75	N	19	01	05	01		63	2	0	00
894845560	Y87080900	38.593	6375	934	029700	20	02	21	10	U-2DP	0	14	01	01	01	01	01	03	S	1	N	00	00	00	01	00	N	01	01	01	01		49	2	0	00
894847510	87080900	38.593	6375	934	029700	20	02	24	18	U-2DP	0	11	00	01	01	01	01	02	S	C	N	01	01	05	77	27	*	03	01	01	02	00	00	1	0	00
894851550	87080900	38.593	6375	934	029700	20	03	02	07	U-2DP	0	14	01	01	01	01	01	02	L	1	N	01	01	05	03	27	N	01	01	01	01		61	2	0	00
894856550	87080900	38.593	6375	934	029700	20	03	09	23	U-2DP	0	14	03	04	01	01	01	02	R	1	E	01	01	01	11	39	N	01	01	01	01		25	2	0	00
901204390	87080900	38.593	6375	934	029700	20	05	02	08	U-2DP	0	14	02	01	01	01	01	02	R	1	E	01	01	01	77	26	N	01	01	01	01		68	2	0	00
901215830	87080900	38.593	6375	934	029700	20	06	02	16	U-2DP	0	14	04	01	02	01	01	03	R	R	N	01	01	05	25	54	N	01	01	05	01		23	2	0	00
901222240	87080900	38.593	6375	934	029700	20	06	17	22	U-2DP	0	14	01	04	01	02	01	03	S	1	N	01	01	01	01	56	N	01	01	01	01		21	2	0	00
901232690	Y87080900	38.593	6375	934	029700	20	07	04	17	U-2DP	0	14	04	01	01	01	01	03	S	1	N	01	01	01	02	49	N	01	01	13	01		49	4	0	00
901243520	87080900	38.593	6375	934	029700	20	08	08	11	U-2DP	0	14	03	01	01	01	01	02	R	2	N	16	01	05	77	29	N	16	01	05	77		53	2	0	00
901251630	87080900	38.593	6375	934	029700	20	08	25	16	U-2DP	0	14	03	01	01	01	01	02	R	3	W	16	01	01	00	29	N	01	01	01	01		41	2	0	02
894831730	87080900	38.597	6375	934	029700	20	02	03	08	U-2DP	0	14	04	01	01	01	01	03	R	2	E	16	01	01	77	50	E	02	01	01	01		50	2	0	00
894828510	87080900	38.602	6375	934	029700	20	01	30	08	U-2DP	0	14	01	01	01	01	01	03	L	1	E	01	01	01	10	00	E	01	01	01	01		41	2	0	00
901244170	87080900	38.602	6375	934	029700	20	08	09	09	U-2DP	0	14	01	04	01	01	01	03	R	2	E	01	01	05	10	55	E	01	01	05	01		28	2	0	00
894858750	87080900	38.619	6375	934	029700	20	03	11	16	U-2DP	0	14	04	01	01	01	01	03	R	3	E	01	01	17	03	52	E	01	01	01	01		32	2	0	00
901232330	87080900	38.619	6375	934	029700	20	07	10	18	U-2DP	0	14	01	01	01	01	01	03	L	1	W	16	88	88	00	00	W	01	01	01	01		32	2	0	00
901198930	87080900	38.621	6376	934	029700	20	04	13	11	U-2DP	0	14	01	04	01	01	01	03	R	2	0	01	00	00	00	21	0	01	01	01	00		21	2	0	00
901219760	87080900	38.631	6376	934	029700	20	06	12	13	U-2DP	0	14	01	01	01	01	01	03	R	1	E	16	01	01	10	57	E	16	01	01	01		29	2	0	03
901224860	87080900	38.656	6377	934	029700	20	06	23	16	U-4UN	0	14	04	01	01	01	01	01	L	3	W	88	88	01	00	00	W	08	13	01	01		41	2	0	00
901224850	87080900	38.659	6377	934	029700	20	06	23	14	U-4UN	0	14	03	01	01	01	01	02	R	1	N	01	01	01	02	38	E	01	01	01	01		18	3	0	00
242106200	87080900	38.659	6377	934	026400	21	02	17	09	U-4UN	0	14	03	01	01	01	01	02	I	M	N	01	01	10	06	22	E	03	01	01	01		36	2	0	00
901261750	87080900	38.678	6377	934	029700	20	09	18	16	U-4UN	0	14	01	01	02	02	10	03	L	1	W	01	01	01	00	00	W	01	01	01	01		48	2	0	00
901238640	87080900	38.687	6378	934	029700	20	07	27	15	U-4UN	0	14	01	01	01	01	01	01	L	2	W	19	01	01	02	56	W	01	01	01	01		54	2	0	00
894865570	87080900	38.696	6378	934	029700	20	03	27	23	U-4UN	0	14	05	04	01	01	01	03	R	1	E	01	01	77	15	31	E	01	01	01	01		29	2	0	00
901214460	87080900	38.712	6379	934	029700	20	05	30	18	U-4UN	0	14	01	02	01	01	01	03	R	1	E	01	01	01	00	00	E	01	01	01	01		21	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S U B	M I L E P O S T	N E A R A O R D E E	S T A T E D	ADT VAR EIA RLF AYF G I E C	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE O Y	A L C	H AE RV ME FN EO UT RL	MO AF NC TD IT L	L IC GO HN EC AO TN HD ET NN GS	W EC AO U R F S	R D OC AO DN D T N	DL OO TC A ST II EN	R O C L S D R #	A 1 1 I N R	V V DY YP E	VF 1U N SC P E	VM 1A N E U V	VA 1C T DI RO IN V R1	V 1A G DE R I C R	V 2 M OD DE /S /R	V 2N M B C / /1	V 2N M F	VN 2M MP	VN 2M AA CC 1N	N M C T 2	V 2N M RA AG GE E	# V E L S	# K I L U R D	# I N J D
901207480	87080900	38.716	6379	934	029700	20	05	11	18	U-4UN	0	14	03	01	01	01	01	03	R	1	E	01	01	03	06	52	E	03	01	01	01		49	2	0	00
894813990	87080900	38.718	6379	934	029700	20	01	08	15	U-4UN	0	14	03	01	01	01	01	02	L	1	E	16	01	03	03	52	W	16	01	01	01		33	2	0	04
901227450	87080900	38.718	6379	934	029700	20	06	29	20	U-4UN	0	14	01	01	01	01	01	02	L	1	E	16	01	01	01	31	E	03	01	03	01		32	2	0	00
901229870	87080900	38.718	6379	934	029700	20	07	05	12	U-4UN	0	39	00	01	01	01	01	02	L	S	W	01	01	01	01	28								1	0	00
901230130	87080900	38.718	6379	934	029700	20	07	05	22	U-4UN	0	14	03	04	03	02	01	02	L	1	N	01	01	03	03	24	0	01	01	01	01		30	2	0	01
901271890	87080900	38.718	6379	934	029700	20	10	09	12	U-4UN	0	39	00	01	01	01	01	03	T	S	N	01	01	03	26	25								1	0	00
252768260	87080900	38.718	6379	934	026400	22	04	27	07	U-4UN	0	14	02	01	01	01	01	02	L	1	E	01	01	01	01	32	W	11	01	01	01		53	2	0	01
894815510	87080900	38.735	6379	934	029700	20	01	10	21	U-4UN	0	14	01	04	03	02	01	03	R	1	E	16	01	01	00	00	E	16	01	03	01		20	2	0	01
901241530	87080900	38.741	6380	934	029700	20	08	03	16	U-4UN	0	14	01	01	03	02	01	03	L	1	W	16	01	01	02	22	W	16	01	13	01		57	2	0	01
894848510	87080900	38.755	6380	934	029700	20	02	26	15	U-4UN	0	14	01	01	01	01	01	02	L	2	W	16	01	77	10	41	W	01	01	01	01		35	2	0	00
242100690	87080900	38.783	6380	934	026400	21	02	07	20	U-4UN	0	15	00	04	01	01	01	01	R	S	E	01	88	88	00	00	E	01	01	08			00	2	0	00
894823110	87080900	38.786	6380	934	029700	20	01	22	12	U-4UN	0	14	01	01	01	01	01	03	R	1	E	01	01	01	02	24	E	16	01	14	01		33	2	0	00
901248910	87080900	38.792	6381	934	029700	20	08	20	11	U-4UN	0	14	03	01	01	01	01	03	R	1	W	01	01	10	03	27	E	02	01	01	01		39	2	0	02
894844010	87080900	38.820	6381	934	029700	20	02	19	18	U-4UN	0	10	00	04	01	01	01	03	T	C	N	19	01	01	02	56	*	01	01	01	01	00	60	1	0	01
894848740	87080900	38.820	6381	934	029700	20	02	26	16	U-4UN	0	14	04	01	01	01	01	02	L	1	E	19	01	03	25	23	E	01	01	01	01		41	2	0	00
901204510	87080900	38.820	6381	934	029700	20	05	02	17	U-4UN	0	14	03	01	01	01	01	02	R	2	N	16	01	03	03	69	E	01	01	01	01		60	2	0	00
901250900	87080900	38.820	6381	934	029700	20	08	25	09	U-4UN	0	14	03	01	01	01	01	02	R	1	E	16	01	03	06	37	E	01	01	01	01		26	2	0	00
901262600	87080900	38.820	6381	934	029700	20	09	20	19	U-4UN	0	14	04	02	01	01	01	02	R	1	E	02	01	03	03	32	E	16	01	01	01		17	2	0	00
901263790	87080900	38.820	6381	934	029700	20	09	21	12	U-4UN	0	14	03	01	03	02	10	02	R	3	S	01	01	01	03	26	W	03	01	01	01		53	3	0	00
901201750	87080900	38.861	6382	934	029700	20	04	23	16	U-4UN	0	14	05	01	01	01	01	03	R	1	E	16	01	01	01	38	E	02	01	01	01		56	2	0	00
894833340	87080900	38.870	6382	934	029700	20	02	04	15	U-4UN	0	14	01	01	01	01	01	02	L	1	S	01	01	01	03	63	W	01	01	01	01		19	2	0	00
894812160	87080900	38.889	6382	934	029700	20	01	05	23	U-4UN	0	14	01	04	01	01	01	03	L	1	W	01	00	01	10	26	W	01	00	01	01		46	2	0	00
901215060	87080900	38.906	6383	934	029700	20	06	01	18	U-4UN	0	14	01	01	01	01	01	03	R	S	W	88	88	88	00	00	W	01	01	01	01		35	2	0	00
894836440	87080900	38.918	6383	934	029700	20	02	09	11	U-4UN	0	14	03	01	01	01	01	02	R	2	S	01	01	01	13	46	W	01	01	01	01		37	2	0	00
894860070	87080900	38.918	6383	934	029700	20	03	13	16	U-4UN	0	14	03	01	01	01	01	02	R	3	W	01	01	03	28	45	E	16	01	01	01		27	2	0	00
242114660	87080900	38.922	6383	934	026400	21	03	06	03	U-4UN	0	10	00	04	01	01	77	03	L	1	0	88	88	88	00	00	*	01	02	01	11	00	36	1	1	00
894827030	87080900	38.934	6384	934	029700	20	01	28	06	U-4UN	0	14	03	01	01	01	01	02	R	2	E	01	01	03	02	20	E	01	01	01	01		22	3	0	01
894858070	87080900	38.934	6384	934	029700	20	03	11	00	U-4UN	0	14	05	04	01	01	01	02	I	M	S	01	01	01	01	19	E	01	01	03	01		46	2	0	00
247874580	87080900	38.943	6384	934	026400	22	02	10	22	U-4UN	0	36	00	04	01	01	01	01	R	S	E	01	01	88		00								1	0	00
894838750	87080900	38.946	6384	934	029700	20	02	04	15	U-4UN	0	10	00	01	01	01	01	03	R	1	E	01	01	01	01	27	*	01	02	01	05	00	74	1	0	01
901237990	87080900	38.946	6384	934	029700	20	07	25	15	U-4UN	0	36	00	01	01	01	01	01	R	S	E	01	01	77	31	38								1	0	00
895455980	87080900	38.949	6384	934	026400	21	01	02	18	U-4UN	0	15	04	01	01	01	01	01	R	S	0	00	00	00	02	00	O	01	01	08			00	2	0	00
894820030	87080900	38.957	6384	934	029700	20	01	17	09	U-4UN	0	14	04	01	03	02	01	02	R	1	E	01	01	03	06	39	E	01	01	01	01		29	2	0	00
901207310	87080900	38.958	6385	934	029700	20	05	06	14	U-4UN	0	14	01	01	01	01	01	03	R	1	E	16	01	01	01	61	E	01	01	01	01		28	2	0	00
901229420	87080900	38.959	6385	934	029700	20	07	03	18	U-4UN	0	14	01	01	01	01	01	03	R	1	E	16	01	01	10	36	E	16	01	13	01		48	2	0	01
894851510	87080900	38.964	6385	934	029700	20	03	02	06	U-4UN	0	14	01	01	01	01	01	03	R	3	E	03	01	01	02	32	E	01	01	13	01		45	2	0	00
901236000	87080900	38.968	6385	934	029700	20	07	20	11	U-4UN	0	14	01	01	01	01	01	03	R	2	E	01	01	14	10	38	E	17	01	01	01		21	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	S E C T I O N	M I L E P O S T	N E A R S I D E	S T R A T E D	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE H SG	A L C	H AE RV ME FN EO UT	MO AF N NC TD RL	L IC GO HN IT L	W EC AO TN ET NN	R D S U R F	R OC AO DN T	DL OO TC A ST II EN	R A D	V C L I S N	V 1 W 1 E 0 R	VF 1U N 1U T 1C P 1A E 1C DI 1A DE	VM 1A N 1A E 1C RO 1C IN 1A R 1A R	VA 1C T 1A G 1A DI 1A E 1A V 1A V	V 2	V 2N M 2N C	V 2N M 2N /	VN 2M	VN 2M	N M CC TT 1N 2	V 2N RA AG GE E	# H OD DE /S CC /	# I UL NO RO /R	# N MP VI NR /1	A A	A D RA AG GE E	E I H C L S	K L E D	I N J U R D
894821440Y	87080900	38.977	6385	934	029700	20	01	19	12	U-4UN	0	14	01	01	01	01	01	03	S	L	N	03	01	01	77	63	N	01	01	13	01		27	3	0	03
894826590	87080900	38.977	6385	934	029700	20	01	27	08	U-4UN	0	10	00	01	01	01	01	02	R	2	E	01	01	01	01	36	*	01	04	01	02	00	42	1	0	01
901238340	87080900	38.977	6385	934	029700	20	07	26	19	U-4UN	0	14	03	02	01	01	01	02	L	1	W	11	01	01	77	23	W	08	14	03	01		46	2	0	01
901264740	87080900	38.977	6385	934	029700	20	09	25	01	U-4UN	0	14	05	03	03	02	01	02	L	2	E	88	88	05	00	00	W	01	01	13	01		53	2	0	00
901266440	87080900	38.977	6385	934	029700	20	09	28	15	U-4UN	0	14	03	01	01	01	01	02	R	1	N	01	03	03	77	33	E	16	01	01	01		18	2	0	00
901286480	87080900	38.977	6385	934	029700	20	11	06	19	U-4UN	0	14	03	04	01	01	01	02	R	2	W	01	01	03	02	52	E	01	01	01	01		37	2	0	05
242077710	87080900	38.977	6385	934	029700	20	12	21	17	U-4UN	0	39	00	01	01	01	01	02	L	S	W	88	88	88	02	00								1	0	00
894824210	87080900	38.989	6385	934	029700	20	01	23	14	U-4UN	0	14	77	01	01	02	01	03	R	1	E	01	01	77	00	23	E	01	01	01	00		20	2	0	00
894838060	87080900	39.005	6386	934	029700	20	02	11	20	U-4UN	0	14	01	04	01	01	01	03	L	1	W	01	01	01	10	32	W	01	01	01	01		29	2	0	00
245269010	87080900	39.005	6386	934	026400	21	06	11	21	U-4UN	0	14	01	04	01	01	01	03	R	2	E	01	01	01	01	23	E	08	01	01	01		31	3	0	00
894834060	87080900	39.008	6386	934	029700	20	02	05	07	U-4UN	0	14	03	01	01	01	01	02	L	2	S	01	01	05	03	55	W	01	01	01	01		50	2	0	00
901226730	87080900	39.008	6386	934	029700	20	06	27	15	U-4UN	0	14	01	01	01	01	01	02	R	1	E	01	01	01	02	26	E	01	01	01	01		31	3	0	00
245295800	87080900	39.055	6386	934	026400	21	07	23	10	U-4UN	0	34	00	01	01	01	01	03	L	S	E	16	01	01	77	33								1	0	00
245350880	87080900	39.069	6387	934	026400	21	10	16	19	U-4UN	0	10	00	04	01	01	77	01	R	1	0	88	88	88	01	00	*	01	05	01	77	00	75	1	1	00
894850750	87080900	39.080	6387	934	029700	20	02	29	21	U-4UN	0	15	00	04	01	01	01	03	R	S	0	88	88	88	00	00	O	01	01	08			00	2	0	00
901265850	87080900	39.080	6387	934	029700	20	09	27	15	U-4UN	0	14	03	01	01	01	01	03	L	1	S	16	01	03	03	36	W	01	01	01	01		17	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2020 TO 12/31/2022 RAMPS INCL
FROM CO/SEC/SUB: 87 080 900 MP: 036.590 INFL INCL
TO CO/SEC/SUB: 87 080 900 MP: 039.090 CR/OS INCL

FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2020	0	0	0	77	135	233	310	0	135	27	42
2021	5	6	1	12	20	9	26	6	21	2	3
2022	1	1	4	5	8	5	11	1	12	0	2
TOTAL	6	7	5	94	163	247	347	7	168	29	47

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.

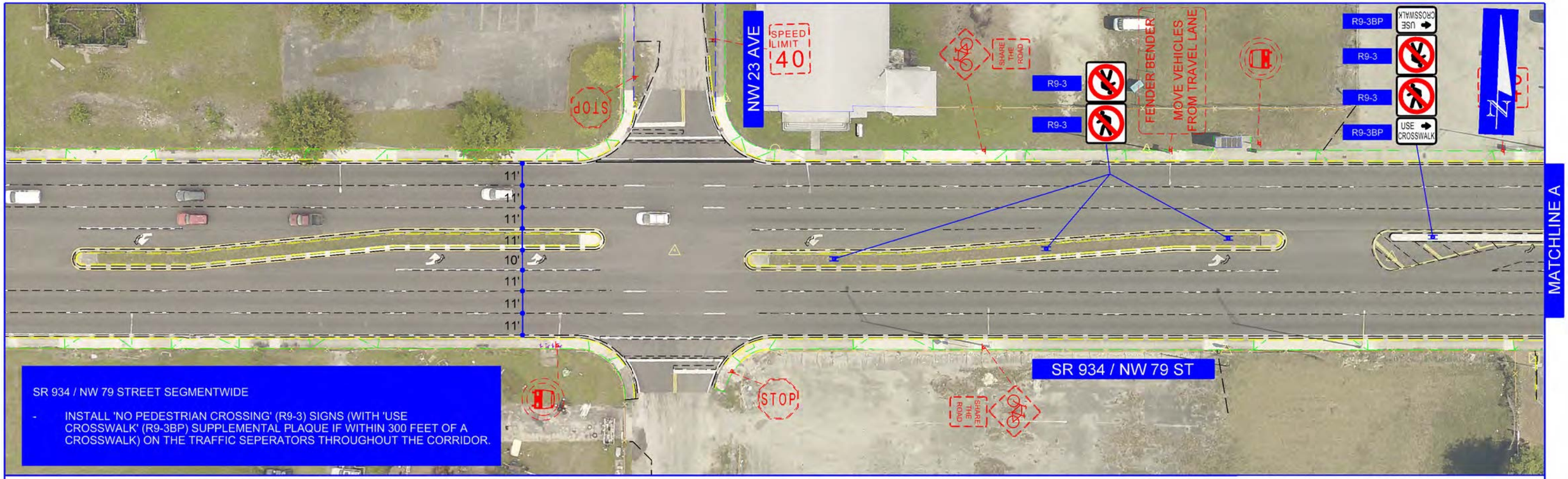
*** REPORT TOTALS ***

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2020	0	0	0	77	135	233	310	0	135	27	42
2021	5	6	1	12	20	9	26	6	21	2	3
2022	1	1	4	5	8	5	11	1	12	0	2
TOTAL	6	7	5	94	163	247	347	7	168	29	47

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 407.

APPENDIX E – PROPOSED CONDITION DIAGRAM FOR ALTERNATIVE 1



LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM ALTERNATIVE 1 SR 934 / NW 79 STREET FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

E-1

LEGEND:			
NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:				

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 1
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
E-2

SR 934 / NW 79 STREET AT NW 17 AVENUE

- PROVIDE HIGH EMPHASIS CROSSWALKS AT NW 17 AVENUE.
- INSTALL 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGNS GROUND MOUNTED ON ALL APPROACHES.
- INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEADS AT THE SOUTHEAST CORNER OF THE INTERSECTION.

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

SR 934 / NW 79 STREET BETWEEN NW 15 AVENUE AND NW 14 AVENUE

- MODIFY EXISTING MEDIAN BETWEEN NW 15 AVENUE AND NW 14 AVENUE.
- PROVIDE MIDBLOCK PEDESTRIAN CROSSING WITH HYBRID PEDESTRIAN BEACON. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL PEDESTRIAN SIGNS (W11-2) WITH DIAGONAL DOWNWARD DIRECTIONAL ARROW SUPPLEMENTAL PLAQUE (W16-7P) AT THE CROSSING AND WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING.
- INSTALL 'RIGHT-TURN ONLY' SIGNS (R3-5R) AND PAVEMENT MARKINGS ON THE SOUTHBOUND APPROACH AT NW 15 AVENUE AND ON THE NORTHBOUND APPROACH AT NW 14 PLACE.

MATCHLINE D

MATCHLINE E

MATCHLINE E

MATCHLINE F

SR 934 / NW 79 ST

NW 17 AVE

NW 17 PL

NW 15 AVE

NW 14 PL

R9-3BP USE CROSSWALK

R9-3

R10-15R TO TURNING VEHICLES

R10-15R TURNING VEHICLES TO

R10-15R TURNING VEHICLES TO SHARE THE ROAD

SPEED LIMIT 40

11' 11' 11' 10' 11' 11' 11' 11'

STOP

R3-5R ONLY

W11-2 W16-7PL

W11-2 W16-7PR

W16-9P AHEAD

W16-7PR W11-2

W16-7PL W11-2

R10-23 CROSSWALK STOP ON RED

R/W CLIP AREA NEEDED (64 SF)

INSTALL DENSE LANDSCAPING

EAST 934

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 1
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

E-3

MATCHLINE F

MATCHLINE G

SR 934 / NW 79 STREET BETWEEN NW 13 COURT AND NW 13 AVENUE

- EXTEND THE RAISED MEDIAN PAST NW 13 COURT AND INSTALL A SIGNALIZED CROSSWALK ACROSS NW 79 STREET TO CONNECT WITH THE EXISTING CROSSWALK ON THE NORTH SIDE. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- RELOCATE THE EXISTING EASTBOUND BUS STOP LOCATED AT NW 13 AVENUE CLOSER TO THE PROPOSED SIGNALIZED CROSSWALK. *COORDINATION WITH MIAMI DADE TRANSIT OFFICE WILL BE REQUIRED PRIOR TO THE IMPLEMENTATION OF THIS IMPROVEMENT.*
- *PROVIDE A WESTBOUND BUS STOP CLOSE TO THE PROPOSED SIGNALIZED CROSSWALK. COORDINATION WITH MIAMI DADE TRANSIT OFFICE WILL BE REQUIRED PRIOR TO THE IMPLEMENTATION OF THIS IMPROVEMENT.*

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

MATCHLINE G

MATCHLINE H

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 1
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

E-4

SR 934 / NW 79 STREET AT NW 12 AVENUE

- RELOCATE THE BUS STOPS LOCATED ON THE EAST LEG OF THE INTERSECTION CLOSER TO THE CROSSWALKS.
- COORDINATE WITH MIAMI DADE TRANSIT OFFICE FOR RELOCATION OF BUS STOPS.

MATCHLINE H

MATCHLINE I

NW 12 CT

NW 11 CT

NW 12 AVE

SR 934 / NW 79 ST

RELOCATED BUS STOP

RELOCATED BUS STOP

11'
11'
13'
11'
11'
11'

SR 934 / NW 79 STREET AT NW 11 AVENUE AND NW 10 COURT

- RELOCATE THE BUS STOP AT NW 11 AVENUE CLOSER TO THE INTERSECTION OF SR 934 AND NW 10 COURT.
- INSTALL A HIGH EMPHASIS CROSSWALK ON THE WEST LEG OF THE INTERSECTION. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGNS GROUND MOUNTED ON THE SOUTHBOUND AND WESTBOUND APPROACHES.

R10-15R

R10-15R

NW 10 CT

MATCHLINE I

MATCHLINE J

11'
11'
13'
11'
11'

10'

SR 934 / NW 79 ST

NW 11 AVE

NW 10 AVE

RELOCATED BUS STOP

SPEED LIMIT 40

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

LEGEND:

NEW SOD	WIDENING AREA
TRAFFIC SEPARATOR	REMOVED PARKING SPACES
SAFETY IMPROVEMENTS	

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 1
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

E-5

SR 934 / NW 79 STREET BETWEEN NW 10 AVENUE AND NW 8 AVENUE

- PROVIDE RASIED MEDIANS/TRAFFIC SEPARATORS BETWEEN NW 10 AVENUE AND NW 8 AVENUE.
- PROVIDE MIDBLOCK PEDESTRIAN CROSSING WITH HYBRID PEDESTRIAN (HAWK) BEACONS ACROSS THE EAST LEG OF THE INTERESCTION OF NW 9 AVENUE AND SR 934 / NW 79 STREET. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL PEDESTRIAN SIGNS (W11-2) WITH DIAGONAL DOWNWARD DIRECTIONAL ARROW SUPPLEMENTAL PLAQUE (W16-7P) AT THE CROSSING AND WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING.

MATCHLINE J

MATCHLINE K

R/W CLIP AREA NEEDED (64 SF)

NW 9 AVE

NW 8 AVE

NW 8 CT

SR 934 / NW 79 ST

W11-2 W16-7PL W11-2 W16-7PL W11-2 R3-17AP AHEAD

R10-23 CROSSWALK STOP ON RED

NO STANDING ANY TIME TOW-AWAY ZONE

WEST 934

ONLY STOP

11' 11' 11' 11' 11' 100' 9' 4' 12' 125'

R9-3BP USE CROSSWALK R9-3 R9-3 R9-3BP USE CROSSWALK

W16-7PR W11-2 W16-7PL W11-2

INSTALL DENSE LANDSCAPING

R3-17AP W11-2

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

SR 934 / NW 79 STREET AT SR 7 / NW 7 AVENUE

- REPLACE THE EXISTING W11-2/W16-7P SIGN ASSEMBLY PANELS AT THE NORTHWEST AND SOUTHWEST CORNERS WITH 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGN PANELS.
- CONSIDER PROVIDING A LEADING PEDESTRIAN INTERVAL TO CROSS ALL LEGS OF THE INTERSECTION.
- INSTALL ELECTRONIC BLANK OUT SIDES (R10-15) ON THE MAST-ARM UPRIGHTS FOR ALL RIGHT TURNS, REPLACE TEH EXISTING MAST ARM MOUNTED R10-15L SIGN PANEL FACING NORTHBOUND WITH A BLANK OUT SIGN, AND INSTALL A MAST-ARM MOUNTED R10-15L BLANK OUT SIGN FACING SOUTHBOUND.

NOTES:

1. *THE INSTALLATION OF THE R10-15 BLANK OUT SIGNS ON THE MAST-ARMS WILL REQUIRE THE STRUCTURAL ANALYSIS OF THE MAST-ARMS TO DETERMINE IF THE EXISTING STRUCTURES CAN WITHSTAND THE ADDITIONAL DEAD LOAD AND WIND LOAD. IF THE STRUCTURAL ANALYSIS REVEALS THAT THE MAST-ARMS NEED TO BE REPLACES DUE TO THE INSTALLATION OF THE BLANK OUT SIGNS, THE BLANK OUT SIGNS SHOULD BE DISCARDED.*
2. *COORDINATION WITH MIAMI-DADE COUNTY IS NECESSARY FOR THE IMPLEMENTATION OF THE LPI AND INSTALLATION OF THE BLANK OUT SIGNS.*

SR 934 / NW 79 ST

11' 11' 13' 11' 11'

EAST 934

R10-15R TO TURNING VEHICLES

R10-15 BLANK OUT

SR 7 / NW 7 AVE

MATCHLINE L

LEGEND:

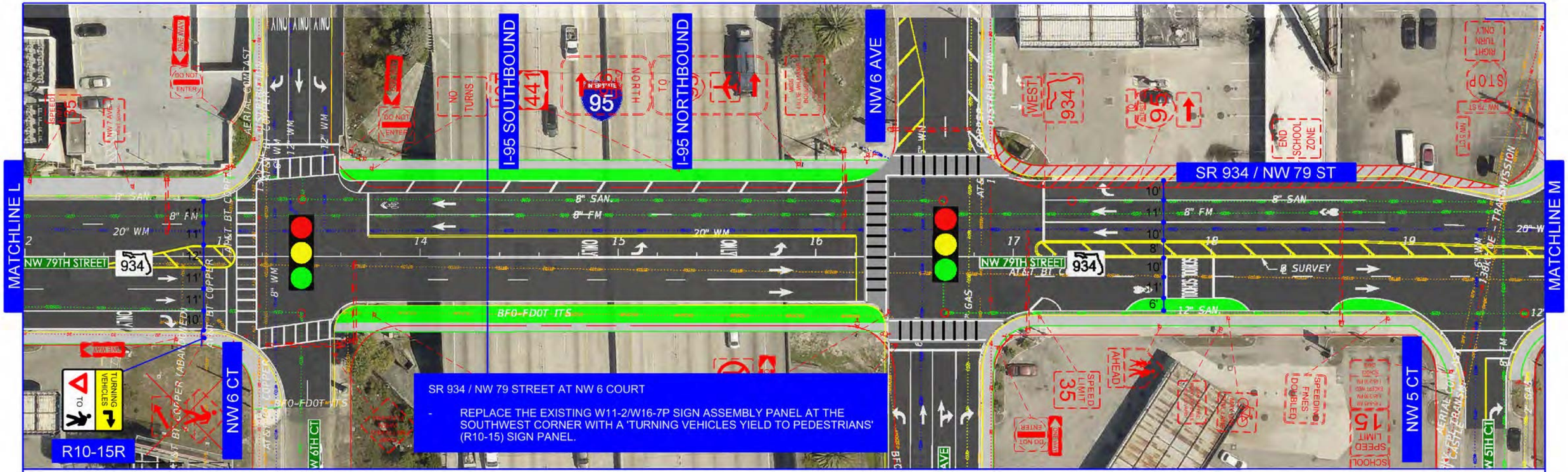
NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 1
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

E-6



LEGEND:			
NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 1
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

E-7

MATCHLINE N

MATCHLINE O

NW 4 AVE

NW 4TH AVE

R9-3

R9-3BP

USE CROSSWALK

W11-2

W16-7PL

2 PARKING SPACES TO BE REMOVED

SR 934 / NW 79 ST

W11-2

W16-9P

AHEAD

NW 2 CT

NW 2ND CT

NO PARKING ANY TIME

STOP

NW 79TH STREET

934

℄ SURVEY

16" WM

8" WM

8" SAN

12" SAN

6" WM

4" WM

AT&T BT COPPER/BT FIBER

2 PARKING SPACES TO BE REMOVED

W16-7PL

W11-2

NW 3 AVE

NW 2 CT

NW 1 PL

NW 1ST PL

NW 2 AVE

TURNING VEHICLES

TO

R10-15R

SR 934 / NW 79 STREET BETWEEN NW 4 AVENUE AND NW 3 AVENUE

- INSTALL A SIGNALIZED MIDBLOCK CROSSWALK ACROSS SR 934 / NW 79 STREET BETWEEN NW 4 AVENUE AND NW 3 AVENUE. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL PEDESTRIAN SIGNS (W11-2) WITH DIAGONAL DOWNWARD DIRECTIONAL ARROW SUPPLEMENTAL PLAQUE (W16-7P) AT THE CROSSING AND WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING.

SR 934 / NW 79 STREET AT NW 2 AVENUE

- INSTALL CROSSWALK ACROSS THE EAST LEG OF THE INTERSECTION.
- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE ON THE EAST AND WEST LEGS OF THE INTERSECTION.
- INSTALL 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGNS GROUND MOUNTED ON THE NORTHBOUND APPROACH.

LEGEND:

NEW SOD	WIDENING AREA
TRAFFIC SEPARATOR	REMOVED PARKING SPACES
SAFETY IMPROVEMENTS	

INTERSECTION DETAILS:

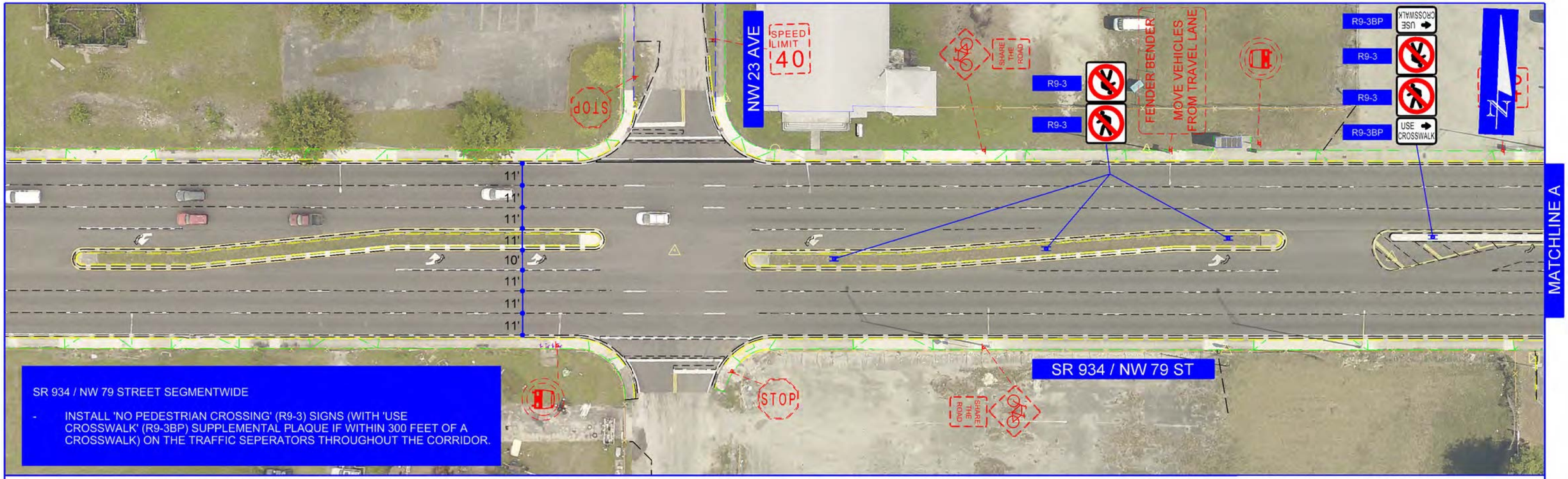
PROPOSED IMPROVEMENTS DIAGRAM ALTERNATIVE 1 SR 934 / NW 79 STREET FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

E-8

JSlowInski 6/26/2020 2:08:37 PM

APPENDIX F – PROPOSED CONDITION DIAGRAM FOR ALTERNATIVE 2



LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 2
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

F-1

LEGEND:			
NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:				

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 2
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

F-2

jSlowInski 6/26/2020 2:54:47 PM T:\001_TM - Traffic Studies - Items\TMD 104 - SR 934 - Safety Study Update\CAD\Sheet1_PROP_03_Alt 2.dgn

SR 934 / NW 79 STREET AT NW 17 AVENUE

- PROVIDE HIGH EMPHASIS CROSSWALKS AT NW 17 AVENUE.
- INSTALL 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGNS GROUND MOUNTED ON ALL APPROACHES.
- INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEADS AT THE SOUTHEAST CORNER OF THE INTERSECTION.

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

SR 934 / NW 79 STREET BETWEEN NW 15 AVENUE AND NW 14 AVENUE

- MODIFY EXISTING MEDIAN BETWEEN NW 15 AVENUE AND NW 14 AVENUE.
- PROVIDE MIDBLOCK PEDESTRIAN CROSSING WITH HYBRID PEDESTRIAN BEACON. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL PEDESTRIAN SIGNS (W11-2) WITH DIAGONAL DOWNWARD DIRECTIONAL ARROW SUPPLEMENTAL PLAQUE (W16-7P) AT THE CROSSING AND WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING.
- INSTALL 'RIGHT-TURN ONLY' SIGNS (R3-5R) AND PAVEMENT MARKINGS ON THE SOUTHBOUND APPROACH AT NW 15 AVENUE AND ON THE NORTHBOUND APPROACH AT NW 14 PLACE.

MATCHLINE D

MATCHLINE E

MATCHLINE E

MATCHLINE F

SR 934 / NW 79 ST

NW 17 AVE

NW 17 PL

NW 15 AVE

NW 14 PL

R9-3BP USE CROSSWALK

R9-3

R10-15R TO TURNING VEHICLES

R10-15R TURNING VEHICLES TO

R10-15R TURNING VEHICLES TO SHARE THE ROAD

R3-5R ONLY

R10-23 CROSSWALK STOP ON RED

W11-2 W16-7PL

W11-2 W16-7PR

W16-9P AHEAD

W16-7PR W11-2

W16-7PL W11-2

R/W CLIP AREA NEEDED (64 SF)

INSTALL DENSE LANDSCAPING

SPEED LIMIT 40

11' 11' 11' 10' 11' 11' 11' 11'

20'

STOP

SHARE THE ROAD

934 EAST

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 2
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

F-3

MATCHLINE F

MATCHLINE G

SR 934 / NW 79 STREET BETWEEN NW 13 COURT AND NW 13 AVENUE

- EXTEND THE RAISED MEDIAN PAST NW 13 COURT AND INSTALL A SIGNALIZED CROSSWALK ACROSS NW 79 STREET TO CONNECT WITH THE EXISTING CROSSWALK ON THE NORTH SIDE. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- RELOCATE THE EXISTING EASTBOUND BUS STOP LOCATED AT NW 13 AVENUE CLOSER TO THE PROPOSED SIGNALIZED CROSSWALK. *COORDINATION WITH MIAMI DADE TRANSIT OFFICE WILL BE REQUIRED PRIOR TO THE IMPLEMENTATION OF THIS IMPROVEMENT.*
- *PROVIDE A WESTBOUND BUS STOP CLOSE TO THE PROPOSED SIGNALIZED CROSSWALK. COORDINATION WITH MIAMI DADE TRANSIT OFFICE WILL BE REQUIRED PRIOR TO THE IMPLEMENTATION OF THIS IMPROVEMENT.*

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

EXISTING CROSSWALK TO REMAIN

PROPOSED BUS STOP

INSTALL DENSE LANDSCAPING

RELOCATED BUS STOP

R6-1

R3-5R

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 2
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

E-4

SR 934 / NW 79 STREET AT NW 12 AVENUE

- RELOCATE THE BUS STOPS LOCATED ON THE EAST LEG OF THE INTERSECTION CLOSER TO THE CROSSWALKS.
- COORDINATE WITH MIAMI DADE TRANSIT OFFICE FOR RELOCATION OF BUS STOPS.

MATCHLINE H

MATCHLINE I

NW 12 CT

NW 11 CT

NW 12 AVE

SR 934 / NW 79 ST

RELOCATED BUS STOP

RELOCATED BUS STOP

11'
11'
13'
11'
11'
11'

SR 934 / NW 79 STREET AT NW 11 AVENUE AND NW 10 COURT

- RELOCATE THE BUS STOP AT NW 11 AVENUE CLOSER TO THE INTERSECTION OF SR 934 AND NW 10 COURT.
- INSTALL A HIGH EMPHASIS CROSSWALK ON THE WEST LEG OF THE INTERSECTION. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGNS GROUND MOUNTED ON THE SOUTHBOUND AND WESTBOUND APPROACHES.

R10-15R

R10-15R

NW 10 CT

MATCHLINE I

MATCHLINE J

11'
11'
13'
11'
11'

10'

SR 934 / NW 79 ST

NW 11 AVE

NW 10 AVE

RELOCATED BUS STOP

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

LEGEND:

NEW SOD	WIDENING AREA
TRAFFIC SEPARATOR	REMOVED PARKING SPACES
SAFETY IMPROVEMENTS	

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 2
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

F-5

SR 934 / NW 79 STREET BETWEEN NW 10 AVENUE AND NW 8 AVENUE

- PROVIDE RASIED MEDIANS/TRAFFIC SEPARATORS BETWEEN NW 10 AVENUE AND NW 8 AVENUE.
- PROVIDE MIDBLOCK PEDESTRIAN CROSSING WITH HYBRID PEDESTRIAN (HAWK) BEACONS ACROSS THE EAST LEG OF THE INTERESCTION OF NW 9 AVENUE AND SR 934 / NW 79 STREET. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL PEDESTRIAN SIGNS (W11-2) WITH DIAGONAL DOWNWARD DIRECTIONAL ARROW SUPPLEMENTAL PLAQUE (W16-7P) AT THE CROSSING AND WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING.

R/W CLIP AREA NEEDED (64 SF)

NW 9 AVE

NW 8 AVE

NW 8 CT

SR 934 / NW 79 ST

INSTALL DENSE LANDSCAPING

MATCHLINE J

MATCHLINE K

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

SR 934 / NW 79 STREET AT SR 7 / NW 7 AVENUE

- REPLACE THE EXISTING W11-2/W16-7P SIGN ASSEMBLY PANELS AT THE NORTHWEST AND SOUTHWEST CORNERS WITH 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGN PANELS.
- CONSIDER PROVIDING A LEADING PEDESTRIAN INTERVAL TO CROSS ALL LEGS OF THE INTERSECTION.
- INSTALL ELECTRONIC BLANK OUT SIDES (R10-15) ON THE MAST-ARM UPRIGHTS FOR ALL RIGHT TURNS, REPLACE TEH EXISTING MAST ARM MOUNTED R10-15L SIGN PANEL FACING NORTHBOUND WITH A BLANK OUT SIGN, AND INSTALL A MAST-ARM MOUNTED R10-15L BLANK OUT SIGN FACING SOUTHBOUND.

NOTES:

1. *THE INSTALLATION OF THE R10-15 BLANK OUT SIGNS ON THE MAST-ARMS WILL REQUIRE THE STRUCTURAL ANALYSIS OF THE MAST-ARMS TO DETERMINE IF THE EXISTING STRUCTURES CAN WITHSTAND THE ADDITIONAL DEAD LOAD AND WIND LOAD. IF THE STRUCTURAL ANALYSIS REVEALS THAT THE MAST-ARMS NEED TO BE REPLACES DUE TO THE INSTALLATION OF THE BLANK OUT SIGNS, THE BLANK OUT SIGNS SHOULD BE DISCARDED.*
2. *COORDINATION WITH MIAMI-DADE COUNTY IS NECESSARY FOR THE IMPLEMENTATION OF THE LPI AND INSTALLATION OF THE BLANK OUT SIGNS.*

R10-15R

R10-15 BLANK OUT

SR 7 / NW 7 AVE

SR 934 / NW 79 ST

MATCHLINE K

MATCHLINE L

LEGEND:

NEW SOD	WIDENING AREA
TRAFFIC SEPARATOR	REMOVED PARKING SPACES
SAFETY IMPROVEMENTS	

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 2
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO. E-6

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MATCHLINE L

MATCHLINE M

MATCHLINE M

MATCHLINE N

I-95 SOUTHBOUND

I-95 NORTHBOUND

NW 6 AVE

SR 934 / NW 79 ST

NW 6 CT

NW 5 CT

NW 5 AVE

NW 4 CT

R10-15R

SR 934 / NW 79 STREET AT NW 6 COURT

- REPLACE THE EXISTING W11-2/W16-7P SIGN ASSEMBLY PANEL AT THE SOUTHWEST CORNER WITH A 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGN PANEL.

SR 934 / NW 79 STREET EAST OF NW 6 COURT

- REDUCE THE NUMBER OF EASTBOUND TRAVEL LANES FROM THREE (3) TO TWO (2) AND INSTALL A RAISED MEDIAN.

SR 934 / NW 79 STREET AT NW 4 COURT

- INSTALL PEDESTRIAN SIGNS (W11-2) WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING AT NW 4 AVENUE.

W16-9P W11-2

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 2
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

F-7

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SR 934 / NW 79 STREET EAST OF NW 6 COURT

- REDUCE THE NUMBER OF EASTBOUND TRAVEL LANES FROM THREE (3) TO TWO (2) AND INSTALL A RAISED MEDIAN.

SR 934 / NW 79 STREET BETWEEN NW 4 AVENUE AND NW 3 AVENUE

- INSTALL A SIGNALIZED MIDBLOCK CROSSWALK ACROSS SR 934 / NW 79 STREET BETWEEN NW 4 AVENUE AND NW 3 AVENUE. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL PEDESTRIAN SIGNS (W11-2) WITH DIAGONAL DOWNWARD DIRECTIONAL ARROW SUPPLEMENTAL PLAQUE (W16-7P) AT THE CROSSING AND WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING.

SR 934 / NW 79 STREET AT NW 2 AVENUE

- INSTALL CROSSWALK ACROSS THE EAST LEG OF THE INTERSECTION.
- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE ON THE EAST AND WEST LEGS OF THE INTERSECTION.
- INSTALL 'TURNING VEHICLES YIELD TO PEDESTRIANS' (R10-15) SIGNS GROUND MOUNTED ON THE NORTHBOUND APPROACH.

LEGEND:

NEW SOD	WIDENING AREA
TRAFFIC SEPARATOR	REMOVED PARKING SPACES
SAFETY IMPROVEMENTS	

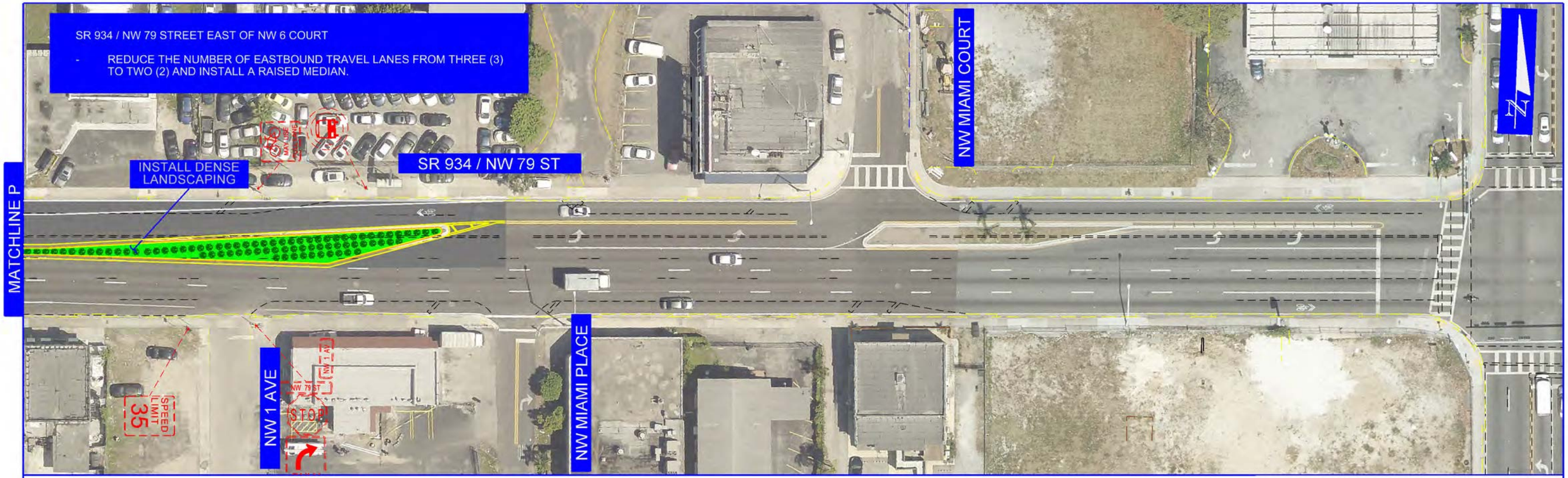
INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM ALTERNATIVE 2 SR 934 / NW 79 STREET FROM NW 25 AVE TO NW 1 CT

FIGURE NO. G-8

SR 934 / NW 79 STREET EAST OF NW 6 COURT

- REDUCE THE NUMBER OF EASTBOUND TRAVEL LANES FROM THREE (3) TO TWO (2) AND INSTALL A RAISED MEDIAN.



LEGEND:				INTERSECTION DETAILS:					PROPOSED IMPROVEMENTS DIAGRAM ALTERNATIVE 2 SR 934 / NW 79 STREET FROM NW 25 AVE TO NW 1 CT	FIGURE NO.
NEW SOD	WIDENING AREA									F-9
TRAFFIC SEPARATOR	REMOVED PARKING SPACES									
SAFETY IMPROVEMENTS										

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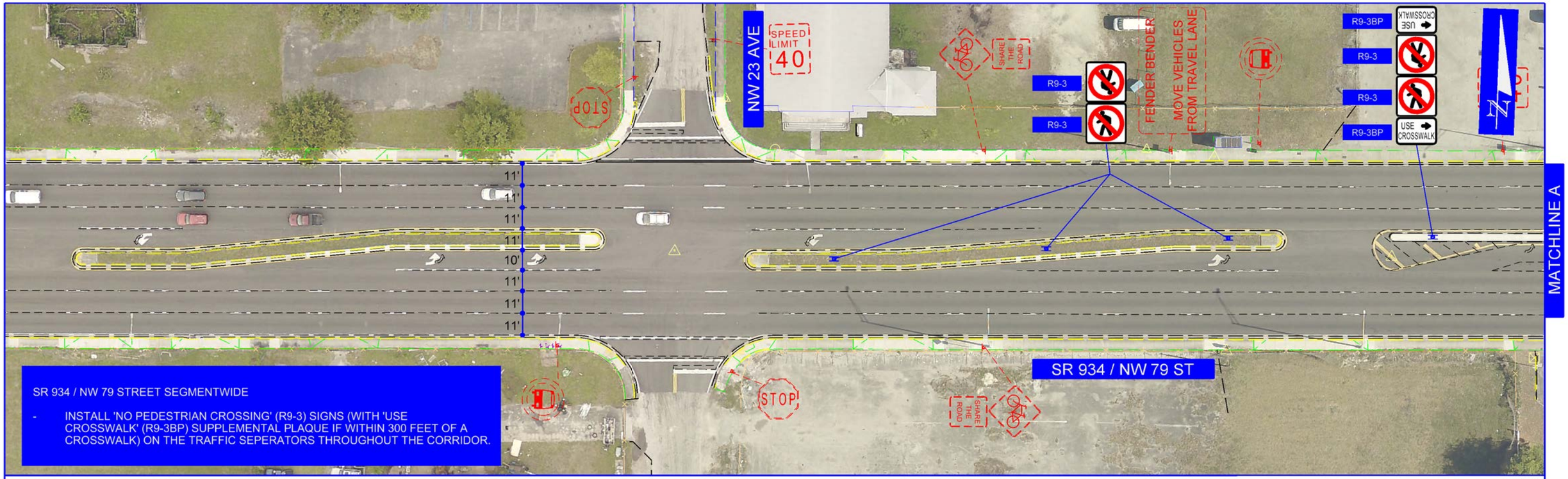
APPENDIX G – PROPOSED CONDITION DIAGRAM FOR ALTERNATIVE 3



LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 3
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

G-1

JSlowinski 3/9/2023 11:18:02 PM T:\2209 C-AJT2 DN Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_PROP_02_Alt 3.dgn

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

LEGEND:			
NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:				

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 3
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.
G-2

JSlowinski 3/9/2023 11:18:19 PM T:\2209 C-AJT2 DN Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_PROP_03_Alt 3.dgn

SR 934 / NW 79 STREET AT NW 17 AVENUE

- PROVIDE HIGH EMPHASIS CROSSWALKS AT NW 17 AVENUE.
- INSTALL 'TURNING VEHICLES STOP FOR PEDESTRIANS' (R10-15) SIGNS GROUND MOUNTED ON ALL APPROACHES.
- INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEADS AT THE SOUTHEAST CORNER OF THE INTERSECTION.

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

SR 934 / NW 79 STREET BETWEEN NW 15 AVENUE AND NW 14 AVENUE

- MODIFY EXISTING MEDIAN BETWEEN NW 15 AVENUE AND NW 14 AVENUE.
- PROVIDE MIDBLOCK PEDESTRIAN CROSSING WITH HYBRID PEDESTRIAN BEACON. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL PEDESTRIAN SIGNS (W11-2) WITH DIAGONAL DOWNWARD DIRECTIONAL ARROW SUPPLEMENTAL PLAQUE (W16-7P) AT THE CROSSING AND WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING.
- INSTALL 'RIGHT-TURN ONLY' SIGNS (R3-5R) AND PAVEMENT MARKINGS ON THE SOUTHBOUND APPROACH AT NW 15 AVENUE AND ON THE NORTHBOUND APPROACH AT NW 14 PLACE.

MATCHLINE D

MATCHLINE E

MATCHLINE E

MATCHLINE F

SR 934 / NW 79 ST

NW 17 AVE

NW 17 PL

NW 15 AVE

NW 14 PL

R9-3BP USE CROSSWALK

R9-3

R10-15aR

R3-5R

W16-9P AHEAD

W11-2

W16-7PR

W16-7PL

R10-23 CROSSWALK STOP ON RED

R/W CLIP NEEDED (64 SF)

R/W CLIP AREA NEEDED (64 SF)

INSTALL DENSE LANDSCAPING

SPEED LIMIT 40

11' 11' 11' 10' 11' 11' 11' 11'

20'

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 3
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO. G-3

MATCHLINE F

MATCHLINE G

MATCHLINE G

MATCHLINE H

NW 14 CT

NW 14 AVE

NW 13 CT

NW 13 AVE

NW 12 PL

NW 12 CT

SR 934 / NW 79 ST

R9-3BP

R9-3

R9-3

R9-3BP

USE CROSSWALK

W11-2

W16-9P

AHEAD

R9-3

R9-3

R9-3

R9-3

11'

11'

11'

11'

10'

11'

11'

11'

INSTALL DENSE LANDSCAPING

SR 934 / NW 79 STREET BETWEEN NW 13 COURT AND NW 13 AVENUE

- EXTEND THE RAISED MEDIAN PAST NW 13 COURT AND INSTALL A SIGNALIZED CROSSWALK ACROSS NW 79 STREET TO CONNECT WITH THE EXISTING CROSSWALK ON THE NORTH SIDE. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- RELOCATE THE EXISTING EASTBOUND BUS STOP LOCATED AT NW 13 AVENUE CLOSER TO THE PROPOSED SIGNALIZED CROSSWALK. *COORDINATION WITH MIAMI DADE TRANSIT OFFICE WILL BE REQUIRED PRIOR TO THE IMPLEMENTATION OF THIS IMPROVEMENT.*
- *PROVIDE A WESTBOUND BUS STOP CLOSE TO THE PROPOSED SIGNALIZED CROSSWALK. COORDINATION WITH MIAMI DADE TRANSIT OFFICE WILL BE REQUIRED PRIOR TO THE IMPLEMENTATION OF THIS IMPROVEMENT.*

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

W16-9P

W11-2

W11-2

W16-7PL

W11-2

W16-7PR

PROPOSED BUS STOP

INSTALL DENSE LANDSCAPING

10'

7'

10'

W16-7PR

W11-2

W16-7PL

W11-2

RELOCATED BUS STOP

R6-1

R3-5R

W11-2

W16-9P

AHEAD

11'

11'

13'

11'

11'

11'

SR 934 / NW 79 ST

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 3
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

G-4

JSlowinski 3/9/2023 11:18:48 PM T:\2209 C-AJT2 DN Traffic Safety Studies - CHP\TWO I9 - SR 934 Safety Study Update\CAD\plan1d_PROP_05_Alt 3.dgn

SR 934 / NW 79 STREET AT NW 12 AVENUE

- RELOCATE THE BUS STOPS LOCATED ON THE EAST LEG OF THE INTERSECTION CLOSER TO THE CROSSWALKS.
- COORDINATE WITH MIAMI DADE TRANSIT OFFICE FOR RELOCATION OF BUS STOPS.

MATCHLINE H

MATCHLINE I

NW 12 CT

NW 11 CT

NW 12 AVE

SR 934 / NW 79 ST

RELOCATED BUS STOP

RELOCATED BUS STOP

11'
11'
13'
11'
11'
11'

SR 934 / NW 79 STREET AT NW 11 AVENUE AND NW 10 COURT

- RELOCATE THE BUS STOP AT NW 11 AVENUE CLOSER TO THE INTERSECTION OF SR 934 AND NW 10 COURT.
- INSTALL A HIGH EMPHASIS CROSSWALK ON THE WEST LEG OF THE INTERSECTION. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL 'TURNING VEHICLES STOP FOR PEDESTRIANS' (R10-15a) SIGNS GROUND MOUNTED ON THE SOUTHBOUND AND WESTBOUND APPROACHES.

R10-15aR

R10-15aR

NW 10 CT

MATCHLINE I

MATCHLINE J

11'
11'
13'
11'
11'

10'

SR 934 / NW 79 ST

NW 11 AVE

NW 10 AVE

RELOCATED BUS STOP

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 3
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

G-5

JSlowinski 3/9/2023 11:19:02 PM T:\2209 C-AJT2 DN Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\planrd_PROP_06_Alt 3.dgn

SR 934 / NW 79 STREET BETWEEN NW 10 AVENUE AND NW 8 AVENUE

- PROVIDE RASIED MEDIANS/TRAFFIC SEPARATORS BETWEEN NW 10 AVENUE AND NW 8 AVENUE.
- PROVIDE MIDBLOCK PEDESTRIAN CROSSING WITH HYBRID PEDESTRIAN (HAWK) BEACONS ACROSS THE EAST LEG OF THE INTERESCTION OF NW 9 AVENUE AND SR 934 / NW 79 STREET. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*
- INSTALL PEDESTRIAN SIGNS (W11-2) WITH DIAGONAL DOWNWARD DIRECTIONAL ARROW SUPPLEMENTAL PLAQUE (W16-7P) AT THE CROSSING AND WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING.

MATCHLINE J

MATCHLINE K

R/W CLIP AREA NEEDED (64 SF)

NW 9 AVE

NW 8 AVE

NW 8 CT

SR 934 / NW 79 ST

INSTALL DENSE LANDSCAPING

W11-2 W16-7PL R10-23 R3-17AP W16-7PR R9-3BP R9-3 USE CROSSWALK NO STANDING ANY TIME TOW-AWAY ZONE STOP AHEAD ONLY WEST 934 EAST 934 125' 9' 4' 11' 12' 13'

SR 934 / NW 79 STREET SEGMENTWIDE

- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS (WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE IF WITHIN 300 FEET OF A CROSSWALK) ON THE TRAFFIC SEPERATORS THROUGHOUT THE CORRIDOR.

SR 934 / NW 79 STREET AT SR 7 / NW 7 AVENUE

- REPLACE THE EXISTING W11-2/W16-7P SIGN ASSEMBLY PANELS AT THE NORTHWEST AND SOUTHWEST CORNERS WITH 'TURNING VEHICLES STOP FOR PEDESTRIANS' (R10-15a) SIGN PANELS.
- CONSIDER PROVIDING A LEADING PEDESTRIAN INTERVAL TO CROSS ALL LEGS OF THE INTERSECTION.
- INSTALL ELECTRONIC BLANK OUT SIDES (R10-15) ON THE MAST-ARM UPRIGHTS FOR ALL RIGHT TURNS, REPLACE TEH EXISTING MAST ARM MOUNTED R10-15L SIGN PANEL FACING NORTHBOUND WITH A BLANK OUT SIGN, AND INSTALL A MAST-ARM MOUNTED R10-15L BLANK OUT SIGN FACING SOUTHBOUND.

NOTES:

1. *THE INSTALLATION OF THE R10-15 BLANK OUT SIGNS ON THE MAST-ARMS WILL REQUIRE THE STRUCTURAL ANALYSIS OF THE MAST-ARMS TO DETERMINE IF THE EXISTING STRUCTURES CAN WITHSTAND THE ADDITIONAL DEAD LOAD AND WIND LOAD. IF THE STRUCTURAL ANALYSIS REVEALS THAT THE MAST-ARMS NEED TO BE REPLACES DUE TO THE INSTALLATION OF THE BLANK OUT SIGNS, THE BLANK OUT SIGNS SHOULD BE DISCARDED.*
2. *COORDINATION WITH MIAMI-DADE COUNTY IS NECESSARY FOR THE IMPLEMENTATION OF THE LPI AND INSTALLATION OF THE BLANK OUT SIGNS.*

MATCHLINE K

MATCHLINE L

SR 934 / NW 79 ST

SR 7 / NW 7 AVE

R10-15aR R10-15 STOP FOR TURNING VEHICLES 11' 13' CENTER LANE REVEREND DR. J. PRESTON, JR. STREET 441 95 SOUTH

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 3
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

G-6

JSlowinski 3/9/2023 11:19:18 PM T:\2009 C-AJT2 DN Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\plan\d_PROP_DT_Alt 3.dgn

MATCHLINE L

MATCHLINE M

I-95 SOUTHBOUND

I-95 NORTHBOUND

NW 6 AVE

NW 6 CT

NW 5 CT

SR 934 / NW 79 ST

SR 934 / NW 79 STREET FROM NW 6 AVENUE TO NW 4 AVENUE

- REMOVE THE CHEVRON AREAS ALONG BOTH SIDE OF THE CORRIDOR FROM NW 6 AVENUE TO NW 4 AVENUE AND THE ON-STREET PARKING (12 SPACES) ALONG THE SOUTH SIDE OF SR 934/NW 79 STREET.
- INSTALL A RAISED MEDIAN BETWEEN NW 6 AVENUE AND NW 4 AVENUE.

SR 934 / NW 79 STREET AT NW 6 COURT

- REPLACE THE EXISTING W11-2/W16-7P SIGN ASSEMBLY PANEL AT THE SOUTHWEST CORNER WITH A 'TURNING VEHICLES STOP FOR PEDESTRIANS' (R10-15a) SIGN PANEL.

R10-15aR

MATCHLINE M

MATCHLINE N

NW 5 CT

NW 5 AVE

NW 4 CT

SR 934 / NW 79 ST

SR 934 / NW 79 STREET AT NW 4 COURT

- INSTALL PEDESTRIAN SIGNS (W11-2) WITH 'AHEAD' SUPPLEMENTAL PLAQUE (W16-9P) IN ADVANCE OF THE CROSSING AT NW 4 AVENUE.

R9-3

R9-3BP

3 PARKING SPACES TO BE REMOVED

3 PARKING SPACES TO BE REMOVED

1 PARKING SPACE TO BE REMOVED

4 PARKING SPACES TO BE REMOVED

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 3
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

G-7

JSlowinski 3/9/2023 11:33 PM T:\2209 C-AJT2 DN Traffic Safety Studies - CHP\TWO 19 - SR 934 Safety Study Update\CAD\plan\d_PROP_08_Alt 3.dgn

SR 934 / NW 79 STREET AT NW 4 AVENUE

- SIGNALIZE THE INTERSECTION OF SR 934 / NW 79 STREET AND NW 4 AVENUE AND PROVIDE HIGH EMPHASIS CROSSWALKS WITH PEDESTRIAN SIGNAL HEADS ON ALL FOUR LEGS OF THE INTERSECTION. *THE INSTALLATION OF ADDITIONAL LIGHTING MAY BE REQUIRED FOR THIS IMPROVEMENT.*

SR 934 / NW 79 STREET AT NW 2 AVENUE

- INSTALL CROSSWALK ACROSS THE EAST LEG OF THE INTERSECTION.
- INSTALL 'NO PEDESTRIAN CROSSING' (R9-3) SIGNS WITH 'USE CROSSWALK' (R9-3BP) SUPPLEMENTAL PLAQUE ON THE EAST AND WEST LEGS OF THE INTERSECTION.
- INSTALL A 'TURNING VEHICLES STOP FOR PEDESTRIANS' (R10-15a) SIGN GROUND MOUNTED ON THE NORTHBOUND APPROACH.

LEGEND:

NEW SOD	WIDENING AREA		
TRAFFIC SEPARATOR	REMOVED PARKING SPACES		
SAFETY IMPROVEMENTS			

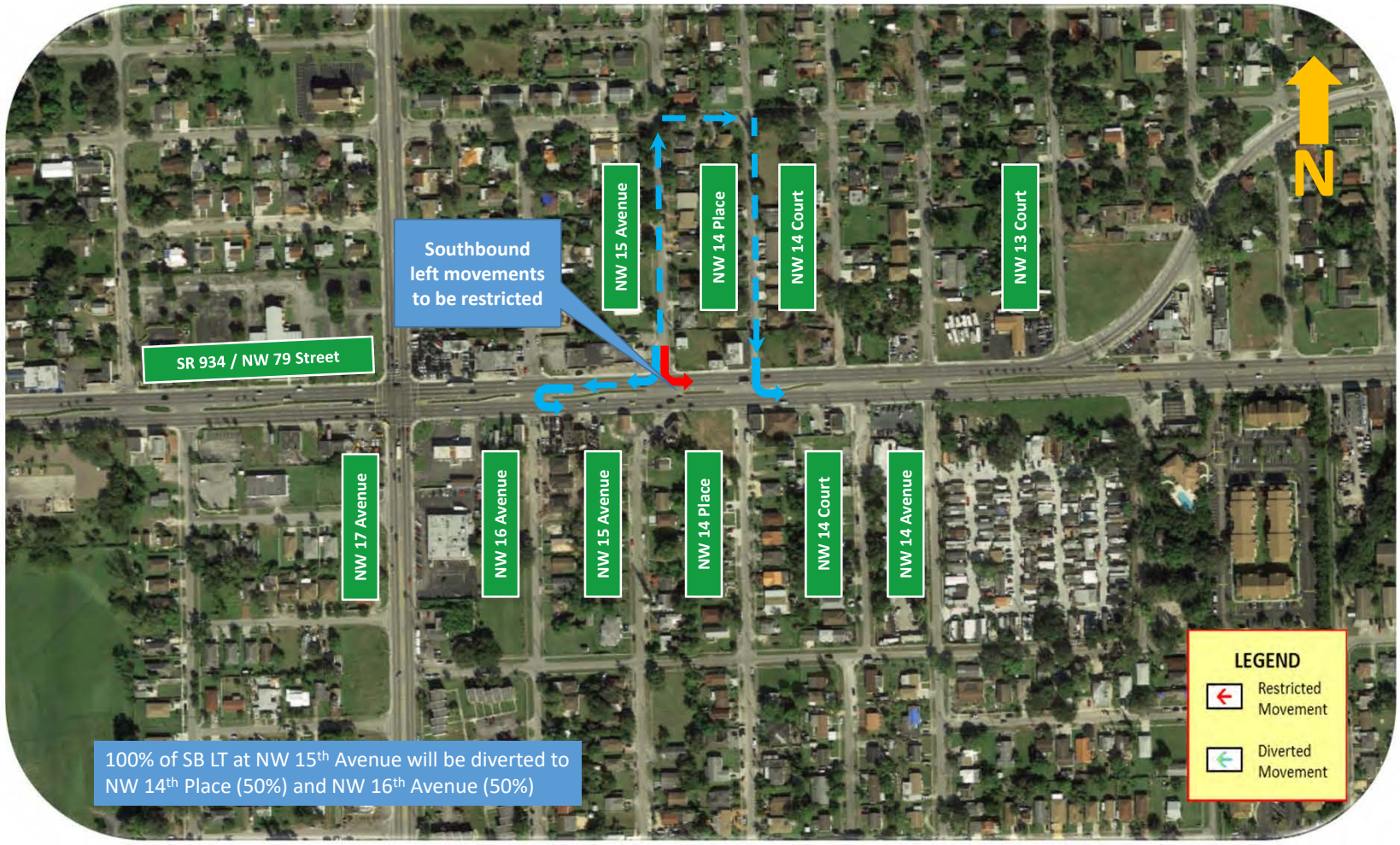
INTERSECTION DETAILS:

PROPOSED IMPROVEMENTS DIAGRAM
ALTERNATIVE 3
SR 934 / NW 79 STREET
FROM NW 25 AVE TO NW 1 CT

FIGURE NO.

G-8

APPENDIX H – TRAFFIC DIVERSION FIGURES

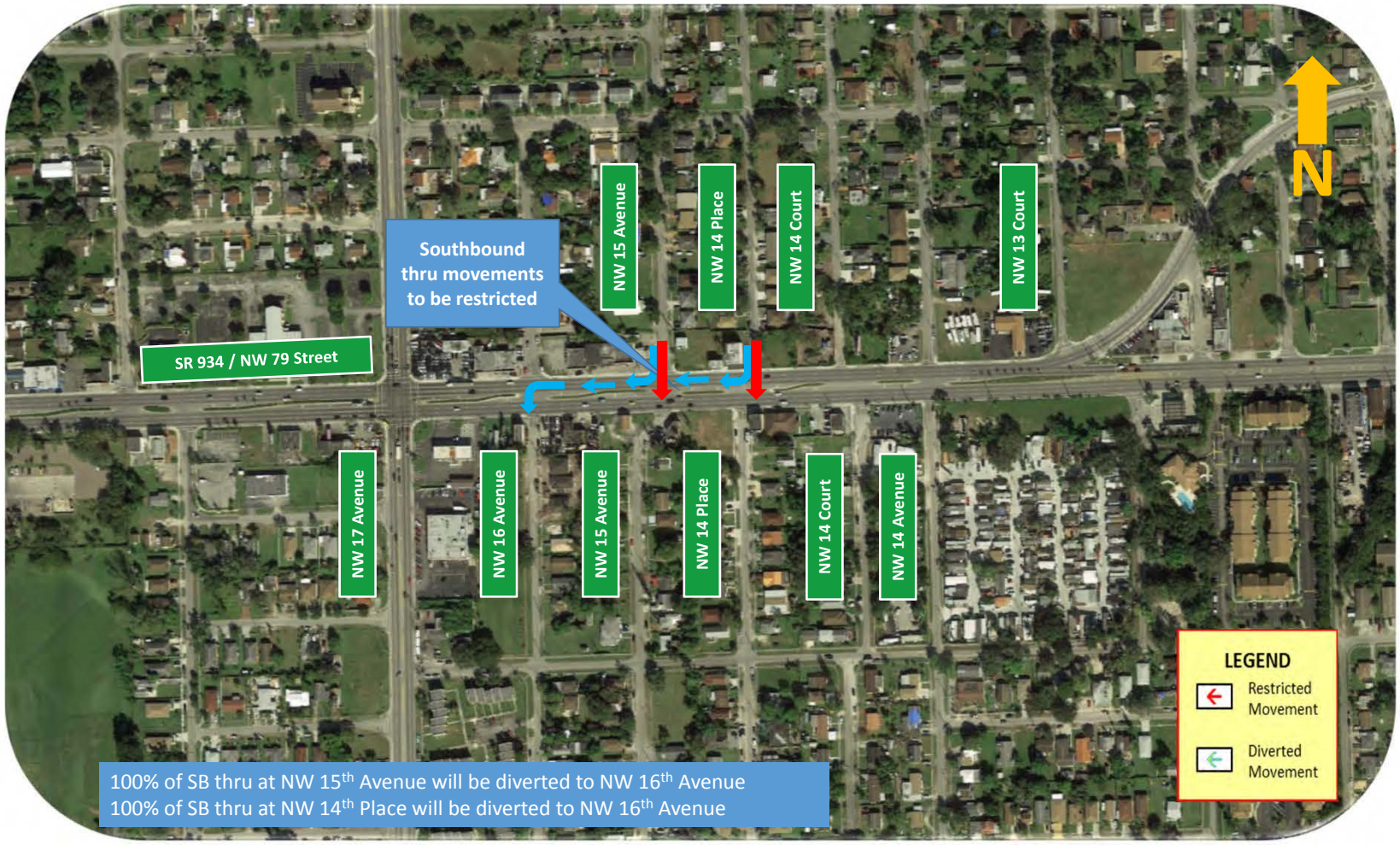


Source: Google Maps

TRAFFIC DIVERSION

SR 934 / NW 79TH STREET AT NW 15TH AVENUE – SB LT MOVEMENT

Figure TD 1



TRAFFIC DIVERSION

Source: Google Maps

SR 934 / NW 79TH STREET AT NW 15TH AVENUE AND NW 14TH PLACE – SB THRU MOVEMENTS

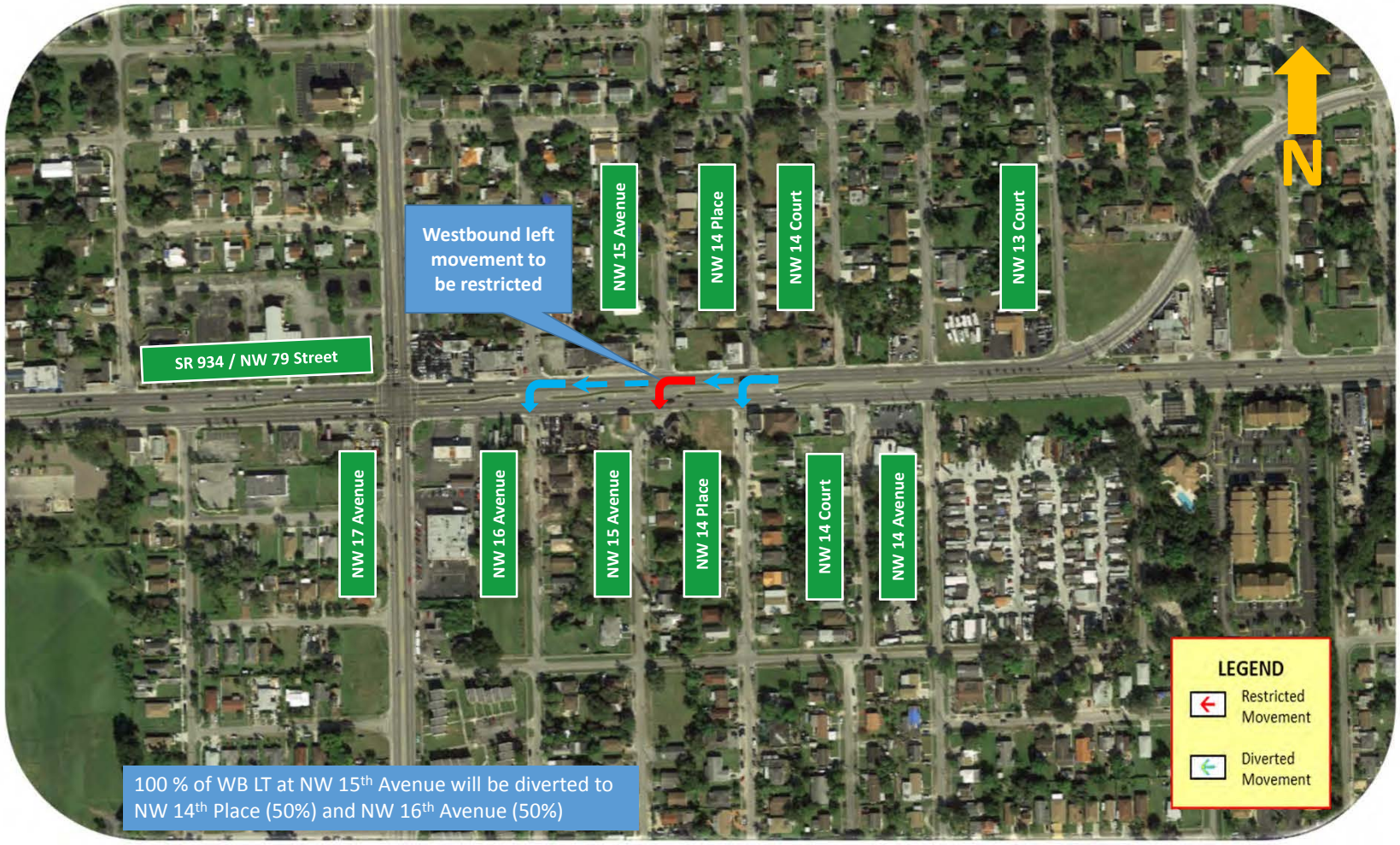
Figure TD 2

TRAFFIC DIVERSION

SR 934 / NW 79TH STREET AT NW 14 PLACE – NB LT MOVEMENT

Source: Google Maps

Figure TD 3



Source: Google Maps

TRAFFIC DIVERSION

SR 934 / NW 79TH STREET AT NW 15TH AVENUE – WB LT MOVEMENT

Figure TD 4

EXISTING VOLUMES (FROM SIDE STREETS AND TURNS) BET. NW 15TH AVENUE AND NW 14TH PLACE

SR 934 / NW 79TH STREET – AM PEAK HOUR

Source: Google Maps

Figure TD 5

EXISTING VOLUMES (FROM SIDE STREETS AND TURNS) BET. NW 15TH AVENUE AND NW 14TH PLACE

SR 934 / NW 79TH STREET – PM PEAK HOUR

Source: Google Maps

Figure TD 6

FUTURE VOLUMES (FROM SIDE STREETS AND TURNS) BET. NW 15TH AVENUE AND NW 14TH PLACE

SR 934 / NW 79TH STREET – AM PEAK HOUR

Source: Google Maps

Figure TD 7

FUTURE VOLUMES (FROM SIDE STREETS AND TURNS) BET. NW 15TH AVENUE AND NW 14TH PLACE

SR 934 / NW 79TH STREET – PM PEAK HOUR

Source: Google Maps

Figure TD 8

TRAFFIC DIVERSION

SR 934 / NW 79TH STREET AT NW 8TH COURT – NB LT MOVEMENT

Source: Google Maps

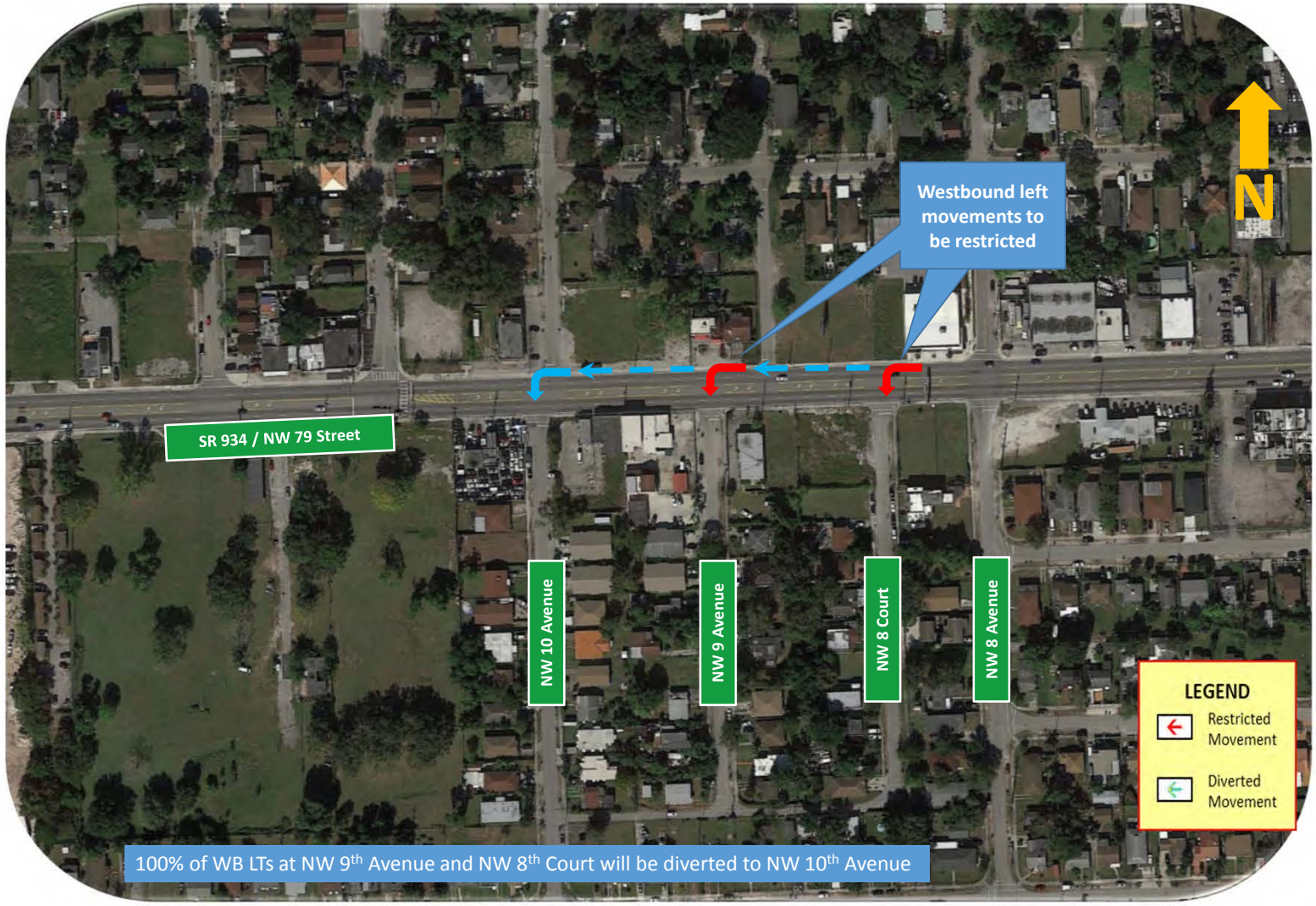
Figure TD 9

TRAFFIC DIVERSION

SR 934 / NW 79TH STREET AT NW 9TH AVENUE – SB LT MOVEMENT

Source: Google Maps

Figure TD 10



TRAFFIC DIVERSION

Source: Google Maps

SR 934 / NW 79TH STREET AT NW 9TH AVENUE AND NW 8TH COURT – WB LT MOVEMENTS

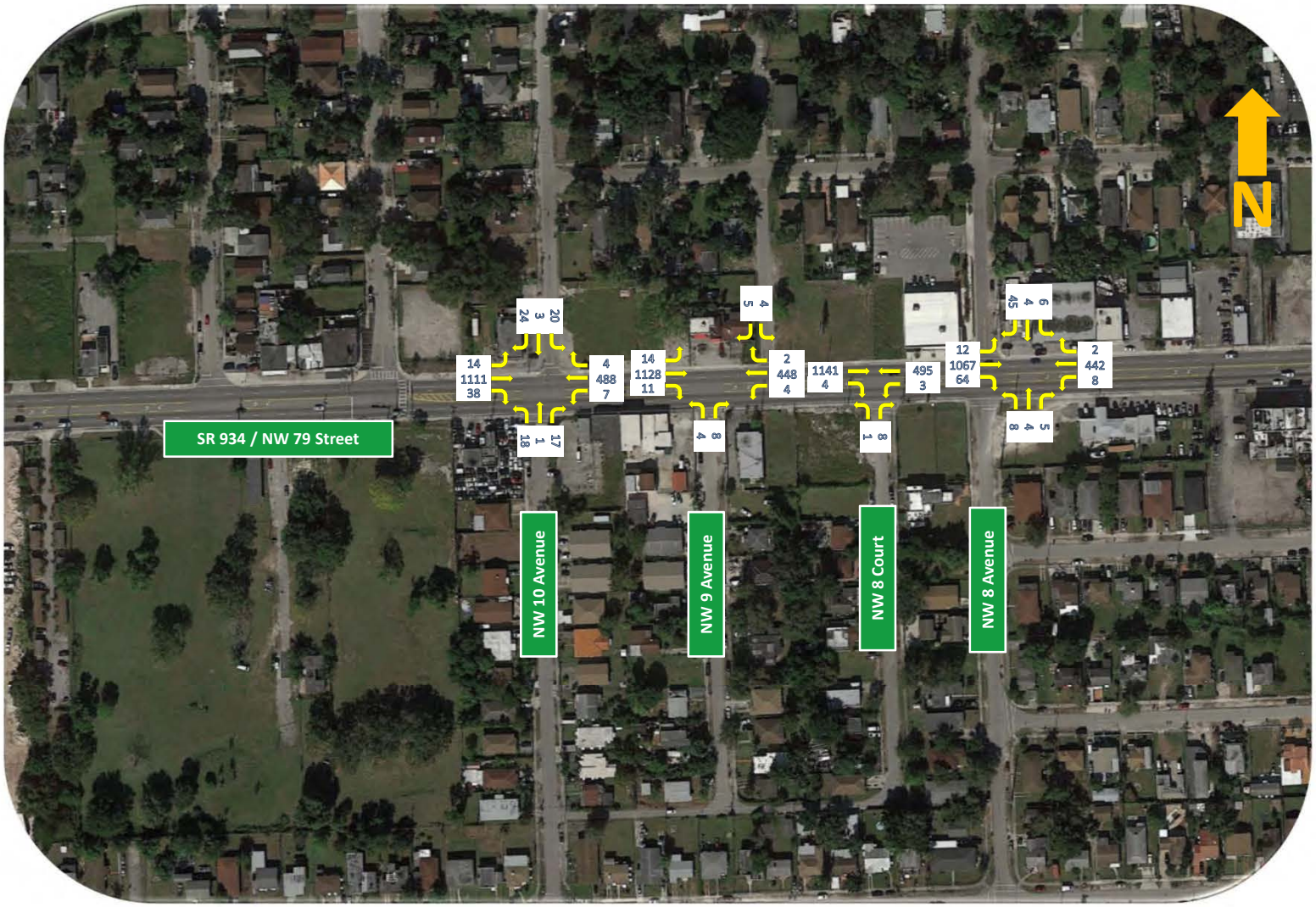
Figure TD 11

Source: Google Maps

TRAFFIC DIVERSION

SR 934 / NW 79TH STREET AT NW 9TH AVENUE – EB LT MOVEMENT

Figure TD 12

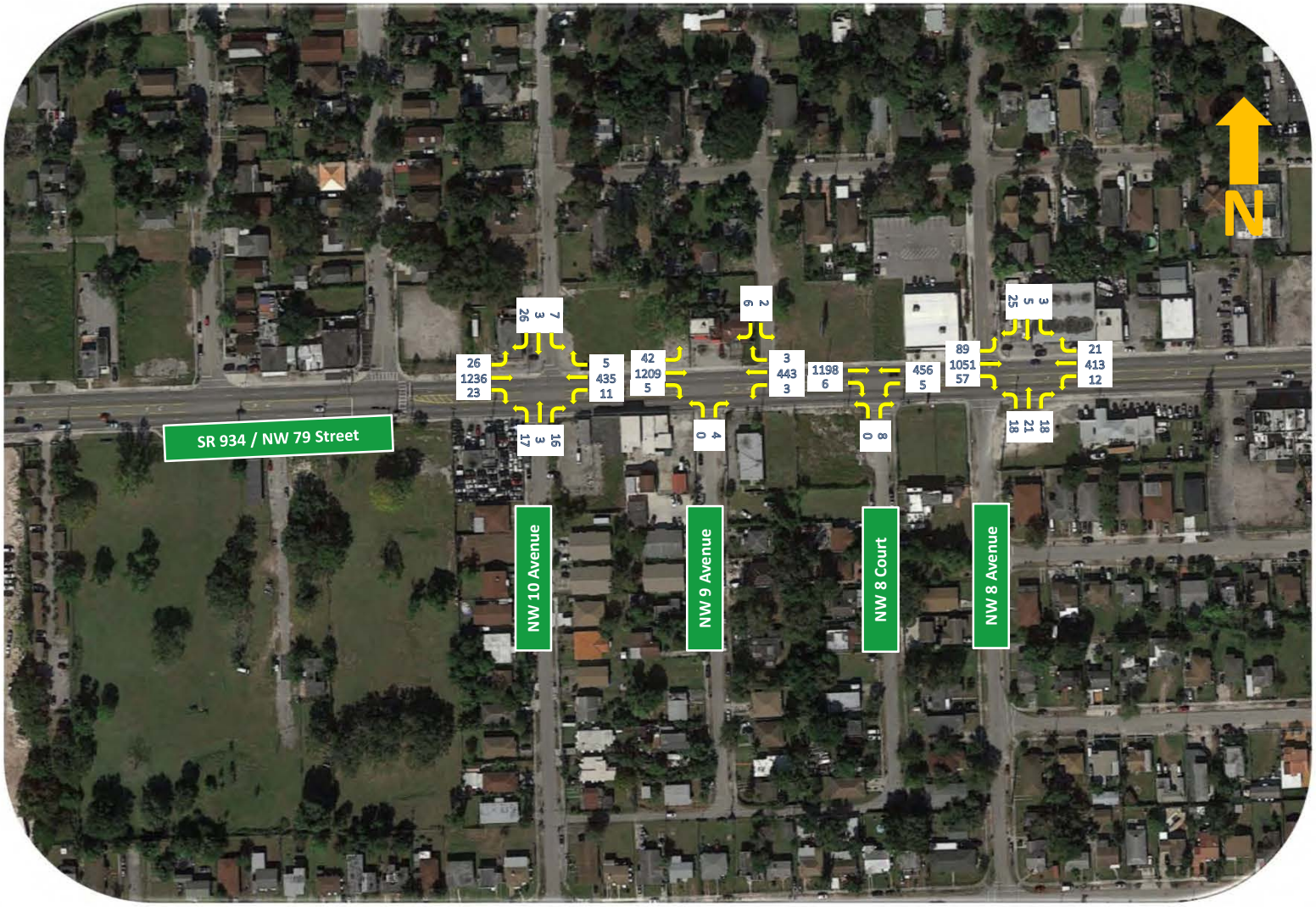


EXISTING VOLUMES BETWEEN NW 10TH AVENUE AND NW 8TH AVENUE

SR 934 / NW 79TH STREET – AM PEAK HOUR

Source: Google Maps

Figure TD 13

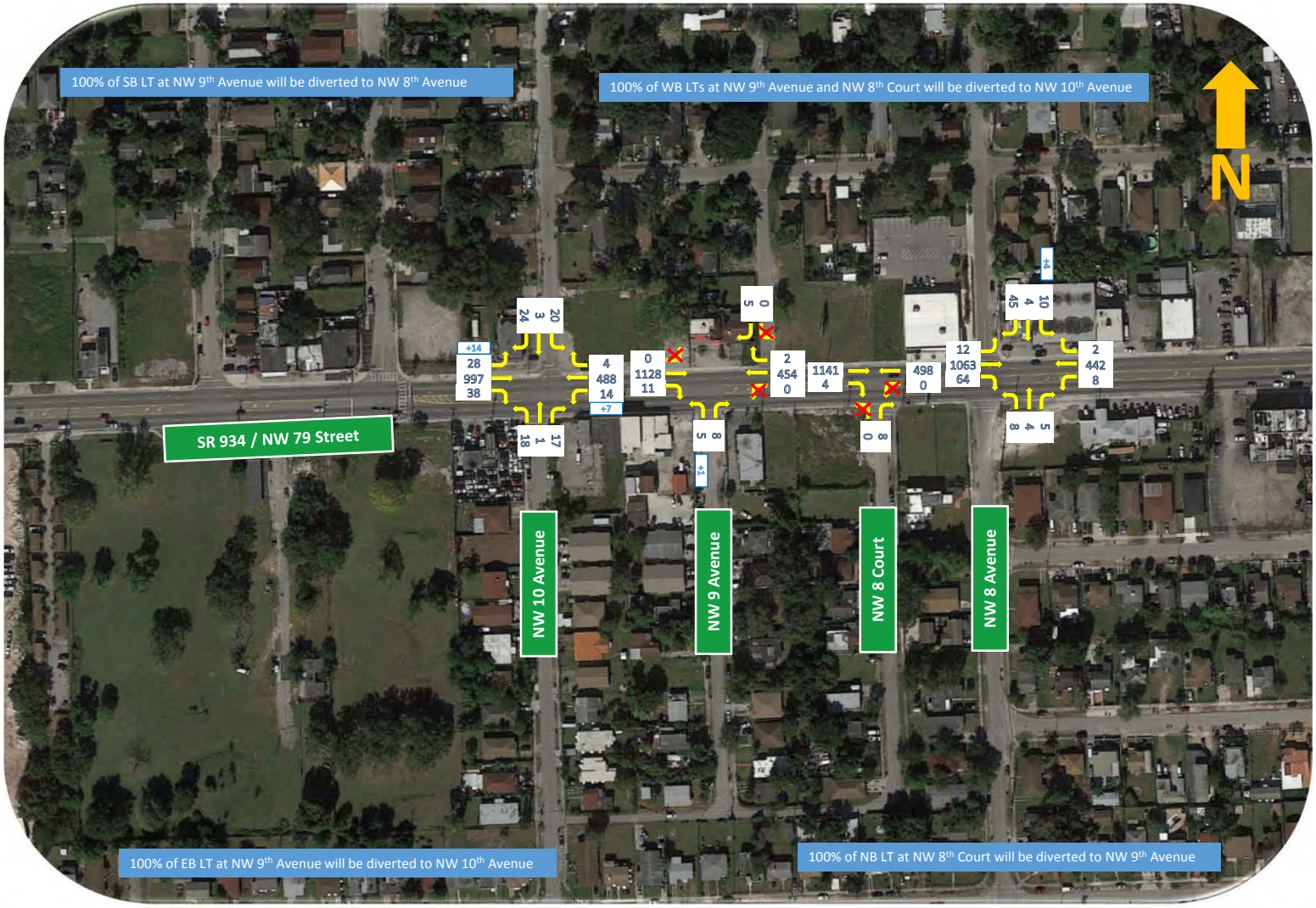


EXISTING VOLUMES BETWEEN NW 10TH AVENUE AND NW 8TH AVENUE

SR 934 / NW 79TH STREET – PM PEAK HOUR

Source: Google Maps

Figure TD 14

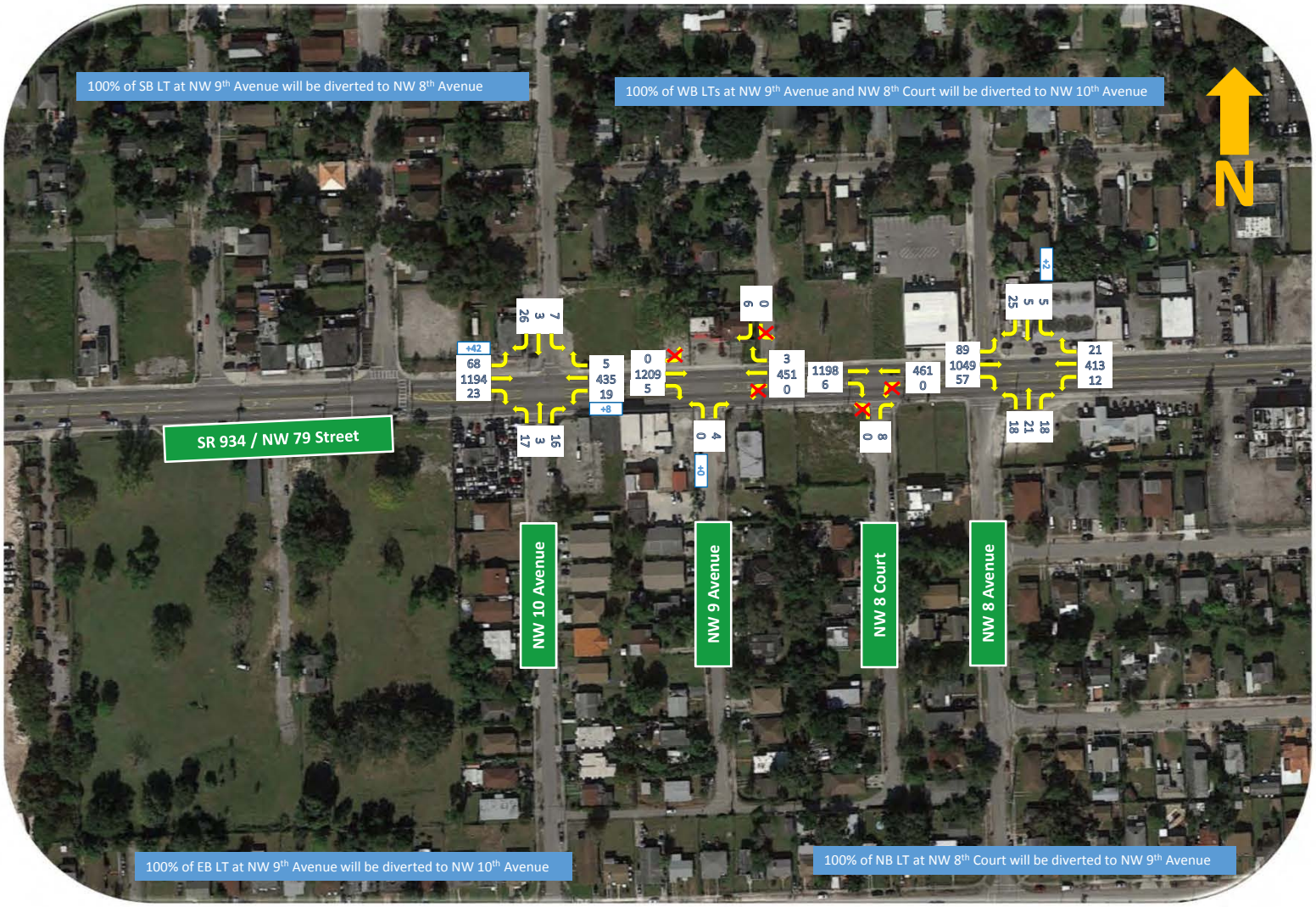


FUTURE VOLUMES AFTER TRAFFIC DIVERSION BETWEEN NW 10TH AVENUE AND NW 8TH AVENUE

SR 934 / NW 79TH STREET – AM PEAK HOUR

Source: Google Maps

Figure TD 15



FUTURE VOLUMES AFTER TRAFFIC DIVERSION BETWEEN NW 10TH AVENUE AND NW 8TH AVENUE

SR 934 / NW 79TH STREET – PM PEAK HOUR

Source: Google Maps

Figure TD 16

APPENDIX I - TURNING MOVEMENT COUNT DATA

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 1 Place Southbound					SR 934/NW 79 Street Westbound					SR 934/NW 79 Street Eastbound					
Start Time	Right	Left	B CNL	Peds	App. Total	Right	Thru	B CEL	P CEL	App. Total	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	2	1	0	0	3	2	48	0	0	50	218	2	0	0	220	273
07:15 AM	3	3	0	7	13	2	56	0	0	58	286	3	0	0	289	360
07:30 AM	2	0	0	8	10	3	67	0	0	70	280	1	0	0	281	361
07:45 AM	2	0	0	4	6	1	73	0	0	74	305	4	0	2	311	391
Total	9	4	0	19	32	8	244	0	0	252	1089	10	0	2	1101	1385
08:00 AM	1	0	0	3	4	0	66	0	1	67	280	2	0	0	282	353
08:15 AM	1	1	0	3	5	3	69	0	0	72	305	3	0	0	308	385
08:30 AM	2	0	0	3	5	0	65	0	1	66	285	4	0	0	289	360
08:45 AM	3	2	0	2	7	0	68	0	0	68	314	5	0	1	320	395
Total	7	3	0	11	21	3	268	0	2	273	1184	14	0	1	1199	1493
*** BREAK ***																
12:00 PM	4	1	0	2	7	0	111	0	1	112	295	2	0	2	299	418
12:15 PM	1	1	0	1	3	3	105	0	0	108	303	7	0	0	310	421
12:30 PM	2	2	0	2	6	1	109	0	0	110	293	8	0	0	301	417
12:45 PM	2	3	0	3	8	5	89	0	0	94	310	6	0	1	317	419
Total	9	7	0	8	24	9	414	0	1	424	1201	23	0	3	1227	1675
01:00 PM	3	4	0	1	8	3	82	0	1	86	266	2	0	0	268	362
01:15 PM	2	1	0	1	4	3	106	0	0	109	280	3	0	3	286	399
01:30 PM	1	0	0	2	3	3	85	0	0	88	366	6	0	0	372	463
01:45 PM	0	2	0	4	6	5	81	0	1	87	318	5	0	0	323	416
Total	6	7	0	8	21	14	354	0	2	370	1230	16	0	3	1249	1640
*** BREAK ***																
04:00 PM	1	0	0	3	4	3	107	0	0	110	335	5	0	3	343	457
04:15 PM	1	1	0	1	3	4	118	0	0	122	389	5	0	0	394	519
04:30 PM	3	2	0	1	6	6	93	0	0	99	359	12	0	2	373	478
04:45 PM	1	1	0	5	7	5	104	0	1	110	290	7	0	0	297	414
Total	6	4	0	10	20	18	422	0	1	441	1373	29	0	5	1407	1868
05:00 PM	2	4	0	2	8	5	97	0	2	104	330	6	0	0	336	448
05:15 PM	1	1	0	7	9	2	110	0	0	112	365	11	0	0	376	497
05:30 PM	2	2	0	2	6	5	92	0	0	97	385	11	0	0	396	499
05:45 PM	1	4	0	3	8	5	84	0	0	89	355	10	0	0	365	462
Total	6	11	0	14	31	17	383	0	2	402	1435	38	0	0	1473	1906
Grand Total	43	36	0	70	149	69	2085	0	8	2162	7512	130	0	14	7656	9967
Apprch %	28.9	24.2	0	47		3.2	96.4	0	0.4		98.1	1.7	0	0.2		
Total %	0.4	0.4	0	0.7	1.5	0.7	20.9	0	0.1	21.7	75.4	1.3	0	0.1	76.8	
Passenger Cars	41	35	0	63	139	66	1938	0	8	2012	7511	126	0	13	7650	9801
% Passenger Cars	95.3	97.2	0	90	93.3	95.7	92.9	0	100	93.1	100	96.9	0	92.9	99.9	98.3
Heavy Vehicles	2	1	0	7	10	3	147	0	0	150	1	4	0	1	6	166
% Heavy Vehicles	4.7	2.8	0	10	6.7	4.3	7.1	0	0	6.9	0	3.1	0	7.1	0.1	1.7

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

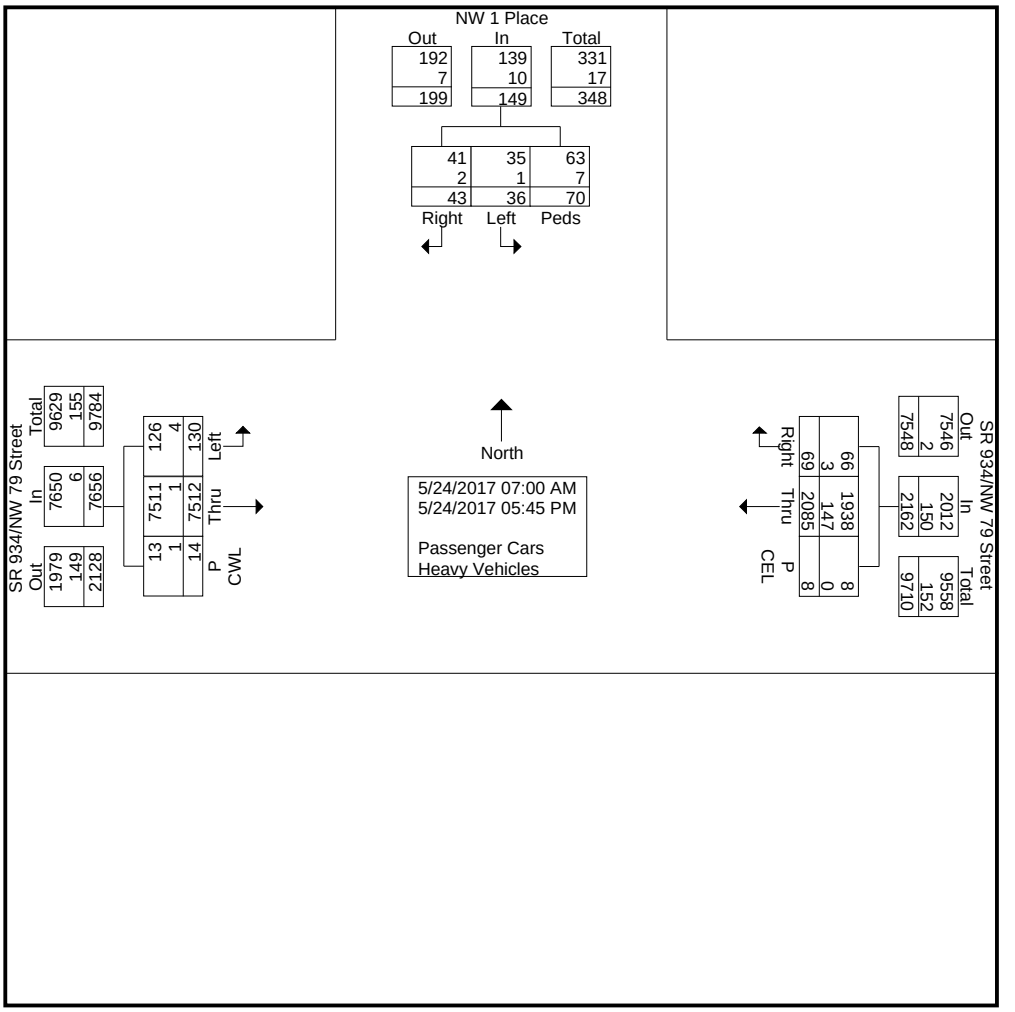
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



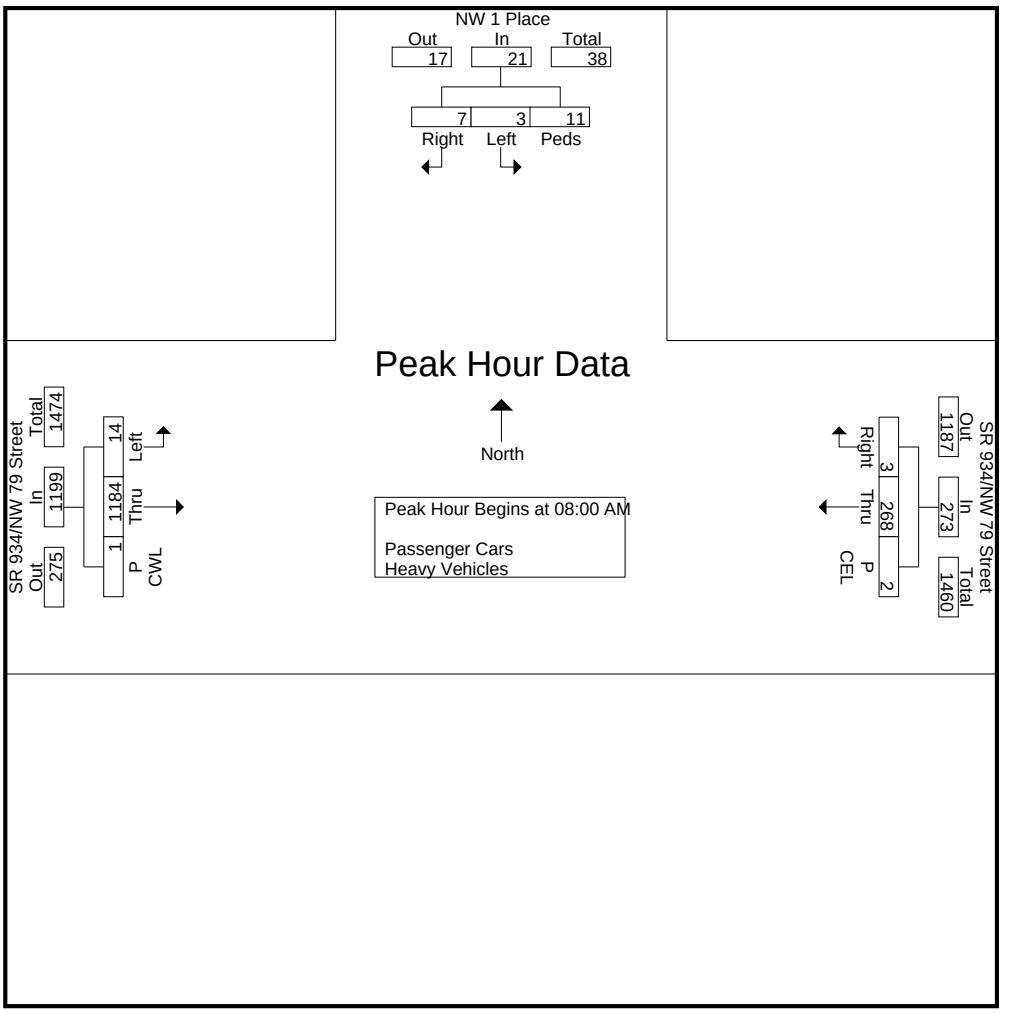
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 3

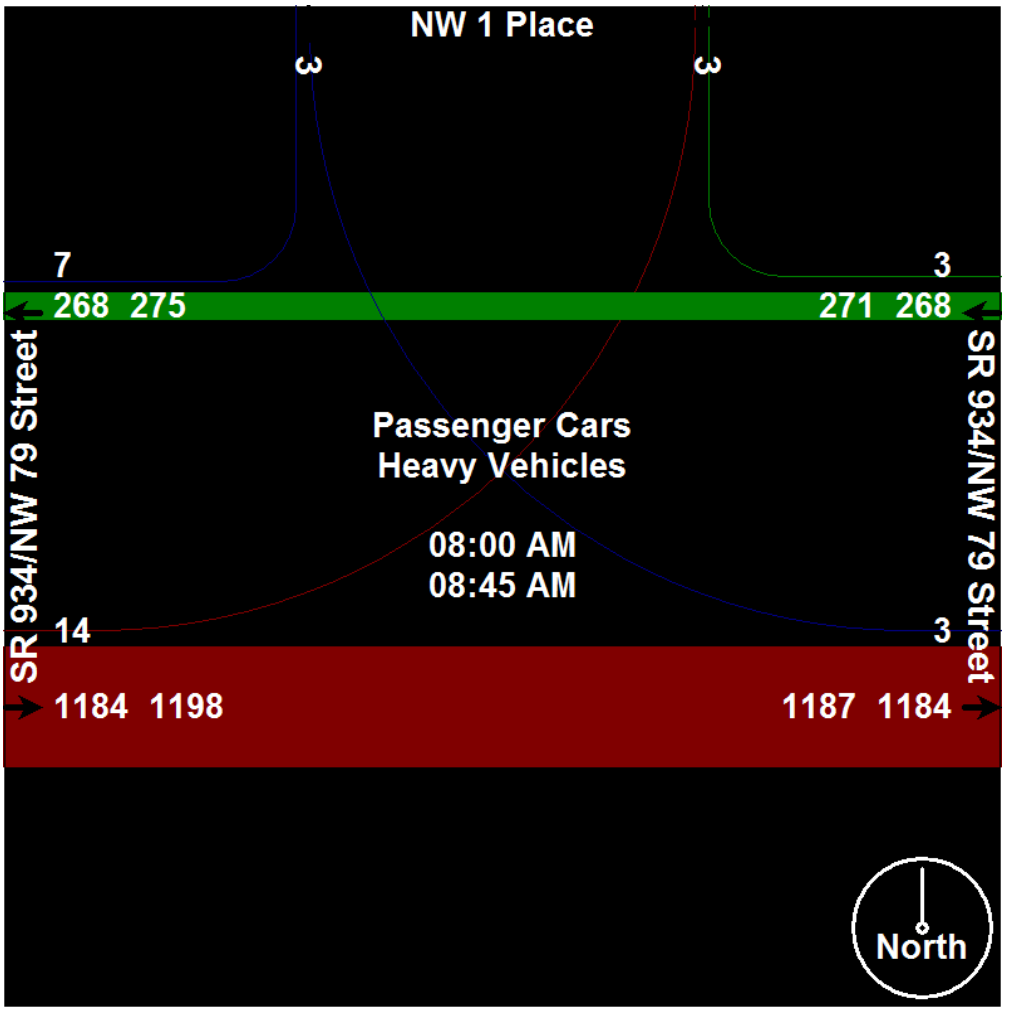
	NW 1 Place Southbound					SR 934/NW 79 Street Westbound					SR 934/NW 79 Street Eastbound					
Start Time	Right	Left	B CNL	Peds	App. Total	Right	Thru	B CEL	P CEL	App. Total	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 08:00 AM																
08:00 AM	1	0	0	**3**	4	0	66	0	**1**	67	280	2	0	0	282	353
08:15 AM	1	1	0	3	5	**3**	**69**	0	0	**72**	305	3	0	0	308	385
08:30 AM	2	0	0	3	5	0	65	0	1	66	285	4	0	0	289	360
08:45 AM	**3**	**2**	0	2	**7**	0	68	0	0	68	**314**	**5**	0	**1**	**320**	**395**
Total Volume	7	3	0	11	21	3	268	0	2	273	1184	14	0	1	1199	1493
% App. Total	33.3	14.3	0	52.4		1.1	98.2	0	0.7		98.7	1.2	0	0.1		
PHF	.583	.375	.000	.917	.750	.250	.971	.000	.500	.948	.943	.700	.000	.250	.937	.945



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 4



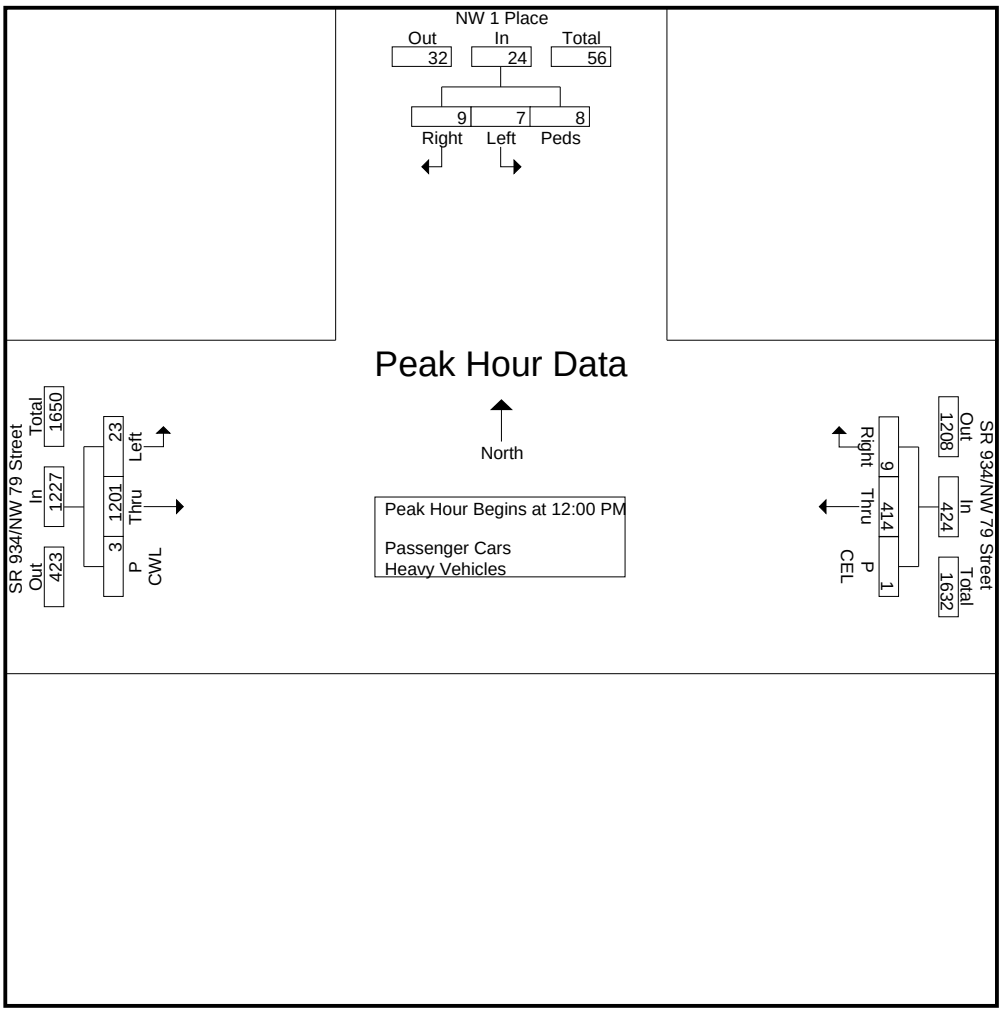
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 5

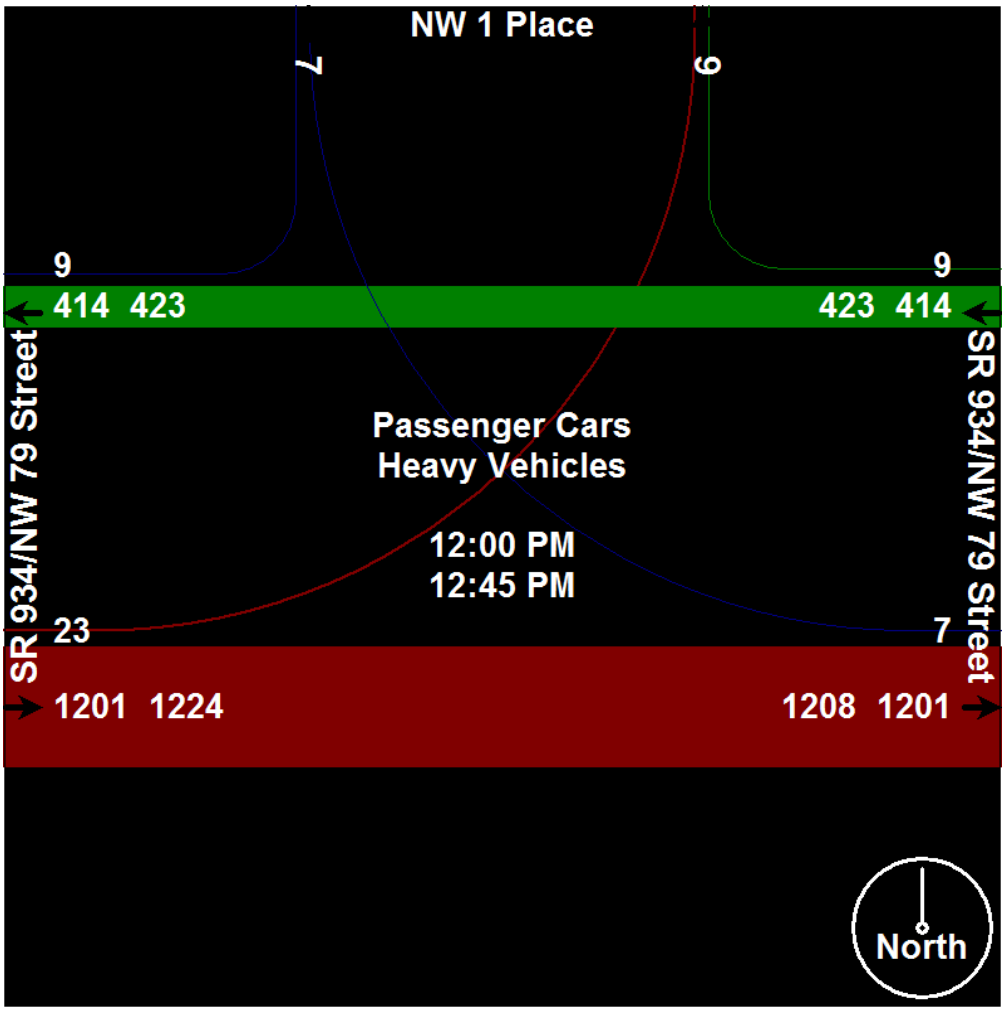
	NW 1 Place Southbound					SR 934/NW 79 Street Westbound					SR 934/NW 79 Street Eastbound					
Start Time	Right	Left	B CNL	Peds	App. Total	Right	Thru	B CEL	P CEL	App. Total	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 12:00 PM																
12:00 PM	**4**	1	0	2	7	0	**111**	0	**1**	**112**	295	2	0	**2**	299	418
12:15 PM	1	1	0	1	3	3	105	0	0	108	303	7	0	0	310	**421**
12:30 PM	2	2	0	2	6	1	109	0	0	110	293	**8**	0	0	301	417
12:45 PM	2	**3**	0	**3**	**8**	**5**	89	0	0	94	**310**	6	0	1	**317**	419
Total Volume	9	7	0	8	24	9	414	0	1	424	1201	23	0	3	1227	1675
% App. Total	37.5	29.2	0	33.3		2.1	97.6	0	0.2		97.9	1.9	0	0.2		
PHF	.563	.583	.000	.667	.750	.450	.932	.000	.250	.946	.969	.719	.000	.375	.968	.995



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 6



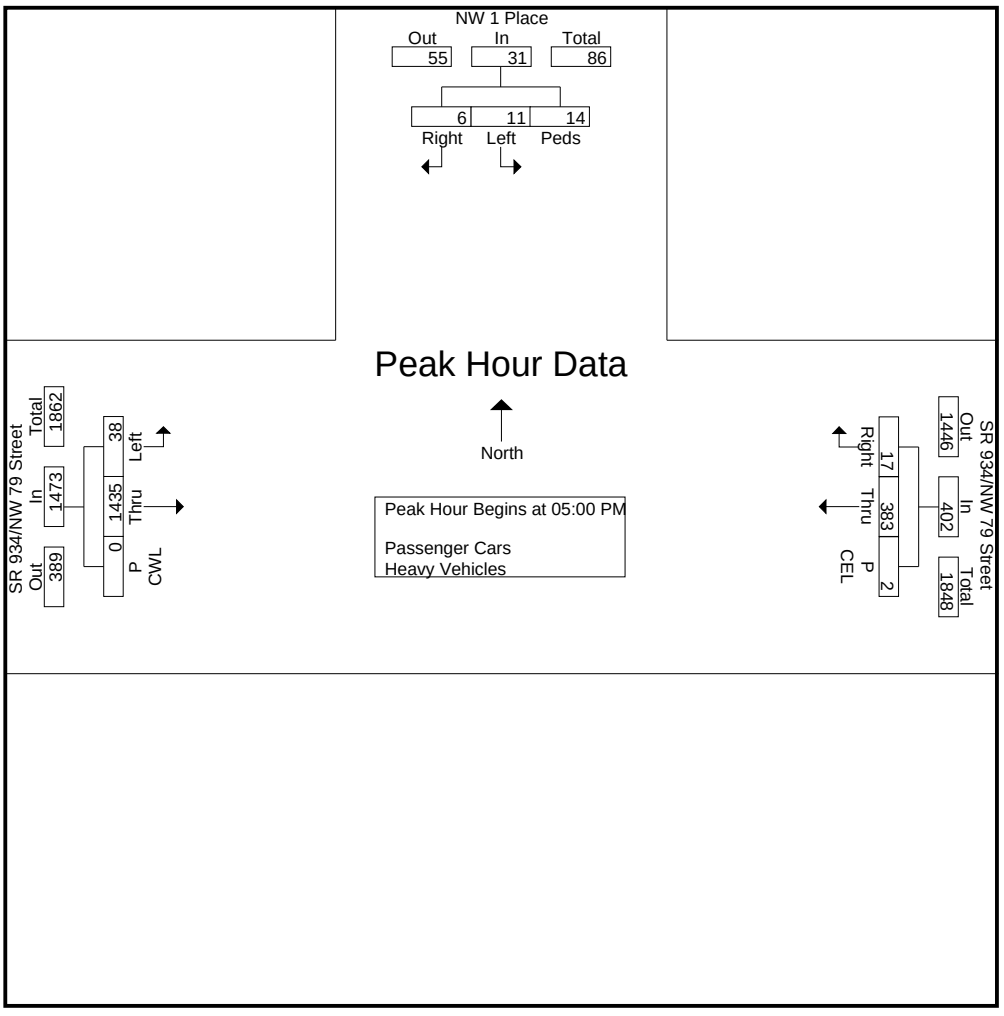
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 7

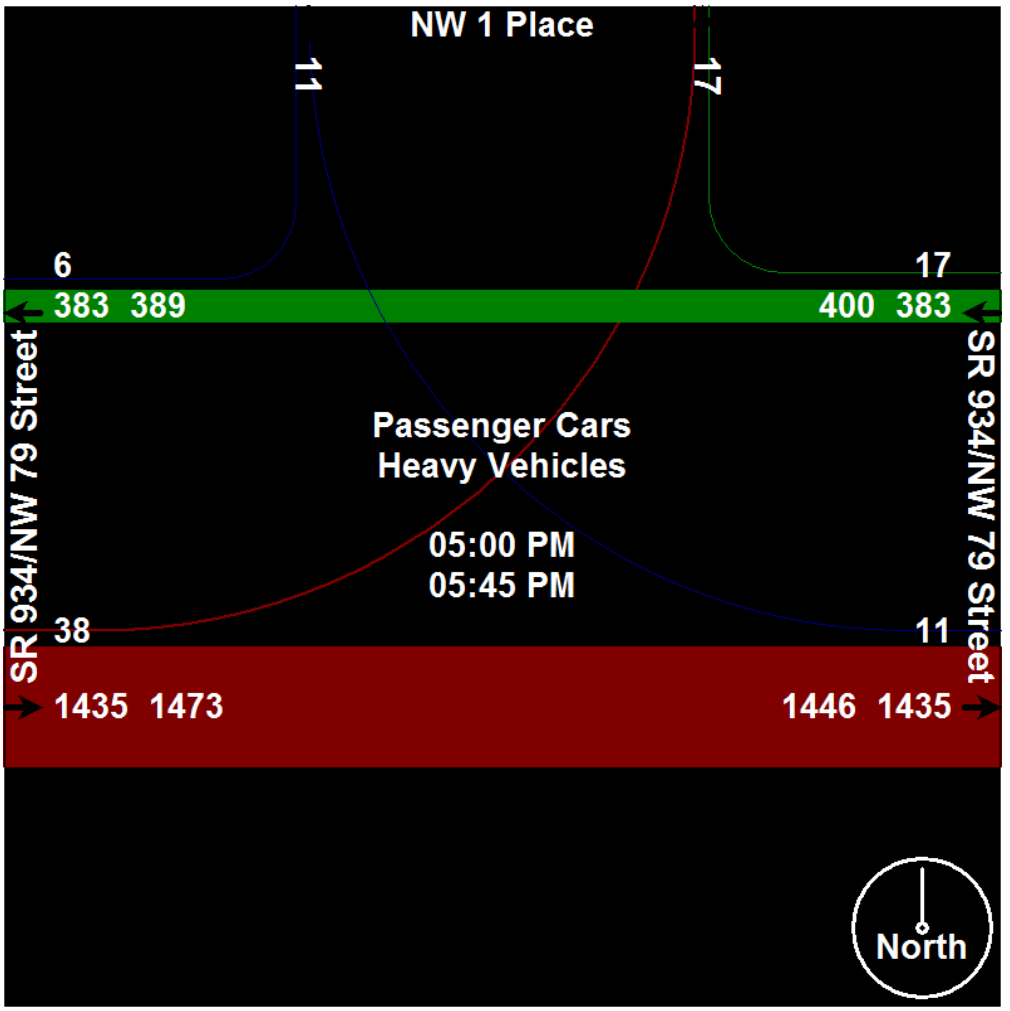
	NW 1 Place Southbound					SR 934/NW 79 Street Westbound					SR 934/NW 79 Street Eastbound					
Start Time	Right	Left	B CNL	Peds	App. Total	Right	Thru	B CEL	P CEL	App. Total	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	**2**	**4**	0	2	8	**5**	97	0	**2**	104	330	6	0	0	336	448
05:15 PM	1	1	0	**7**	**9**	2	**110**	0	0	**112**	365	**11**	0	0	376	497
05:30 PM	2	2	0	2	6	5	92	0	0	97	**385**	11	0	0	**396**	**499**
05:45 PM	1	4	0	3	8	5	84	0	0	89	355	10	0	0	365	462
Total Volume	6	11	0	14	31	17	383	0	2	402	1435	38	0	0	1473	1906
% App. Total	19.4	35.5	0	45.2		4.2	95.3	0	0.5		97.4	2.6	0	0		
PHF	.750	.688	.000	.500	.861	.850	.870	.000	.250	.897	.932	.864	.000	.000	.930	.955



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	NW 1 Place Southbound					SR 934/NW 79 Street Westbound					SR 934/NW 79 Street Eastbound					
Start Time	Right	Left	B CNL	Peds	App. Total	Right	Thru	B CEL	P CEL	App. Total	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	2	1	0	0	3	2	43	0	0	45	217	2	0	0	219	267
07:15 AM	3	3	0	7	13	2	50	0	0	52	286	3	0	0	289	354
07:30 AM	2	0	0	7	9	1	60	0	0	61	280	1	0	0	281	351
07:45 AM	0	0	0	3	3	0	67	0	0	67	305	3	0	1	309	379
Total	7	4	0	17	28	5	220	0	0	225	1088	9	0	1	1098	1351
08:00 AM	1	0	0	3	4	0	57	0	1	58	280	2	0	0	282	344
08:15 AM	1	1	0	3	5	3	62	0	0	65	305	2	0	0	307	377
08:30 AM	2	0	0	3	5	0	57	0	1	58	285	3	0	0	288	351
08:45 AM	3	2	0	2	7	0	58	0	0	58	314	5	0	1	320	385
Total	7	3	0	11	21	3	234	0	2	239	1184	12	0	1	1197	1457
*** BREAK ***																
12:00 PM	4	1	0	2	7	0	105	0	1	106	295	2	0	2	299	412
12:15 PM	1	1	0	1	3	3	96	0	0	99	303	7	0	0	310	412
12:30 PM	2	2	0	2	6	1	98	0	0	99	293	8	0	0	301	406
12:45 PM	2	3	0	2	7	5	86	0	0	91	310	6	0	1	317	415
Total	9	7	0	7	23	9	385	0	1	395	1201	23	0	3	1227	1645
01:00 PM	3	3	0	1	7	3	76	0	1	80	266	2	0	0	268	355
01:15 PM	2	1	0	1	4	3	98	0	0	101	280	3	0	3	286	391
01:30 PM	1	0	0	2	3	3	80	0	0	83	366	6	0	0	372	458
01:45 PM	0	2	0	3	5	5	74	0	1	80	318	5	0	0	323	408
Total	6	6	0	7	19	14	328	0	2	344	1230	16	0	3	1249	1612
*** BREAK ***																
04:00 PM	1	0	0	3	4	3	99	0	0	102	335	5	0	3	343	449
04:15 PM	1	1	0	0	2	4	112	0	0	116	389	5	0	0	394	512
04:30 PM	3	2	0	1	6	6	89	0	0	95	359	11	0	2	372	473
04:45 PM	1	1	0	5	7	5	102	0	1	108	290	7	0	0	297	412
Total	6	4	0	9	19	18	402	0	1	421	1373	28	0	5	1406	1846
05:00 PM	2	4	0	2	8	5	94	0	2	101	330	6	0	0	336	445
05:15 PM	1	1	0	7	9	2	106	0	0	108	365	11	0	0	376	493
05:30 PM	2	2	0	1	5	5	89	0	0	94	385	11	0	0	396	495
05:45 PM	1	4	0	2	7	5	80	0	0	85	355	10	0	0	365	457
Total	6	11	0	12	29	17	369	0	2	388	1435	38	0	0	1473	1890
Grand Total	41	35	0	63	139	66	1938	0	8	2012	7511	126	0	13	7650	9801
Apprch %	29.5	25.2	0	45.3		3.3	96.3	0	0.4		98.2	1.6	0	0.2		
Total %	0.4	0.4	0	0.6	1.4	0.7	19.8	0	0.1	20.5	76.6	1.3	0	0.1	78.1	

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 1 Place

File Name : NW 79 Ave at NW 1 Pl
Site Code : 07900101
Start Date : 5/24/2017
Page No : 1

Groups Printed- Heavy Vehicles

	NW 1 Place Southbound					SR 934/NW 79 Street Westbound					SR 934/NW 79 Street Eastbound					
Start Time	Right	Left	B CNL	Peds	App. Total	Right	Thru	B CEL	P CEL	App. Total	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	6
07:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
07:30 AM	0	0	0	1	1	2	7	0	0	9	0	0	0	0	0	10
07:45 AM	2	0	0	1	3	1	6	0	0	7	0	1	0	1	2	12
Total	2	0	0	2	4	3	24	0	0	27	1	1	0	1	3	34
08:00 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	8
08:30 AM	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	9
08:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
Total	0	0	0	0	0	0	34	0	0	34	0	2	0	0	2	36
*** BREAK ***																
12:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
12:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
12:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
12:45 PM	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	4
Total	0	0	0	1	1	0	29	0	0	29	0	0	0	0	0	30
01:00 PM	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	7
01:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
01:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
01:45 PM	0	0	0	1	1	0	7	0	0	7	0	0	0	0	0	8
Total	0	1	0	1	2	0	26	0	0	26	0	0	0	0	0	28
*** BREAK ***																
04:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
04:15 PM	0	0	0	1	1	0	6	0	0	6	0	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	1	1	0	20	0	0	20	0	1	0	0	1	22
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:30 PM	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	4
05:45 PM	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	5
Total	0	0	0	2	2	0	14	0	0	14	0	0	0	0	0	16
Grand Total	2	1	0	7	10	3	147	0	0	150	1	4	0	1	6	166
Apprch %	20	10	0	70		2	98	0	0		16.7	66.7	0	16.7		
Total %	1.2	0.6	0	4.2	6	1.8	88.6	0	0	90.4	0.6	2.4	0	0.6	3.6	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 2 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 2 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	57	1	0	0	58	14	0	21	0	10	45	21	218	1	0	3	243	346
07:15 AM	0	0	0	0	0	0	0	56	2	0	0	58	14	0	11	0	2	27	22	285	0	0	9	316	401
07:30 AM	0	0	0	0	0	0	0	82	0	0	0	82	9	0	16	0	6	31	22	280	0	0	6	308	421
07:45 AM	0	0	0	0	0	0	0	74	3	0	0	77	15	0	16	0	5	36	22	300	1	0	1	324	437
Total	0	0	0	0	0	0	0	269	6	0	0	275	52	0	64	0	23	139	87	1083	2	0	19	1191	1605
08:00 AM	0	0	0	0	0	0	0	71	2	0	1	74	20	0	22	0	2	44	24	271	0	0	10	305	423
08:15 AM	0	0	0	0	0	0	0	74	2	0	0	76	30	0	23	0	2	55	29	287	0	0	2	318	449
08:30 AM	0	0	0	0	0	0	0	81	0	0	1	82	16	0	22	0	2	40	21	278	0	0	4	303	425
08:45 AM	0	0	0	0	0	0	0	72	1	0	0	73	17	0	18	0	2	37	25	310	1	0	5	341	451
Total	0	0	0	0	0	0	0	298	5	0	2	305	83	0	85	0	8	176	99	1146	1	0	21	1267	1748
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	103	3	0	0	106	23	0	21	0	1	45	16	278	0	0	2	296	447
12:15 PM	0	0	0	0	0	0	0	125	2	0	0	127	33	0	23	0	3	59	16	286	0	0	1	303	489
12:30 PM	0	0	0	0	0	0	0	113	1	0	0	114	33	0	27	0	0	60	21	276	0	0	2	299	473
12:45 PM	0	0	0	0	0	0	0	90	1	0	1	92	25	0	19	0	5	49	12	294	0	0	7	313	454
Total	0	0	0	0	0	0	0	431	7	0	1	439	114	0	90	0	9	213	65	1134	0	0	12	1211	1863
01:00 PM	0	0	0	0	0	0	0	97	2	0	0	99	30	0	14	0	1	45	14	240	0	0	1	255	399
01:15 PM	0	0	0	0	0	0	0	109	2	0	2	113	23	0	18	0	3	44	10	267	2	0	2	281	438
01:30 PM	0	0	0	0	0	0	0	76	1	0	0	77	27	0	16	0	0	43	11	361	1	0	1	374	494
01:45 PM	0	0	0	0	0	0	0	92	0	0	0	92	28	0	18	0	1	47	14	299	0	0	5	318	457
Total	0	0	0	0	0	0	0	374	5	0	2	381	108	0	66	0	5	179	49	1167	3	0	9	1228	1788
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	114	1	0	3	118	80	0	49	0	2	131	20	257	2	0	8	287	536
04:15 PM	0	0	0	0	0	0	0	98	1	0	0	99	77	0	49	0	2	128	10	312	2	0	4	328	555
04:30 PM	0	0	0	0	0	0	0	103	1	0	0	104	62	0	41	0	2	105	12	311	0	0	4	327	536
04:45 PM	0	0	0	0	0	0	0	100	3	0	1	104	58	0	44	0	0	102	15	244	0	0	6	265	471
Total	0	0	0	0	0	0	0	415	6	0	4	425	277	0	183	0	6	466	57	1124	4	0	22	1207	2098
05:00 PM	0	0	0	0	0	0	0	100	0	0	0	100	68	0	48	0	2	118	15	268	0	0	15	298	516
05:15 PM	0	0	0	0	0	0	0	98	1	0	0	99	89	0	52	0	1	142	11	289	0	0	3	303	544
05:30 PM	0	0	0	0	0	0	0	108	2	0	0	110	102	0	42	0	7	151	16	305	0	0	3	324	585
05:45 PM	0	0	0	0	0	0	0	85	1	0	0	86	83	0	53	0	2	138	11	279	0	0	2	292	516
Total	0	0	0	0	0	0	0	391	4	0	0	395	342	0	195	0	12	549	53	1141	0	0	23	1217	2161
Grand Total	0	0	0	0	0	0	0	2178	33	0	9	2220	976	0	683	0	63	1722	410	6795	10	0	106	7321	11263
Apprch %	0	0	0	0	0		0	98.1	1.5	0	0.4		56.7	0	39.7	0	3.7		5.6	92.8	0.1	0	1.4		
Total %	0	0	0	0	0	0	0	19.3	0.3	0	0.1	19.7	8.7	0	6.1	0	0.6	15.3	3.6	60.3	0.1	0	0.9	65	
Passenger Cars	0	0	0	0	0	0	0	2064	21	0	9	2094	943	0	678	0	63	1684	409	6671	10	0	103	7193	10971
% Passenger Cars	0	0	0	0	0	0	0	94.8	63.6	0	100	94.3	96.6	0	99.3	0	100	97.8	99.8	98.2	100	0	97.2	98.3	97.4
Heavy Vehicles	0	0	0	0	0	0	0	114	12	0	0	126	33	0	5	0	0	38	1	124	0	0	3	128	292
% Heavy Vehicles	0	0	0	0	0	0	0	5.2	36.4	0	0	5.7	3.4	0	0.7	0	0	2.2	0.2	1.8	0	0	2.8	1.7	2.6

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

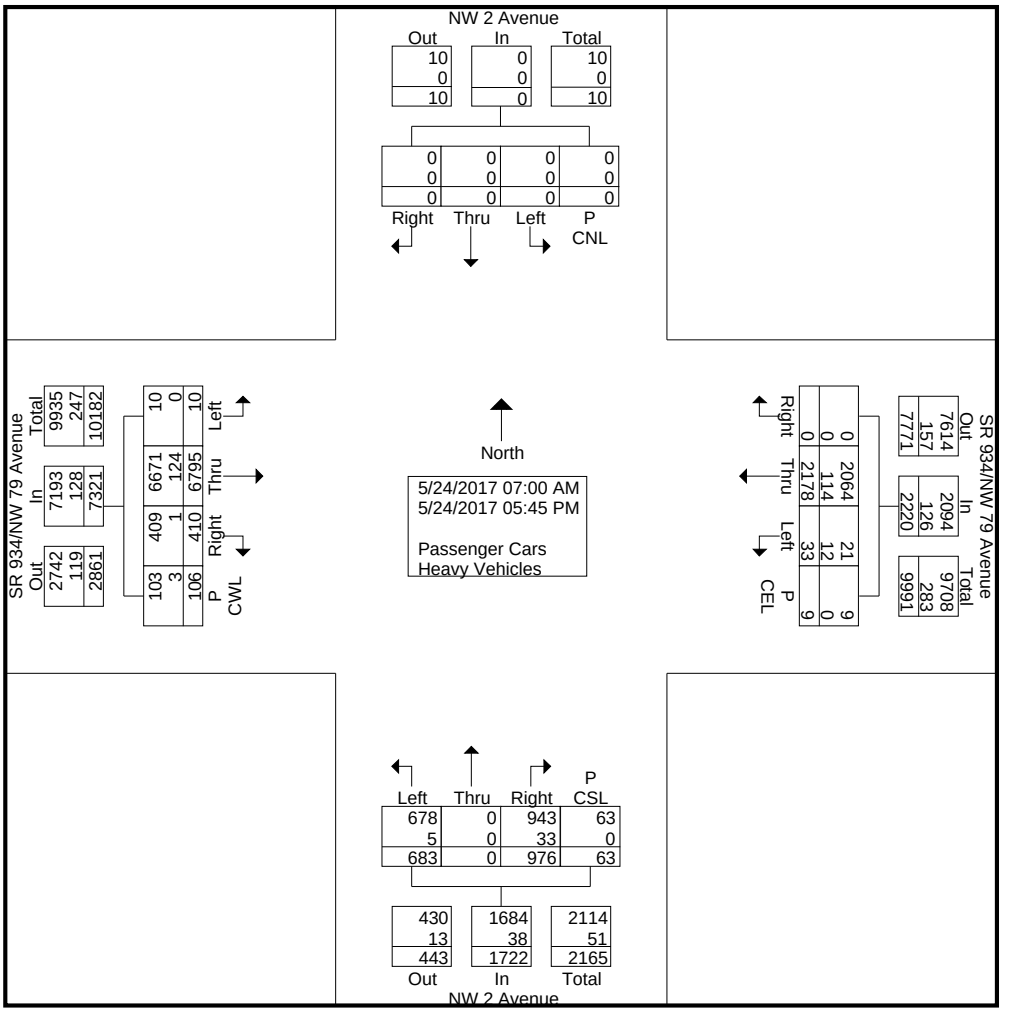
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



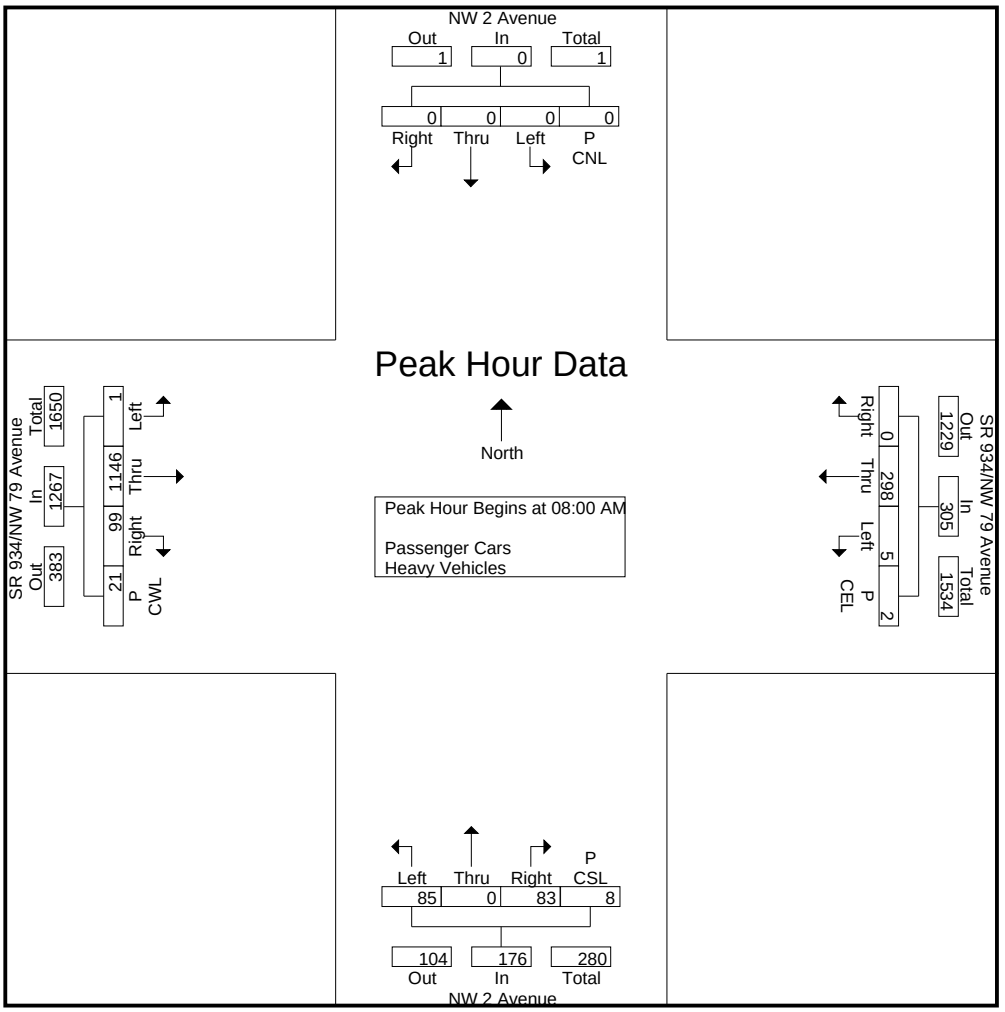
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 3

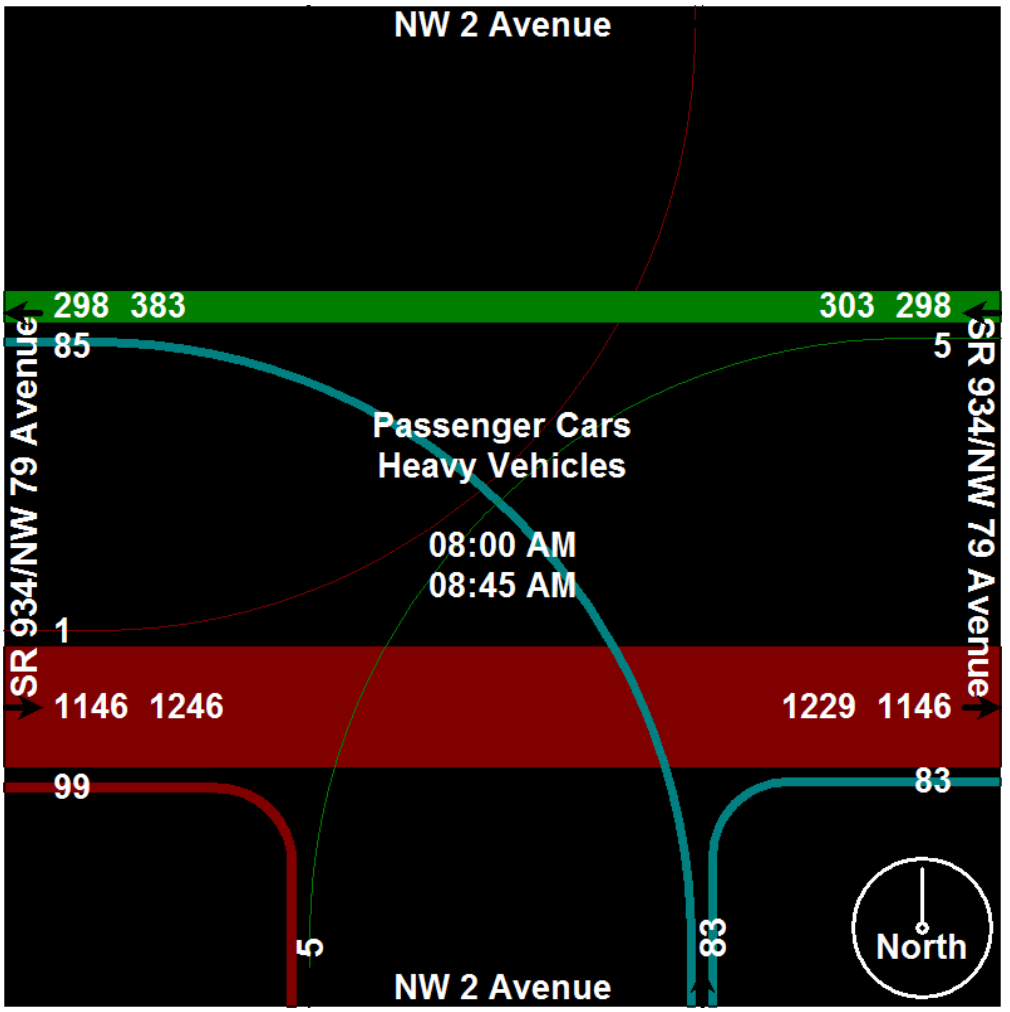
	NW 2 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 2 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 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	71	**2**	0	**1**	74	20	0	22	0	**2**	44	24	271	0	0	**10**	305	423
08:15 AM	0	0	0	0	0	0	0	74	2	0	0	76	**30**	0	**23**	0	2	**55**	**29**	287	0	0	2	318	449
08:30 AM	0	0	0	0	0	0	0	**81**	0	0	1	**82**	16	0	22	0	2	40	21	278	0	0	4	303	425
08:45 AM	0	0	0	0	0	0	0	72	1	0	0	73	17	0	18	0	2	37	25	**310**	**1**	0	5	**341**	**451**
Total Volume	0	0	0	0	0	0	0	298	5	0	2	305	83	0	85	0	8	176	99	1146	1	0	21	1267	1748
% App. Total	0	0	0	0	0		0	97.7	1.6	0	0.7		47.2	0	48.3	0	4.5		7.8	90.4	0.1	0	1.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.920	.625	.000	.500	.930	.692	.000	.924	.000	1.00	.800	.853	.924	.250	.000	.525	.929	.969



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 4



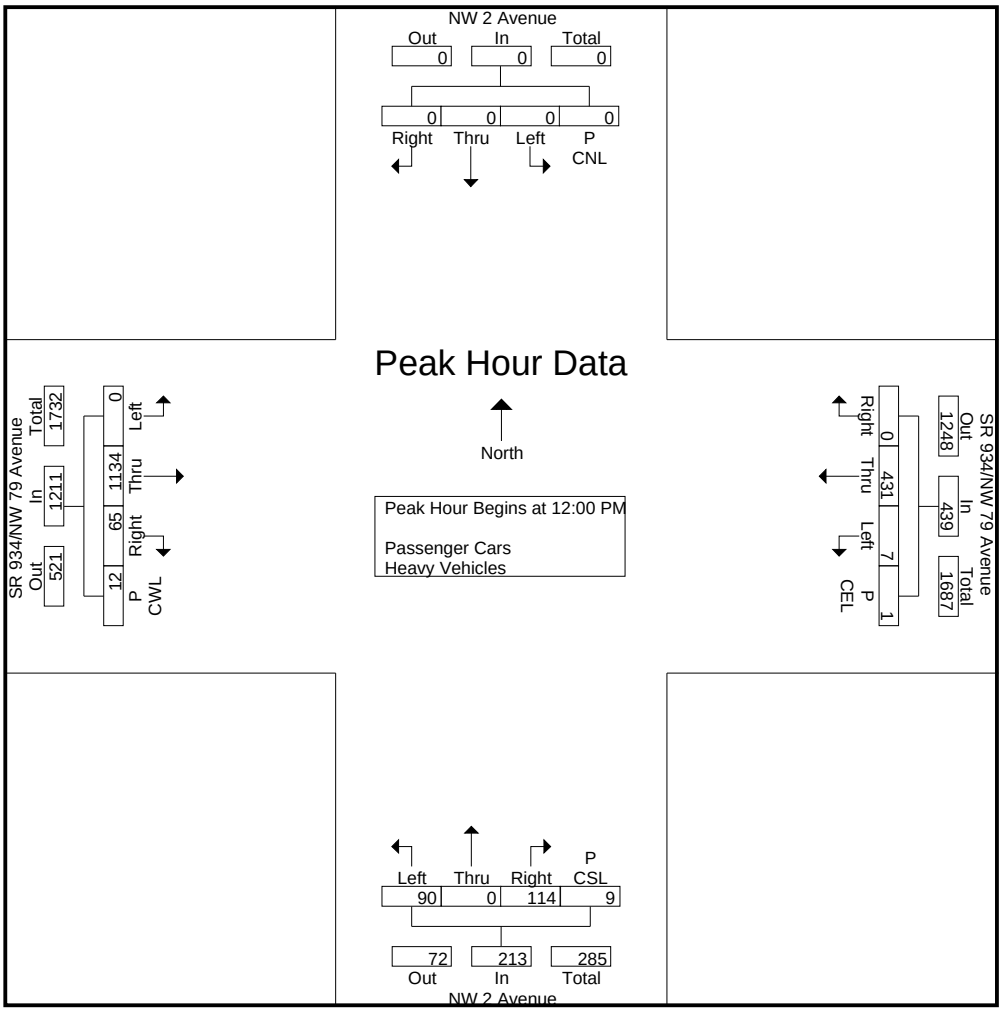
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 5

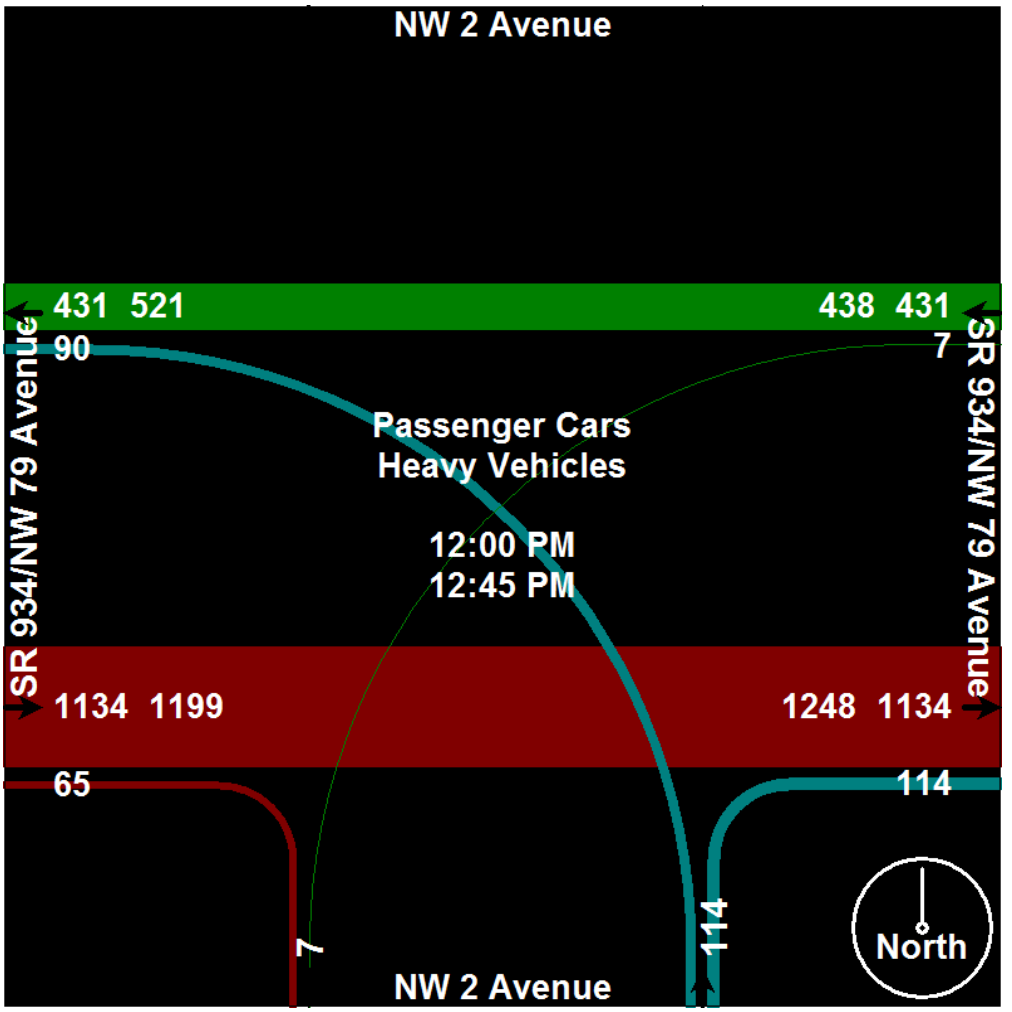
	NW 2 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 2 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	0	0	0	0	0	0	0	103	**3**	0	0	106	23	0	21	0	1	45	16	278	0	0	2	296	447
12:15 PM	0	0	0	0	0	0	0	**125**	2	0	0	**127**	**33**	0	23	0	3	59	16	286	0	0	1	303	**489**
12:30 PM	0	0	0	0	0	0	0	113	1	0	0	114	33	0	**27**	0	0	**60**	**21**	276	0	0	2	299	473
12:45 PM	0	0	0	0	0	0	0	90	1	0	**1**	92	25	0	19	0	**5**	49	12	**294**	0	0	**7**	**313**	454
Total Volume	0	0	0	0	0	0	0	431	7	0	1	439	114	0	90	0	9	213	65	1134	0	0	12	1211	1863
% App. Total	0	0	0	0	0		0	98.2	1.6	0	0.2		53.5	0	42.3	0	4.2		5.4	93.6	0	0	1		
PHF	.000	.000	.000	.000	.000	.000	.000	.862	.583	.000	.250	.864	.864	.000	.833	.000	.450	.888	.774	.964	.000	.000	.429	.967	.952



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 6



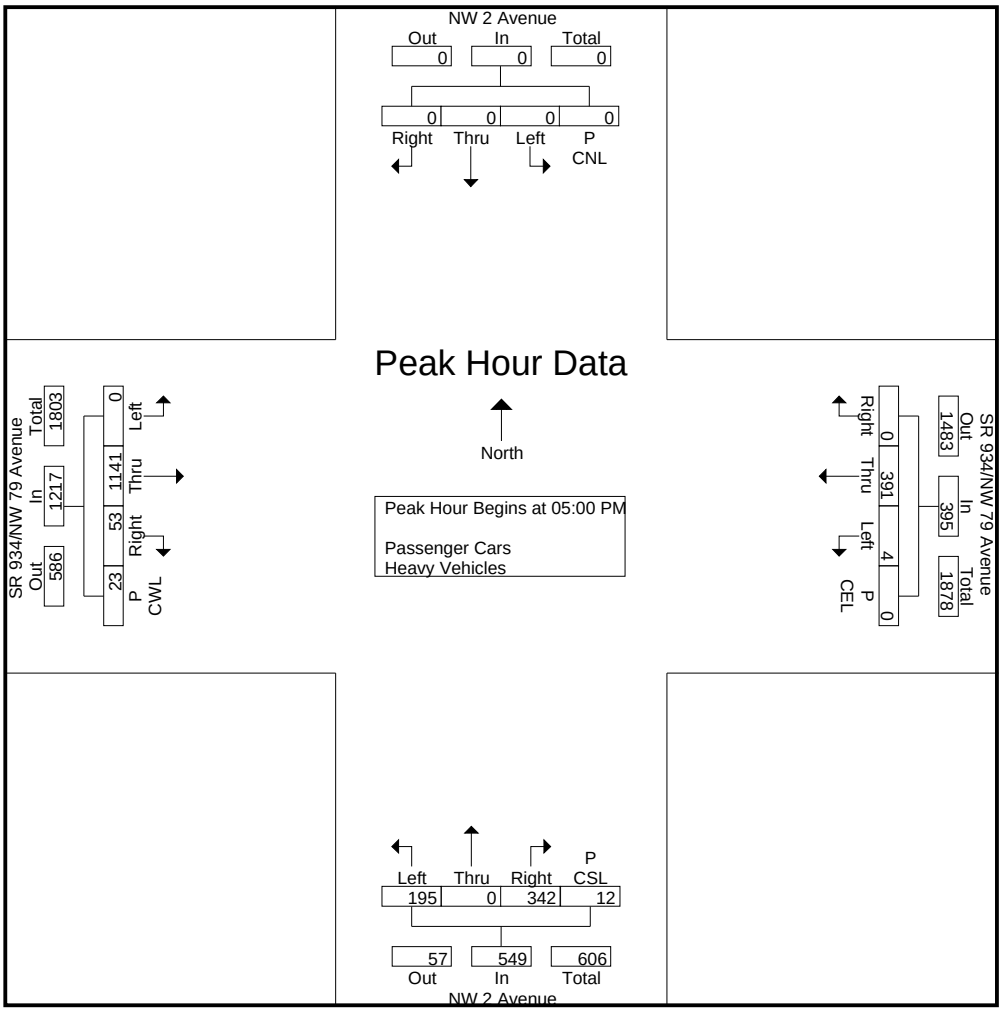
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 7

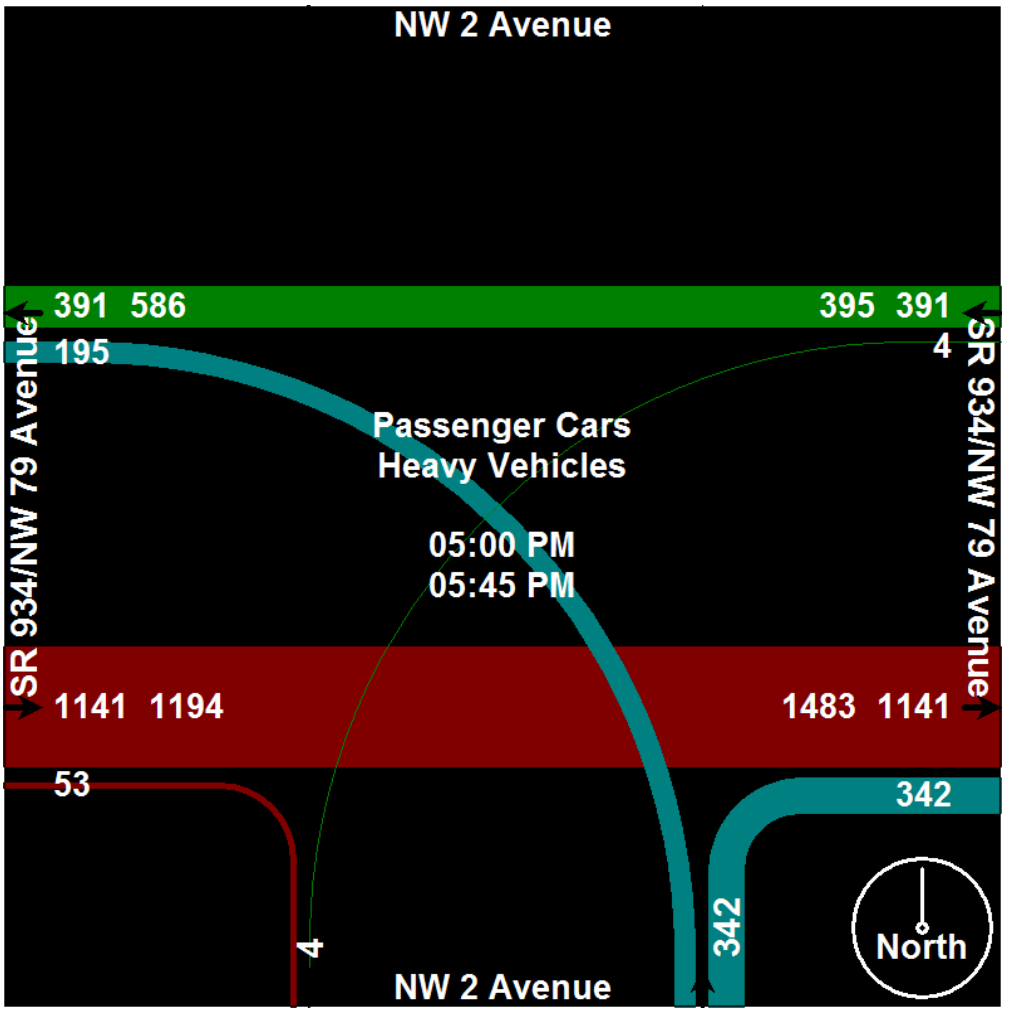
	NW 2 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 2 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	0	0	0	0	0	0	0	100	0	0	0	100	68	0	48	0	2	118	15	268	0	0	**15**	298	516
05:15 PM	0	0	0	0	0	0	0	98	1	0	0	99	89	0	52	0	1	142	11	289	0	0	3	303	544
05:30 PM	0	0	0	0	0	0	0	**108**	**2**	0	0	**110**	**102**	0	42	0	**7**	**151**	**16**	**305**	0	0	3	**324**	**585**
05:45 PM	0	0	0	0	0	0	0	85	1	0	0	86	83	0	**53**	0	2	138	11	279	0	0	2	292	516
Total Volume	0	0	0	0	0	0	0	391	4	0	0	395	342	0	195	0	12	549	53	1141	0	0	23	1217	2161
% App. Total	0	0	0	0	0		0	99	1	0	0		62.3	0	35.5	0	2.2		4.4	93.8	0	0	1.9		
PHF	.000	.000	.000	.000	.000	.000	.000	.905	.500	.000	.000	.898	.838	.000	.920	.000	.429	.909	.828	.935	.000	.000	.383	.939	.924



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	NW 2 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 2 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	54	0	0	0	54	14	0	21	0	10	45	21	208	1	0	3	233	332
07:15 AM	0	0	0	0	0	0	0	54	1	0	0	55	14	0	11	0	2	27	22	275	0	0	9	306	388
07:30 AM	0	0	0	0	0	0	0	75	0	0	0	75	8	0	16	0	6	30	22	270	0	0	6	298	403
07:45 AM	0	0	0	0	0	0	0	70	2	0	0	72	14	0	16	0	5	35	22	290	1	0	1	314	421
Total	0	0	0	0	0	0	0	253	3	0	0	256	50	0	64	0	23	137	87	1043	2	0	19	1151	1544
08:00 AM	0	0	0	0	0	0	0	69	2	0	1	72	19	0	20	0	2	41	24	260	0	0	9	293	406
08:15 AM	0	0	0	0	0	0	0	68	1	0	0	69	27	0	23	0	2	52	29	277	0	0	2	308	429
08:30 AM	0	0	0	0	0	0	0	73	0	0	1	74	15	0	22	0	2	39	21	272	0	0	3	296	409
08:45 AM	0	0	0	0	0	0	0	69	1	0	0	70	16	0	18	0	2	36	25	300	1	0	5	331	437
Total	0	0	0	0	0	0	0	279	4	0	2	285	77	0	83	0	8	168	99	1109	1	0	19	1228	1681
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	101	2	0	0	103	19	0	20	0	1	40	16	274	0	0	1	291	434
12:15 PM	0	0	0	0	0	0	0	116	1	0	0	117	32	0	23	0	3	58	16	276	0	0	1	293	468
12:30 PM	0	0	0	0	0	0	0	103	0	0	0	103	31	0	27	0	0	58	20	268	0	0	2	290	451
12:45 PM	0	0	0	0	0	0	0	88	1	0	1	90	21	0	19	0	5	45	12	293	0	0	7	312	447
Total	0	0	0	0	0	0	0	408	4	0	1	413	103	0	89	0	9	201	64	1111	0	0	11	1186	1800
01:00 PM	0	0	0	0	0	0	0	89	0	0	0	89	30	0	14	0	1	45	14	235	0	0	1	250	384
01:15 PM	0	0	0	0	0	0	0	101	2	0	2	105	22	0	18	0	3	43	10	265	2	0	2	279	427
01:30 PM	0	0	0	0	0	0	0	72	0	0	0	72	25	0	16	0	0	41	11	354	1	0	1	367	480
01:45 PM	0	0	0	0	0	0	0	82	0	0	0	82	24	0	18	0	1	43	14	297	0	0	5	316	441
Total	0	0	0	0	0	0	0	344	2	0	2	348	101	0	66	0	5	172	49	1151	3	0	9	1212	1732
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	109	1	0	3	113	79	0	49	0	2	130	20	257	2	0	8	287	530
04:15 PM	0	0	0	0	0	0	0	97	1	0	0	98	77	0	49	0	2	128	10	311	2	0	4	327	553
04:30 PM	0	0	0	0	0	0	0	100	1	0	0	101	59	0	41	0	2	102	12	310	0	0	4	326	529
04:45 PM	0	0	0	0	0	0	0	94	2	0	1	97	58	0	44	0	0	102	15	243	0	0	6	264	463
Total	0	0	0	0	0	0	0	400	5	0	4	409	273	0	183	0	6	462	57	1121	4	0	22	1204	2075
05:00 PM	0	0	0	0	0	0	0	98	0	0	0	98	68	0	48	0	2	118	15	265	0	0	15	295	511
05:15 PM	0	0	0	0	0	0	0	96	1	0	0	97	87	0	50	0	1	138	11	288	0	0	3	302	537
05:30 PM	0	0	0	0	0	0	0	102	1	0	0	103	101	0	42	0	7	150	16	305	0	0	3	324	577
05:45 PM	0	0	0	0	0	0	0	84	1	0	0	85	83	0	53	0	2	138	11	278	0	0	2	291	514
Total	0	0	0	0	0	0	0	380	3	0	0	383	339	0	193	0	12	544	53	1136	0	0	23	1212	2139
Grand Total	0	0	0	0	0	0	0	2064	21	0	9	2094	943	0	678	0	63	1684	409	6671	10	0	103	7193	10971
Apprch %	0	0	0	0	0		0	98.6	1	0	0.4		56	0	40.3	0	3.7		5.7	92.7	0.1	0	1.4		
Total %	0	0	0	0	0	0	0	18.8	0.2	0	0.1	19.1	8.6	0	6.2	0	0.6	15.3	3.7	60.8	0.1	0	0.9	65.6	

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 2 Avenue

File Name : NW 79 Street at NW 2 Avenue
Site Code : 07900201
Start Date : 5/24/2017
Page No : 1

Groups Printed- Heavy Vehicles

	NW 2 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 2 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	10	0	0	0	10	14
07:15 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	10	0	0	0	10	13
07:30 AM	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	0	1	0	10	0	0	0	10	18
07:45 AM	0	0	0	0	0	0	0	4	1	0	0	5	1	0	0	0	0	1	0	10	0	0	0	10	16
Total	0	0	0	0	0	0	0	16	3	0	0	19	2	0	0	0	0	2	0	40	0	0	0	40	61
08:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	1	0	2	0	0	3	0	11	0	0	1	12	17
08:15 AM	0	0	0	0	0	0	0	6	1	0	0	7	3	0	0	0	0	3	0	10	0	0	0	10	20
08:30 AM	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	1	0	6	0	0	1	7	16
08:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	10	0	0	0	10	14
Total	0	0	0	0	0	0	0	19	1	0	0	20	6	0	2	0	0	8	0	37	0	0	2	39	67
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	2	1	0	0	3	4	0	1	0	0	5	0	4	0	0	1	5	13
12:15 PM	0	0	0	0	0	0	0	9	1	0	0	10	1	0	0	0	0	1	0	10	0	0	0	10	21
12:30 PM	0	0	0	0	0	0	0	10	1	0	0	11	2	0	0	0	0	2	1	8	0	0	0	9	22
12:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	4	0	0	0	0	4	0	1	0	0	0	1	7
Total	0	0	0	0	0	0	0	23	3	0	0	26	11	0	1	0	0	12	1	23	0	0	1	25	63
01:00 PM	0	0	0	0	0	0	0	8	2	0	0	10	0	0	0	0	0	0	0	5	0	0	0	5	15
01:15 PM	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	1	0	2	0	0	0	2	11
01:30 PM	0	0	0	0	0	0	0	4	1	0	0	5	2	0	0	0	0	2	0	7	0	0	0	7	14
01:45 PM	0	0	0	0	0	0	0	10	0	0	0	10	4	0	0	0	0	4	0	2	0	0	0	2	16
Total	0	0	0	0	0	0	0	30	3	0	0	33	7	0	0	0	0	7	0	16	0	0	0	16	56
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	0	3	0	1	0	0	0	1	7
04:45 PM	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	8
Total	0	0	0	0	0	0	0	15	1	0	0	16	4	0	0	0	0	4	0	3	0	0	0	3	23
05:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	5
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	2	0	2	0	0	4	0	1	0	0	0	1	7
05:30 PM	0	0	0	0	0	0	0	6	1	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	8
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	11	1	0	0	12	3	0	2	0	0	5	0	5	0	0	0	5	22
Grand Total	0	0	0	0	0	0	0	114	12	0	0	126	33	0	5	0	0	38	1	124	0	0	3	128	292
Apprch %	0	0	0	0	0		0	90.5	9.5	0	0		86.8	0	13.2	0	0		0.8	96.9	0	0	2.3		
Total %	0	0	0	0	0	0	0	39	4.1	0	0	43.2	11.3	0	1.7	0	0	13	0.3	42.5	0	0	1	43.8	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 2 Court Southbound						SR 934/NW 79 Street Westbound						NW 2 Court Northbound						SR 934/NW 79 Street Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	1	0	2	0	1	4	1	75	1	0	3	80	1	0	0	0	5	6	3	239	3	0	1	246	336
07:15 AM	1	0	4	0	0	5	2	65	2	0	0	69	0	0	0	0	1	1	2	303	0	0	0	305	380
07:30 AM	3	0	3	0	3	9	3	88	3	0	1	95	2	0	0	0	6	8	0	294	2	0	1	297	409
07:45 AM	0	0	3	0	1	4	2	89	0	0	0	91	0	0	2	0	4	6	4	320	2	0	1	327	428
Total	5	0	12	0	5	22	8	317	6	0	4	335	3	0	2	0	16	21	9	1156	7	0	3	1175	1553
08:00 AM	1	0	2	0	3	6	2	86	2	0	3	93	2	0	1	0	6	9	1	295	3	0	0	299	407
08:15 AM	1	0	3	0	2	6	3	92	3	0	0	98	0	0	1	0	3	4	2	312	0	0	0	314	422
08:30 AM	0	0	3	0	2	5	1	95	3	0	1	100	1	0	0	0	1	2	4	297	1	0	1	303	410
08:45 AM	2	0	1	0	2	5	3	84	5	0	2	94	0	0	2	0	1	3	3	331	2	0	0	336	438
Total	4	0	9	0	9	22	9	357	13	0	6	385	3	0	4	0	11	18	10	1235	6	0	1	1252	1677
*** BREAK ***																									
12:00 PM	1	0	5	0	0	6	3	123	1	0	0	127	2	0	1	0	3	6	4	290	1	0	1	296	435
12:15 PM	2	0	5	0	3	10	2	146	3	0	0	151	0	0	0	0	5	5	4	297	6	0	0	307	473
12:30 PM	0	0	0	0	0	0	2	130	3	0	2	137	2	0	1	0	1	4	2	299	5	0	1	307	448
12:45 PM	0	0	4	0	3	7	5	103	5	0	2	115	3	0	1	0	4	8	2	295	3	0	0	300	430
Total	3	0	14	0	6	23	12	502	12	0	4	530	7	0	3	0	13	23	12	1181	15	0	2	1210	1786
01:00 PM	0	0	1	0	0	1	4	108	1	0	0	113	1	0	2	0	1	4	3	257	2	0	0	262	380
01:15 PM	1	0	1	0	1	3	3	122	2	0	1	128	1	0	0	0	1	2	3	278	4	0	1	286	419
01:30 PM	2	0	1	0	0	3	4	88	3	0	0	95	4	0	0	0	0	4	1	368	6	0	0	375	477
01:45 PM	1	0	1	0	3	5	1	108	1	0	0	110	2	0	0	0	4	6	3	308	5	0	0	316	437
Total	4	0	4	0	4	12	12	426	7	0	1	446	8	0	2	0	6	16	10	1211	17	0	1	1239	1713
*** BREAK ***																									
04:00 PM	3	0	2	0	2	7	7	151	0	0	1	159	3	0	4	0	1	8	0	269	5	0	4	278	452
04:15 PM	1	0	7	0	1	9	14	134	2	0	0	150	3	0	1	0	2	6	3	322	2	0	0	327	492
04:30 PM	4	0	3	0	5	12	6	134	4	0	0	144	2	0	0	0	2	4	4	313	3	0	0	320	480
04:45 PM	2	0	2	0	1	5	9	131	2	0	0	142	1	0	0	0	1	2	2	258	2	0	0	262	411
Total	10	0	14	0	9	33	36	550	8	0	1	595	9	0	5	0	6	20	9	1162	12	0	4	1187	1835
05:00 PM	2	0	3	0	1	6	11	137	1	0	1	150	2	0	0	0	4	6	1	281	4	0	0	286	448
05:15 PM	0	0	2	0	3	5	4	143	3	0	0	150	1	0	0	0	3	4	1	294	5	0	0	300	459
05:30 PM	3	0	0	0	1	4	11	134	1	0	0	146	1	0	0	0	2	3	1	319	8	0	0	328	481
05:45 PM	2	0	1	0	1	4	10	127	2	0	0	139	2	0	0	0	4	6	3	280	6	0	0	289	438
Total	7	0	6	0	6	19	36	541	7	0	1	585	6	0	0	0	13	19	6	1174	23	0	0	1203	1826
Grand Total	33	0	59	0	39	131	113	2693	53	0	17	2876	36	0	16	0	65	117	56	7119	80	0	11	7266	10390
Apprch %	25.2	0	45	0	29.8		3.9	93.6	1.8	0	0.6		30.8	0	13.7	0	55.6		0.8	98	1.1	0	0.2		
Total %	0.3	0	0.6	0	0.4	1.3	1.1	25.9	0.5	0	0.2	27.7	0.3	0	0.2	0	0.6	1.1	0.5	68.5	0.8	0	0.1	69.9	
Passenger Cars	33	0	59	0	39	131	113	2579	53	0	17	2762	36	0	16	0	65	117	56	6993	80	0	11	7140	10150
% Passenger Cars	100	0	100	0	100	100	100	95.8	100	0	100	96	100	0	100	0	100	100	100	98.2	100	0	100	98.3	97.7
Heavy Vehicles	0	0	0	0	0	0	0	114	0	0	0	114	0	0	0	0	0	0	0	126	0	0	0	126	240
% Heavy Vehicles	0	0	0	0	0	0	0	4.2	0	0	0	4	0	0	0	0	0	0	0	1.8	0	0	0	1.7	2.3

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

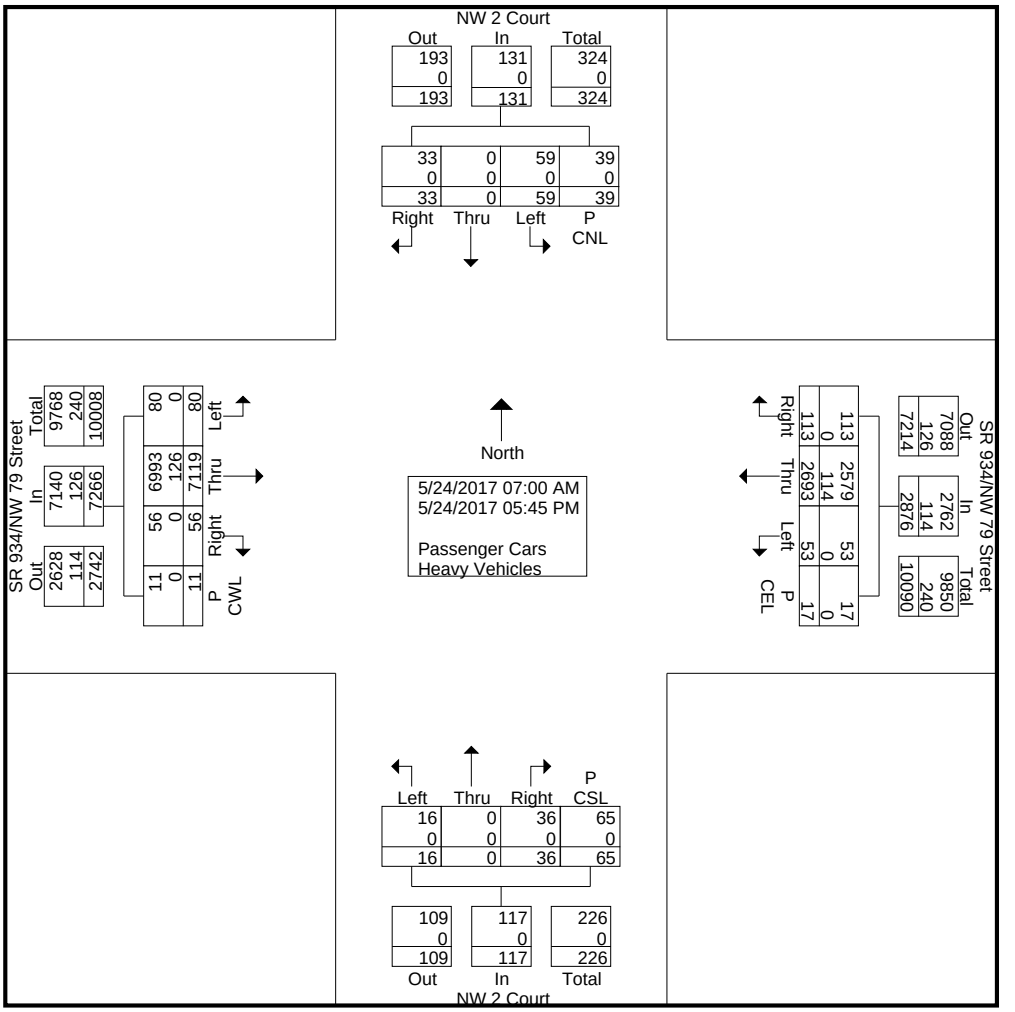
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



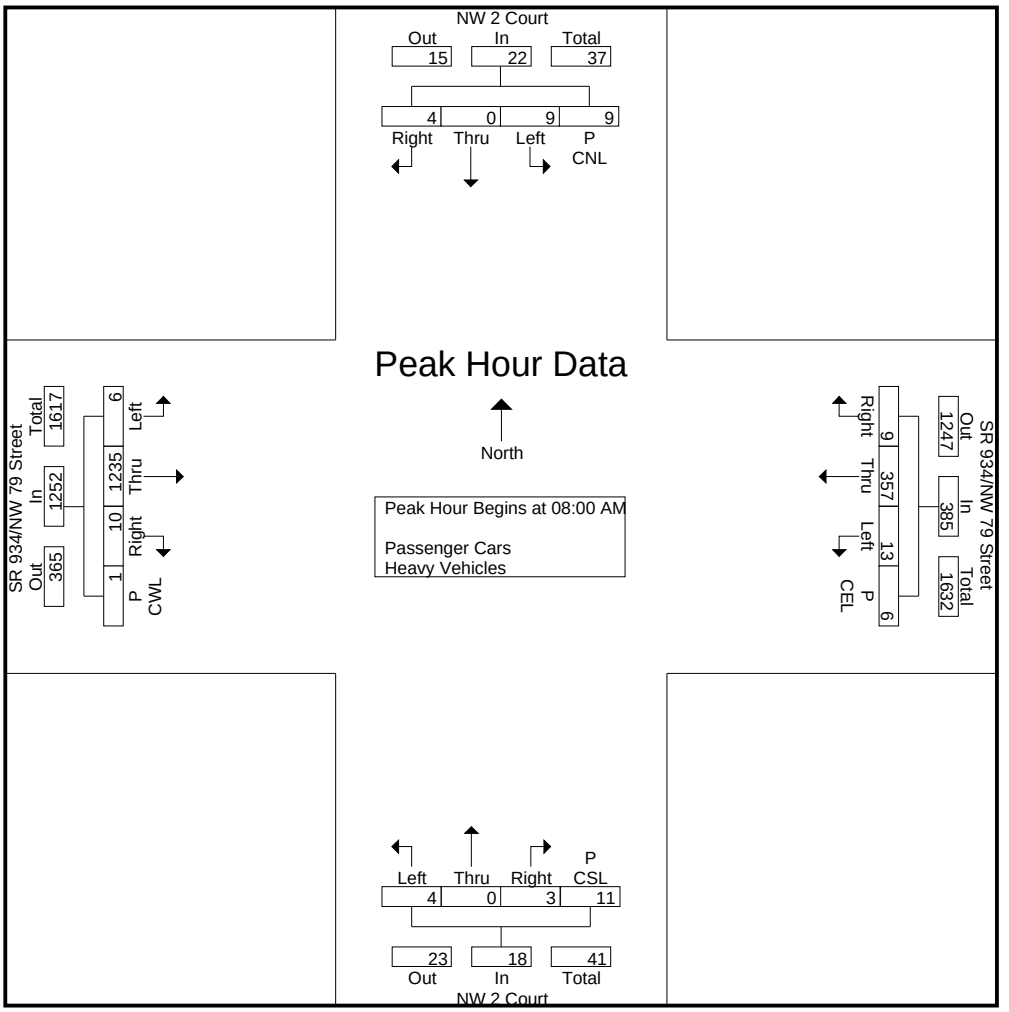
CH Perez and Associates Consulting Engineers Inc.

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

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 3

	NW 2 Court Southbound						SR 934/NW 79 Street Westbound						NW 2 Court Northbound						SR 934/NW 79 Street Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	1	0	2	0	**3**	**6**	2	86	2	0	**3**	93	**2**	0	1	0	**6**	**9**	1	295	**3**	0	0	299	407
08:15 AM	1	0	**3**	0	2	6	**3**	92	3	0	0	98	0	0	1	0	3	4	2	312	0	0	0	314	422
08:30 AM	0	0	3	0	2	5	1	**95**	3	0	1	**100**	1	0	0	0	1	2	**4**	297	1	0	**1**	303	410
08:45 AM	**2**	0	1	0	2	5	3	84	**5**	0	2	94	0	0	**2**	0	1	3	3	**331**	2	0	0	**336**	**438**
Total Volume	4	0	9	0	9	22	9	357	13	0	6	385	3	0	4	0	11	18	10	1235	6	0	1	1252	1677
% App. Total	18.2	0	40.9	0	40.9		2.3	92.7	3.4	0	1.6		16.7	0	22.2	0	61.1		0.8	98.6	0.5	0	0.1		
PHF	.500	.000	.750	.000	.750	.917	.750	.939	.650	.000	.500	.963	.375	.000	.500	.000	.458	.500	.625	.933	.500	.000	.250	.932	.957

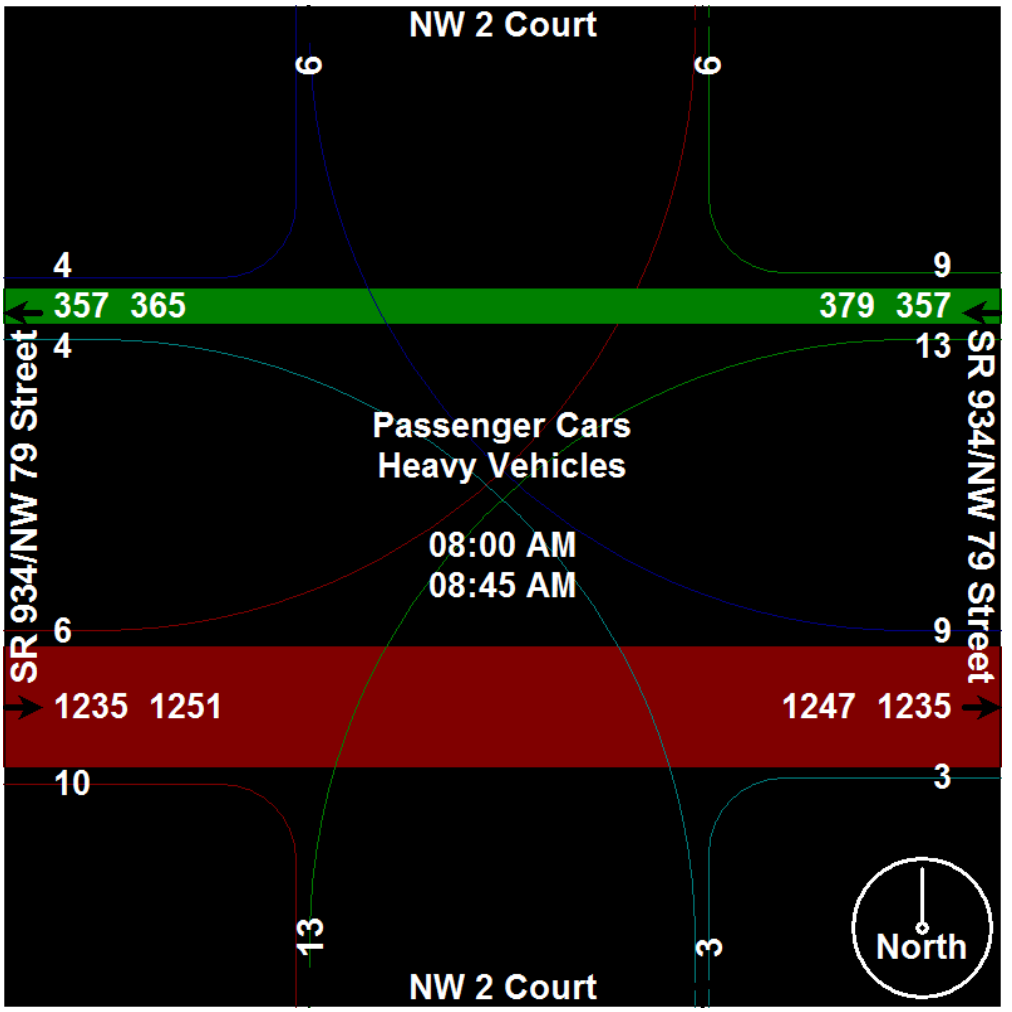


CH Perez and Associates Consulting Engineers Inc.

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

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 4



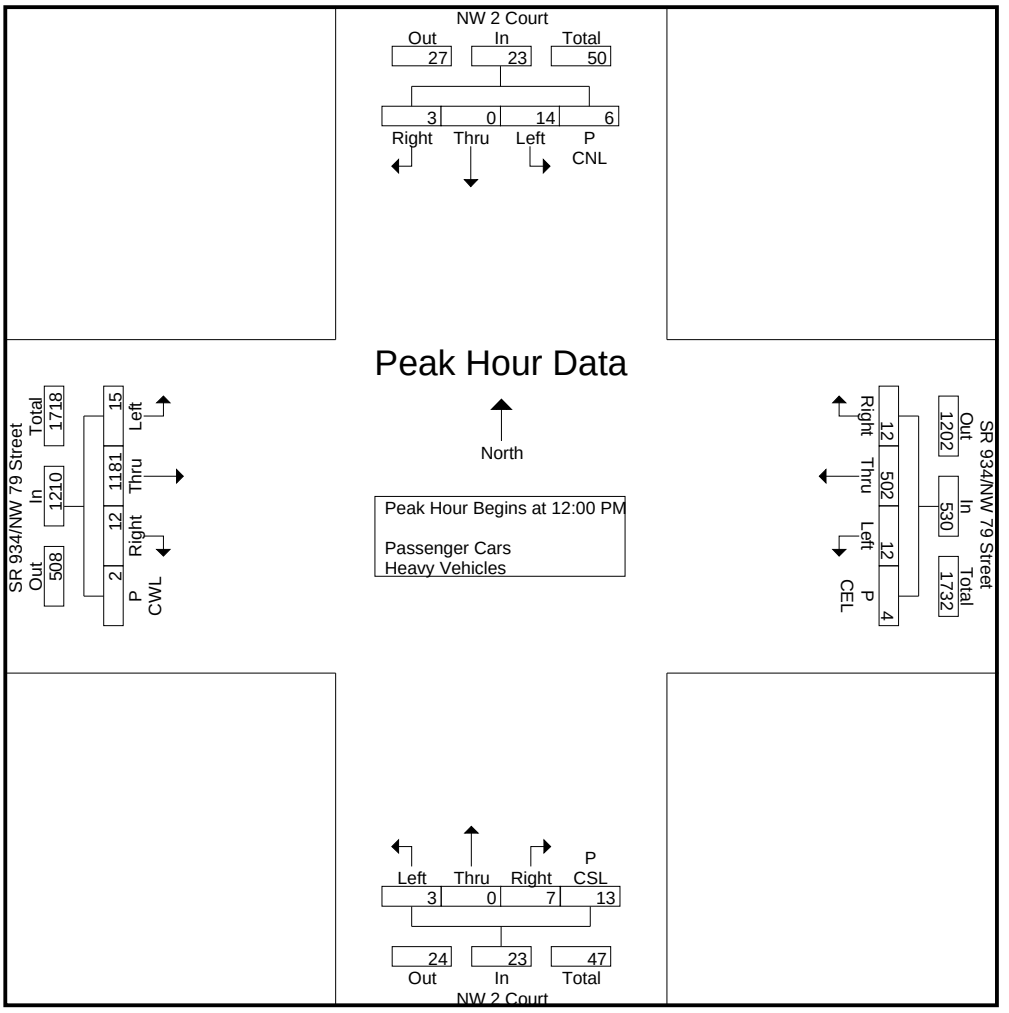
CH Perez and Associates Consulting Engineers Inc.

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

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 5

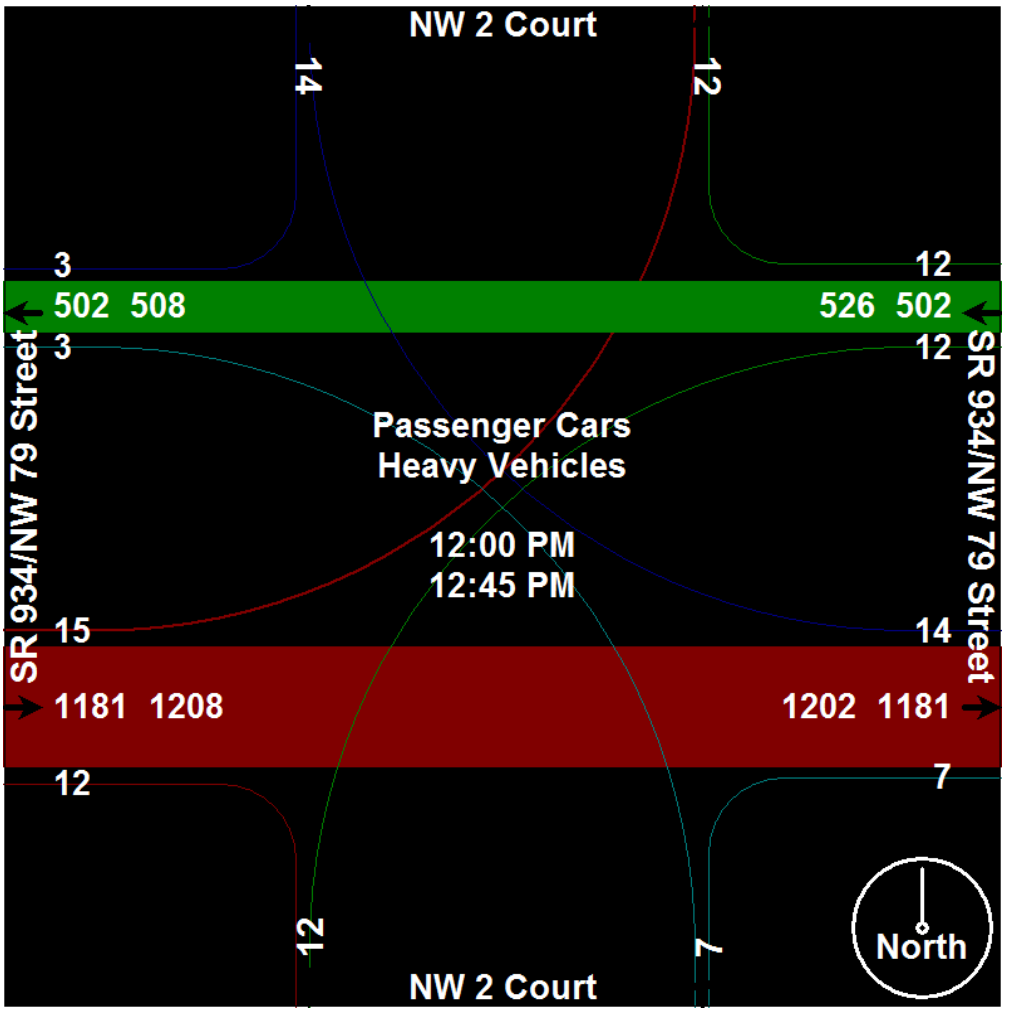
	NW 2 Court Southbound						SR 934/NW 79 Street Westbound						NW 2 Court Northbound						SR 934/NW 79 Street Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
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	1	0	**5**	0	0	6	3	123	1	0	0	127	2	0	**1**	0	3	6	**4**	290	1	0	**1**	296	435
12:15 PM	**2**	0	5	0	**3**	**10**	2	**146**	3	0	0	**151**	0	0	0	0	**5**	5	4	297	**6**	0	0	**307**	**473**
12:30 PM	0	0	0	0	0	0	2	130	3	0	**2**	137	2	0	1	0	1	4	2	**299**	5	0	1	307	448
12:45 PM	0	0	4	0	3	7	**5**	103	**5**	0	2	115	**3**	0	1	0	4	**8**	2	295	3	0	0	300	430
Total Volume	3	0	14	0	6	23	12	502	12	0	4	530	7	0	3	0	13	23	12	1181	15	0	2	1210	1786
% App. Total	13	0	60.9	0	26.1		2.3	94.7	2.3	0	0.8		30.4	0	13	0	56.5		1	97.6	1.2	0	0.2		
PHF	.375	.000	.700	.000	.500	.575	.600	.860	.600	.000	.500	.877	.583	.000	.750	.000	.650	.719	.750	.987	.625	.000	.500	.985	.944



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 6



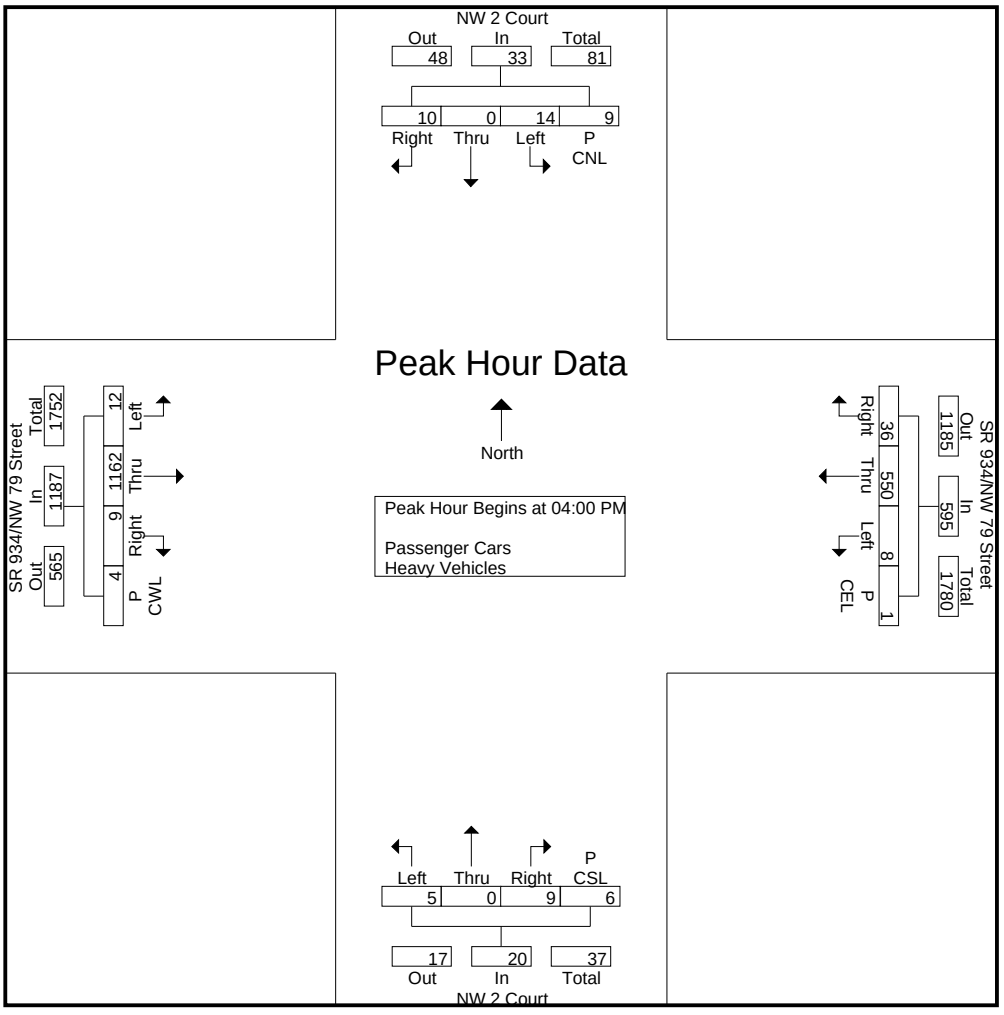
CH Perez and Associates Consulting Engineers Inc.

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

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 7

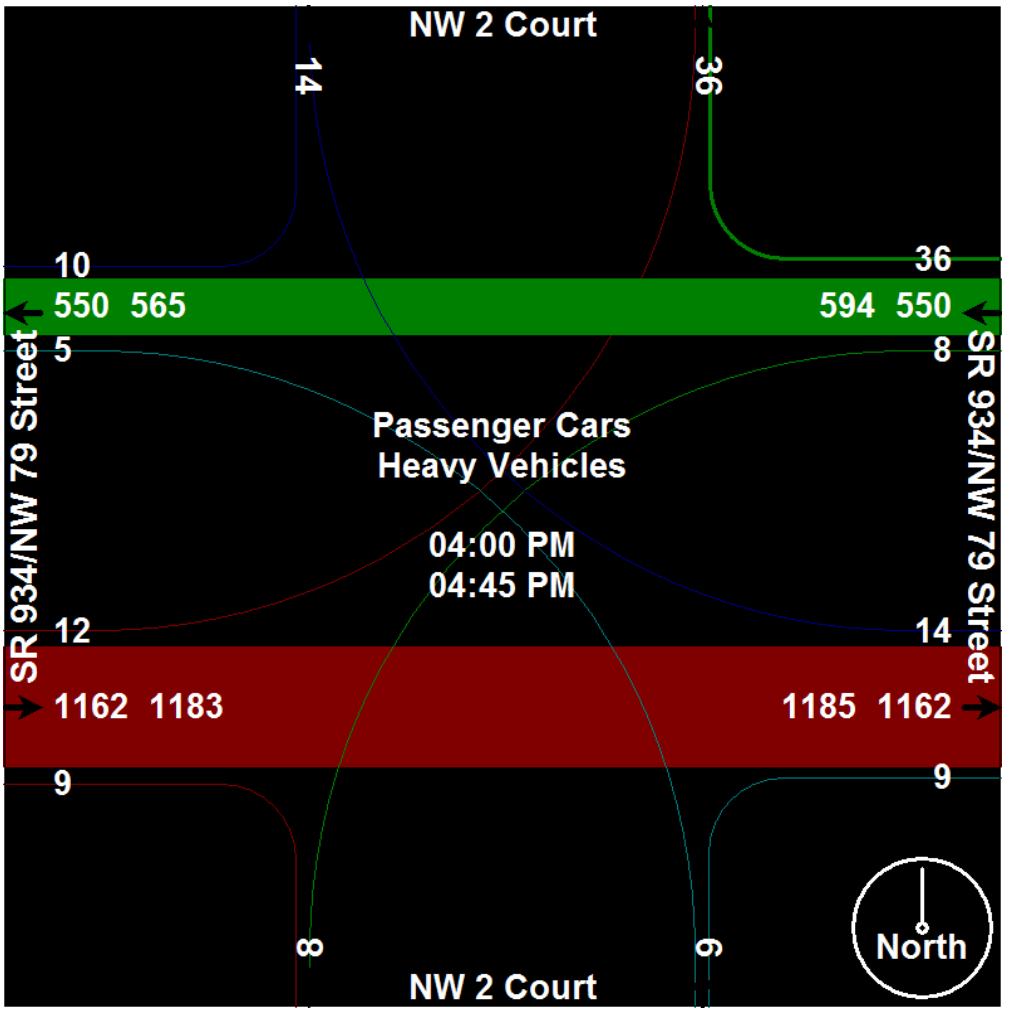
	NW 2 Court Southbound						SR 934/NW 79 Street Westbound						NW 2 Court Northbound						SR 934/NW 79 Street Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:00 PM																									
04:00 PM	3	0	2	0	2	7	7	**151**	0	0	**1**	**159**	**3**	0	**4**	0	1	**8**	0	269	**5**	0	**4**	278	452
04:15 PM	1	0	**7**	0	1	9	**14**	134	2	0	0	150	3	0	1	0	**2**	6	3	**322**	2	0	0	**327**	**492**
04:30 PM	**4**	0	3	0	**5**	**12**	6	134	**4**	0	0	144	2	0	0	0	2	4	**4**	313	3	0	0	320	480
04:45 PM	2	0	2	0	1	5	9	131	2	0	0	142	1	0	0	0	1	2	2	258	2	0	0	262	411
Total Volume	10	0	14	0	9	33	36	550	8	0	1	595	9	0	5	0	6	20	9	1162	12	0	4	1187	1835
% App. Total	30.3	0	42.4	0	27.3		6.1	92.4	1.3	0	0.2		45	0	25	0	30		0.8	97.9	1	0	0.3		
PHF	.625	.000	.500	.000	.450	.688	.643	.911	.500	.000	.250	.936	.750	.000	.313	.000	.750	.625	.563	.902	.600	.000	.250	.907	.932



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	NW 2 Court Southbound						SR 934/NW 79 Street Westbound						NW 2 Court Northbound						SR 934/NW 79 Street Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	1	0	2	0	1	4	1	71	1	0	3	76	1	0	0	0	5	6	3	230	3	0	1	237	323
07:15 AM	1	0	4	0	0	5	2	63	2	0	0	67	0	0	0	0	1	1	2	294	0	0	0	296	369
07:30 AM	3	0	3	0	3	9	3	82	3	0	1	89	2	0	0	0	6	8	0	284	2	0	1	287	393
07:45 AM	0	0	3	0	1	4	2	84	0	0	0	86	0	0	2	0	4	6	4	310	2	0	1	317	413
Total	5	0	12	0	5	22	8	300	6	0	4	318	3	0	2	0	16	21	9	1118	7	0	3	1137	1498
08:00 AM	1	0	2	0	3	6	2	83	2	0	3	90	2	0	1	0	6	9	1	285	3	0	0	289	394
08:15 AM	1	0	3	0	2	6	3	87	3	0	0	93	0	0	1	0	3	4	2	302	0	0	0	304	407
08:30 AM	0	0	3	0	2	5	1	88	3	0	1	93	1	0	0	0	1	2	4	289	1	0	1	295	395
08:45 AM	2	0	1	0	2	5	3	80	5	0	2	90	0	0	2	0	1	3	3	322	2	0	0	327	425
Total	4	0	9	0	9	22	9	338	13	0	6	366	3	0	4	0	11	18	10	1198	6	0	1	1215	1621
*** BREAK ***																									
12:00 PM	1	0	5	0	0	6	3	120	1	0	0	124	2	0	1	0	3	6	4	285	1	0	1	291	427
12:15 PM	2	0	5	0	3	10	2	138	3	0	0	143	0	0	0	0	5	5	4	288	6	0	0	298	456
12:30 PM	0	0	0	0	0	0	2	121	3	0	2	128	2	0	1	0	1	4	2	291	5	0	1	299	431
12:45 PM	0	0	4	0	3	7	5	99	5	0	2	111	3	0	1	0	4	8	2	292	3	0	0	297	423
Total	3	0	14	0	6	23	12	478	12	0	4	506	7	0	3	0	13	23	12	1156	15	0	2	1185	1737
01:00 PM	0	0	1	0	0	1	4	101	1	0	0	106	1	0	2	0	1	4	3	251	2	0	0	256	367
01:15 PM	1	0	1	0	1	3	3	115	2	0	1	121	1	0	0	0	1	2	3	275	4	0	1	283	409
01:30 PM	2	0	1	0	0	3	4	82	3	0	0	89	4	0	0	0	0	4	1	363	6	0	0	370	466
01:45 PM	1	0	1	0	3	5	1	100	1	0	0	102	2	0	0	0	4	6	3	305	5	0	0	313	426
Total	4	0	4	0	4	12	12	398	7	0	1	418	8	0	2	0	6	16	10	1194	17	0	1	1222	1668
*** BREAK ***																									
04:00 PM	3	0	2	0	2	7	7	147	0	0	1	155	3	0	4	0	1	8	0	269	5	0	4	278	448
04:15 PM	1	0	7	0	1	9	14	132	2	0	0	148	3	0	1	0	2	6	3	320	2	0	0	325	488
04:30 PM	4	0	3	0	5	12	6	131	4	0	0	141	2	0	0	0	2	4	4	312	3	0	0	319	476
04:45 PM	2	0	2	0	1	5	9	126	2	0	0	137	1	0	0	0	1	2	2	256	2	0	0	260	404
Total	10	0	14	0	9	33	36	536	8	0	1	581	9	0	5	0	6	20	9	1157	12	0	4	1182	1816
05:00 PM	2	0	3	0	1	6	11	134	1	0	1	147	2	0	0	0	4	6	1	279	4	0	0	284	443
05:15 PM	0	0	2	0	3	5	4	140	3	0	0	147	1	0	0	0	3	4	1	293	5	0	0	299	455
05:30 PM	3	0	0	0	1	4	11	129	1	0	0	141	1	0	0	0	2	3	1	318	8	0	0	327	475
05:45 PM	2	0	1	0	1	4	10	126	2	0	0	138	2	0	0	0	4	6	3	280	6	0	0	289	437
Total	7	0	6	0	6	19	36	529	7	0	1	573	6	0	0	0	13	19	6	1170	23	0	0	1199	1810
Grand Total	33	0	59	0	39	131	113	2579	53	0	17	2762	36	0	16	0	65	117	56	6993	80	0	11	7140	10150
Apprch %	25.2	0	45	0	29.8		4.1	93.4	1.9	0	0.6		30.8	0	13.7	0	55.6		0.8	97.9	1.1	0	0.2		
Total %	0.3	0	0.6	0	0.4	1.3	1.1	25.4	0.5	0	0.2	27.2	0.4	0	0.2	0	0.6	1.2	0.6	68.9	0.8	0	0.1	70.3	

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 41st Street, Suite 201, Miami, Florida 33178

Turning Moviment Counts
SR 934/NW 79 Street at NW 2 Court

File Name : NW 79 Street at NW 2 Court
Site Code : 00000000
Start Date : 5/24/2017
Page No : 1

Groups Printed- Heavy Vehicles

	NW 2 Court Southbound						SR 934/NW 79 Street Westbound						NW 2 Court Northbound						SR 934/NW 79 Street Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0	9	13
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	9	0	0	0	9	11
07:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	10	0	0	0	10	16
07:45 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	10	0	0	0	10	15
Total	0	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	0	0	38	0	0	0	38	55
08:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	10	0	0	0	10	13
08:15 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	10	0	0	0	10	15
08:30 AM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	8	0	0	0	8	15
08:45 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0	9	13
Total	0	0	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	0	0	37	0	0	0	37	56
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	5	8
12:15 PM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	9	0	0	0	9	17
12:30 PM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	8	0	0	0	8	17
12:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	7
Total	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	0	0	25	0	0	0	25	49
01:00 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	6	0	0	0	6	13
01:15 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	10
01:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	5	11
01:45 PM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	3	11
Total	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	17	0	0	0	17	45
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
04:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	7
Total	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	5	0	0	0	5	19
05:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
05:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4
05:30 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	6
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	4	0	0	0	4	16
Grand Total	0	0	0	0	0	0	0	114	0	0	0	114	0	0	0	0	0	0	0	126	0	0	0	126	240
Apprch %	0	0	0	0	0		0	100	0	0	0		0	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	47.5	0	0	0	47.5	0	0	0	0	0	0	0	52.5	0	0	0	52.5	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SR 934/NW 79 Avenue Westbound					NW 3 Avenue Northbound					SR 934/NW 79 Avenue Eastbound					
Start Time	Thru	Left	B CEL	P CEL	App. Total	Right	Left	B CSL	P CSL	App. Total	Right	Thru	B CWL	P CWL	App. Total	Int. Total
07:00 AM	75	2	0	0	77	1	0	0	0	1	0	248	0	0	248	326
07:15 AM	68	0	0	0	68	0	2	0	1	3	1	309	0	0	310	381
07:30 AM	92	0	0	0	92	0	0	0	0	0	1	293	0	0	294	386
07:45 AM	94	0	0	0	94	0	2	0	0	2	1	327	0	0	328	424
Total	329	2	0	0	331	1	4	0	1	6	3	1177	0	0	1180	1517
08:00 AM	91	0	0	0	91	3	1	0	1	5	0	304	0	1	305	401
08:15 AM	90	1	0	0	91	1	0	0	0	1	1	309	0	0	310	402
08:30 AM	92	0	0	1	93	1	1	0	5	7	2	309	0	0	311	411
08:45 AM	87	0	0	0	87	0	1	0	1	2	1	336	0	0	337	426
Total	360	1	0	1	362	5	3	0	7	15	4	1258	0	1	1263	1640
*** BREAK ***																
12:00 PM	122	0	0	1	123	0	0	0	0	0	0	293	0	0	293	416
12:15 PM	144	0	0	0	144	2	2	0	1	5	1	300	0	2	303	452
12:30 PM	133	0	0	1	134	0	0	0	0	0	0	311	0	0	311	445
12:45 PM	109	0	0	0	109	2	1	0	2	5	1	306	0	0	307	421
Total	508	0	0	2	510	4	3	0	3	10	2	1210	0	2	1214	1734
01:00 PM	107	0	0	3	110	1	0	0	1	2	1	260	0	0	261	373
01:15 PM	126	1	0	0	127	1	3	0	1	5	0	291	0	0	291	423
01:30 PM	93	0	0	0	93	0	1	0	0	1	2	374	0	1	377	471
01:45 PM	105	0	0	0	105	1	1	0	2	4	1	311	0	0	312	421
Total	431	1	0	3	435	3	5	0	4	12	4	1236	0	1	1241	1688
*** BREAK ***																
04:00 PM	158	2	0	0	160	1	0	0	1	2	1	276	0	0	277	439
04:15 PM	140	0	0	2	142	1	0	0	1	2	0	329	0	0	329	473
04:30 PM	137	0	0	1	138	0	1	0	2	3	2	315	0	0	317	458
04:45 PM	135	0	0	0	135	2	0	0	0	2	1	264	0	0	265	402
Total	570	2	0	3	575	4	1	0	4	9	4	1184	0	0	1188	1772
05:00 PM	144	0	0	1	145	1	0	0	5	6	2	285	0	0	287	438
05:15 PM	140	1	0	1	142	0	0	0	1	1	0	306	0	0	306	449
05:30 PM	133	0	0	0	133	4	1	0	2	7	1	323	0	0	324	464
05:45 PM	132	1	0	1	134	2	1	0	1	4	2	295	0	0	297	435
Total	549	2	0	3	554	7	2	0	9	18	5	1209	0	0	1214	1786
Grand Total	2747	8	0	12	2767	24	18	0	28	70	22	7274	0	4	7300	10137
Apprch %	99.3	0.3	0	0.4		34.3	25.7	0	40		0.3	99.6	0	0.1		
Total %	27.1	0.1	0	0.1	27.3	0.2	0.2	0	0.3	0.7	0.2	71.8	0	0	72	
Passenger Cars	2630	8	0	12	2650	24	18	0	28	70	22	7145	0	4	7171	9891
% Passenger Cars	95.7	100	0	100	95.8	100	100	0	100	100	100	98.2	0	100	98.2	97.6
Heavy Vehicles	117	0	0	0	117	0	0	0	0	0	0	129	0	0	129	246
% Heavy Vehicles	4.3	0	0	0	4.2	0	0	0	0	0	0	1.8	0	0	1.8	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

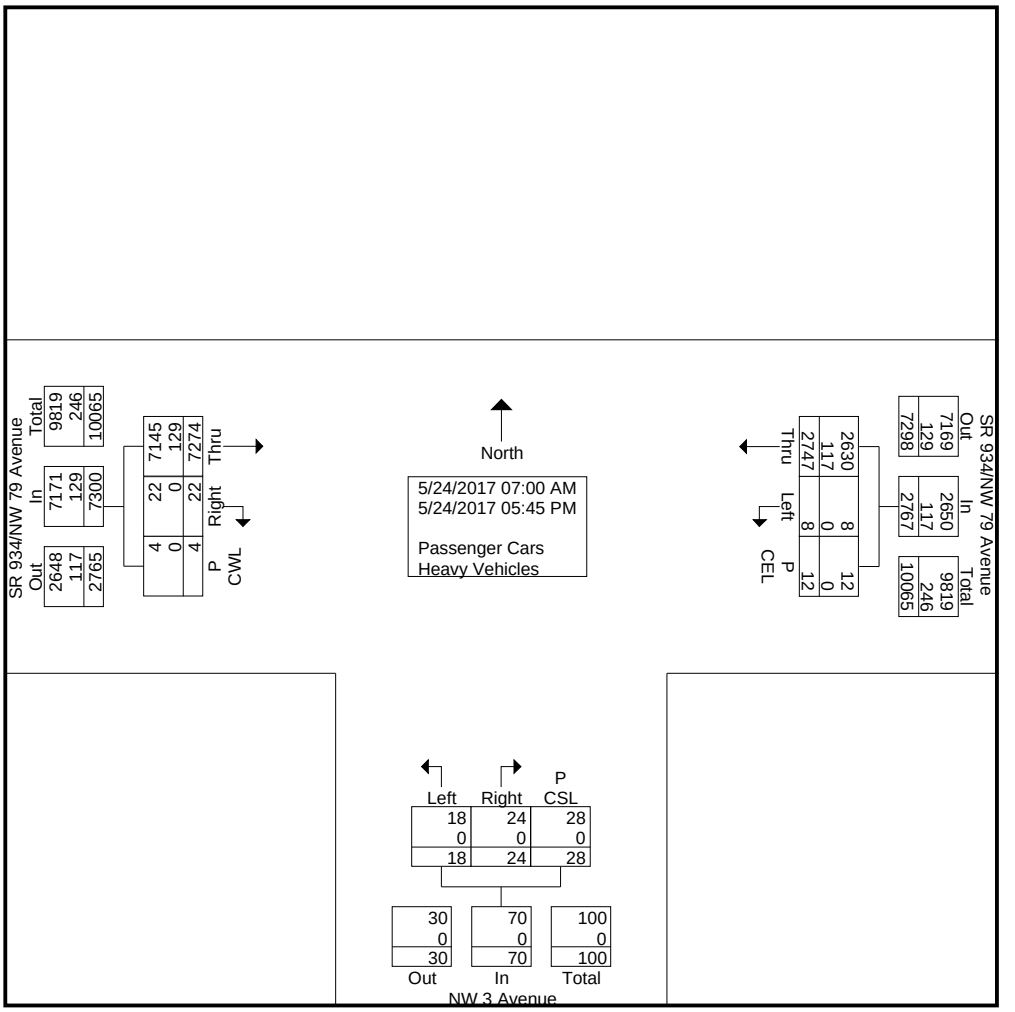
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



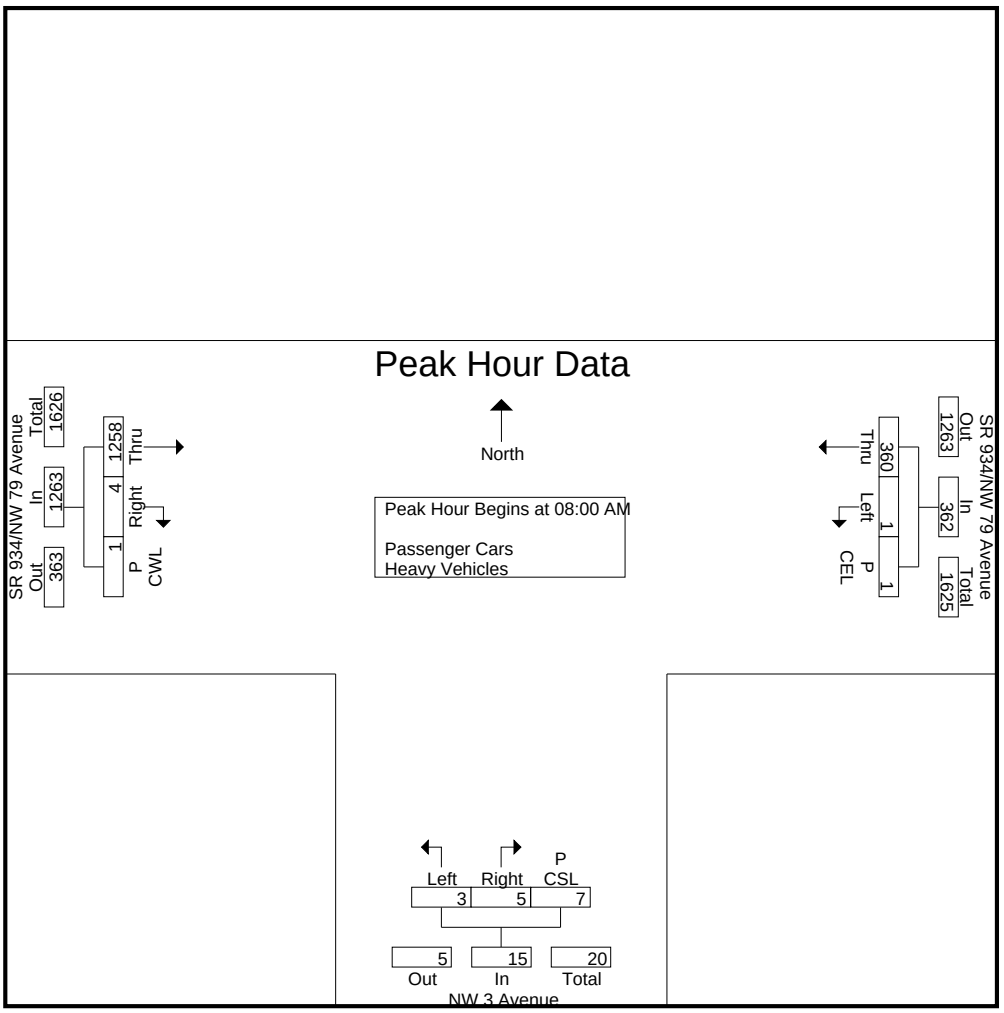
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 3

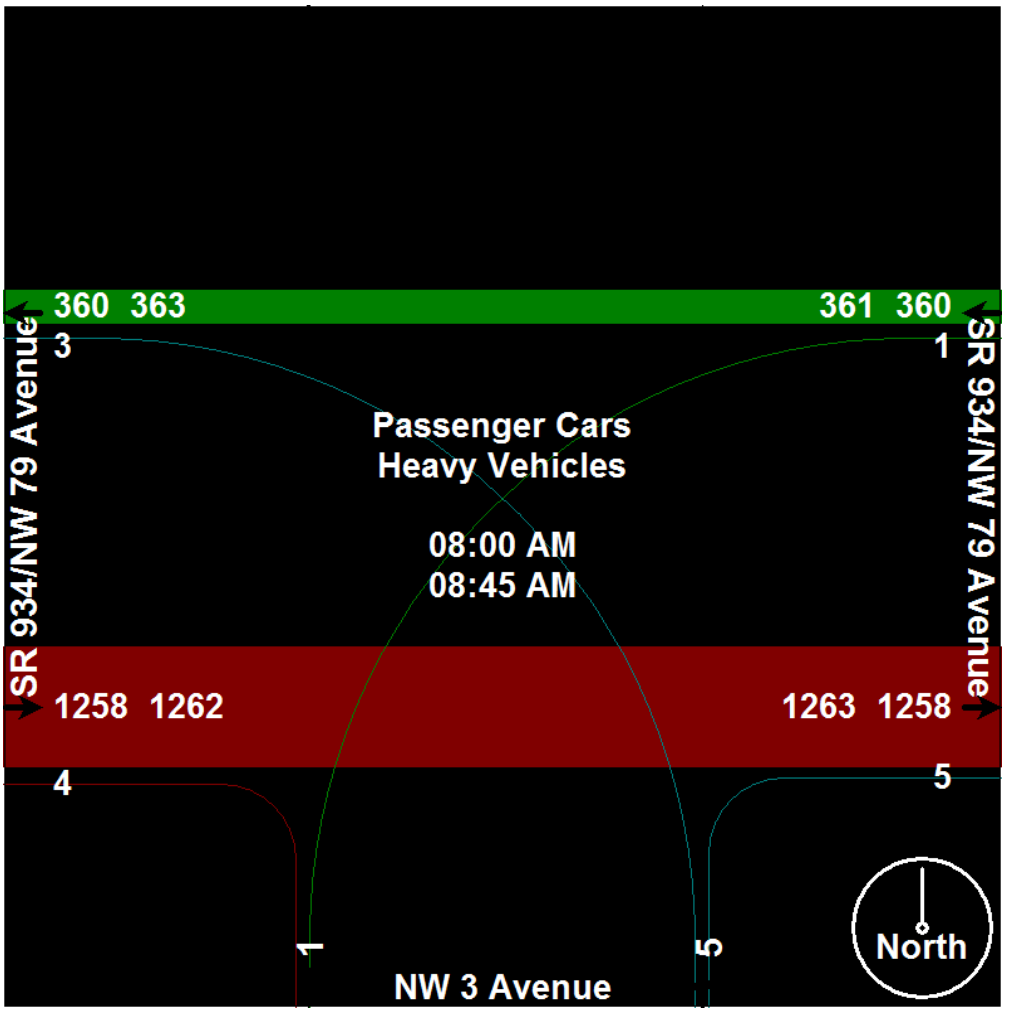
	SR 934/NW 79 Avenue Westbound					NW 3 Avenue Northbound					SR 934/NW 79 Avenue Eastbound					
Start Time	Thru	Left	B CEL	P CEL	App. Total	Right	Left	B CSL	P CSL	App. Total	Right	Thru	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 08:00 AM																
08:00 AM	91	0	0	0	91	**3**	**1**	0	1	5	0	304	0	**1**	305	401
08:15 AM	90	**1**	0	0	91	1	0	0	0	1	1	309	0	0	310	402
08:30 AM	**92**	0	0	**1**	**93**	1	1	0	**5**	**7**	**2**	309	0	0	311	411
08:45 AM	87	0	0	0	87	0	1	0	1	2	1	**336**	0	0	**337**	**426**
Total Volume	360	1	0	1	362	5	3	0	7	15	4	1258	0	1	1263	1640
% App. Total	99.4	0.3	0	0.3		33.3	20	0	46.7		0.3	99.6	0	0.1		
PHF	.978	.250	.000	.250	.973	.417	.750	.000	.350	.536	.500	.936	.000	.250	.937	.962



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 4



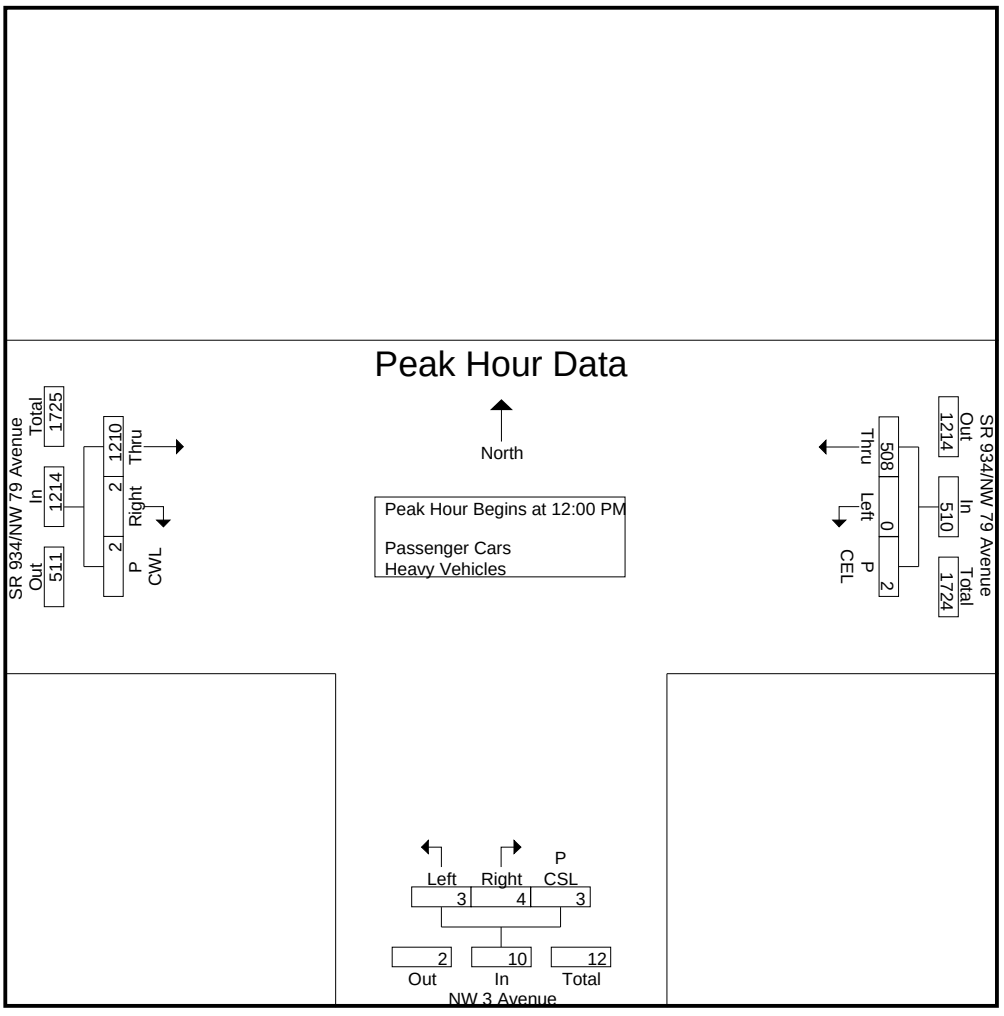
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 5

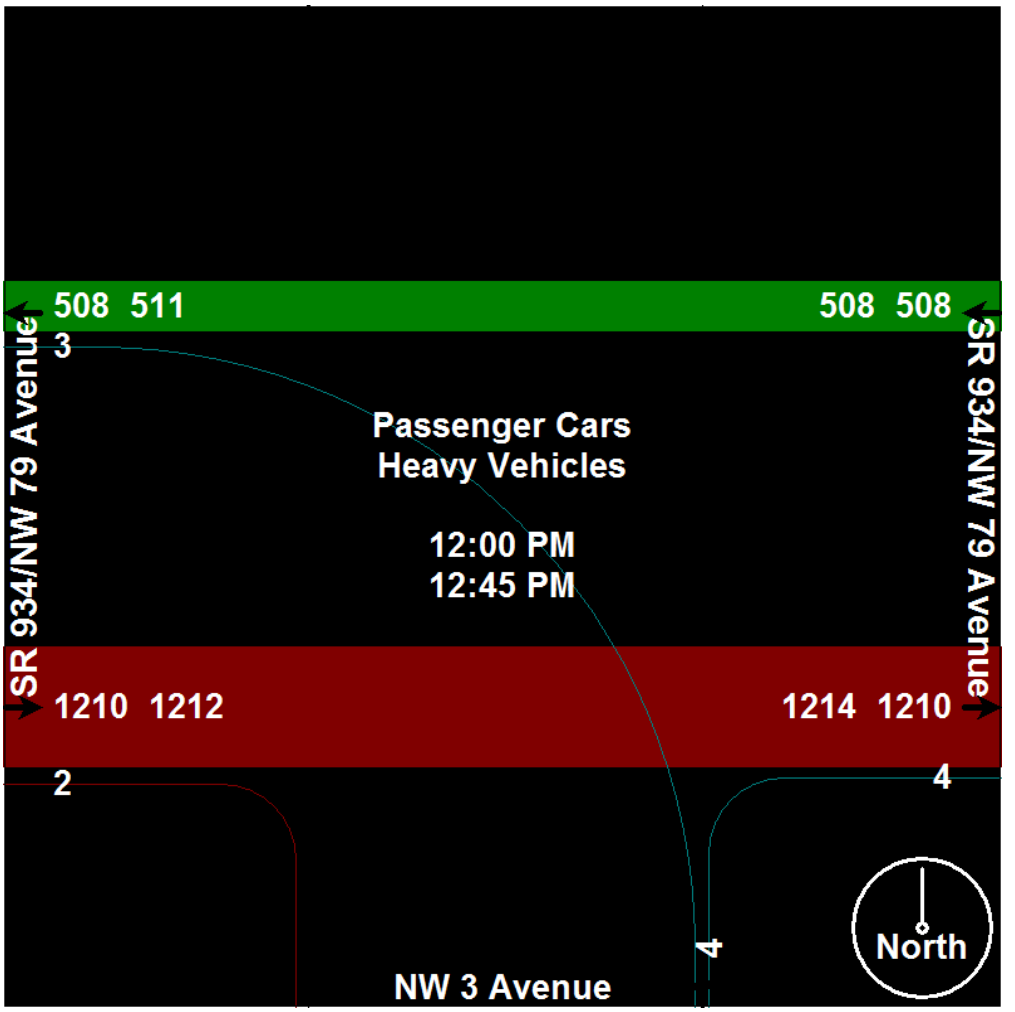
	SR 934/NW 79 Avenue Westbound					NW 3 Avenue Northbound					SR 934/NW 79 Avenue Eastbound					
Start Time	Thru	Left	B CEL	P CEL	App. Total	Right	Left	B CSL	P CSL	App. Total	Right	Thru	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 12:00 PM																
12:00 PM	122	0	0	**1**	123	0	0	0	0	0	0	293	0	0	293	416
12:15 PM	**144**	0	0	0	**144**	**2**	**2**	0	1	**5**	**1**	300	0	**2**	303	**452**
12:30 PM	133	0	0	1	134	0	0	0	0	0	0	**311**	0	0	**311**	445
12:45 PM	109	0	0	0	109	2	1	0	**2**	5	1	306	0	0	307	421
Total Volume	508	0	0	2	510	4	3	0	3	10	2	1210	0	2	1214	1734
% App. Total	99.6	0	0	0.4		40	30	0	30		0.2	99.7	0	0.2		
PHF	.882	.000	.000	.500	.885	.500	.375	.000	.375	.500	.500	.973	.000	.250	.976	.959



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 6



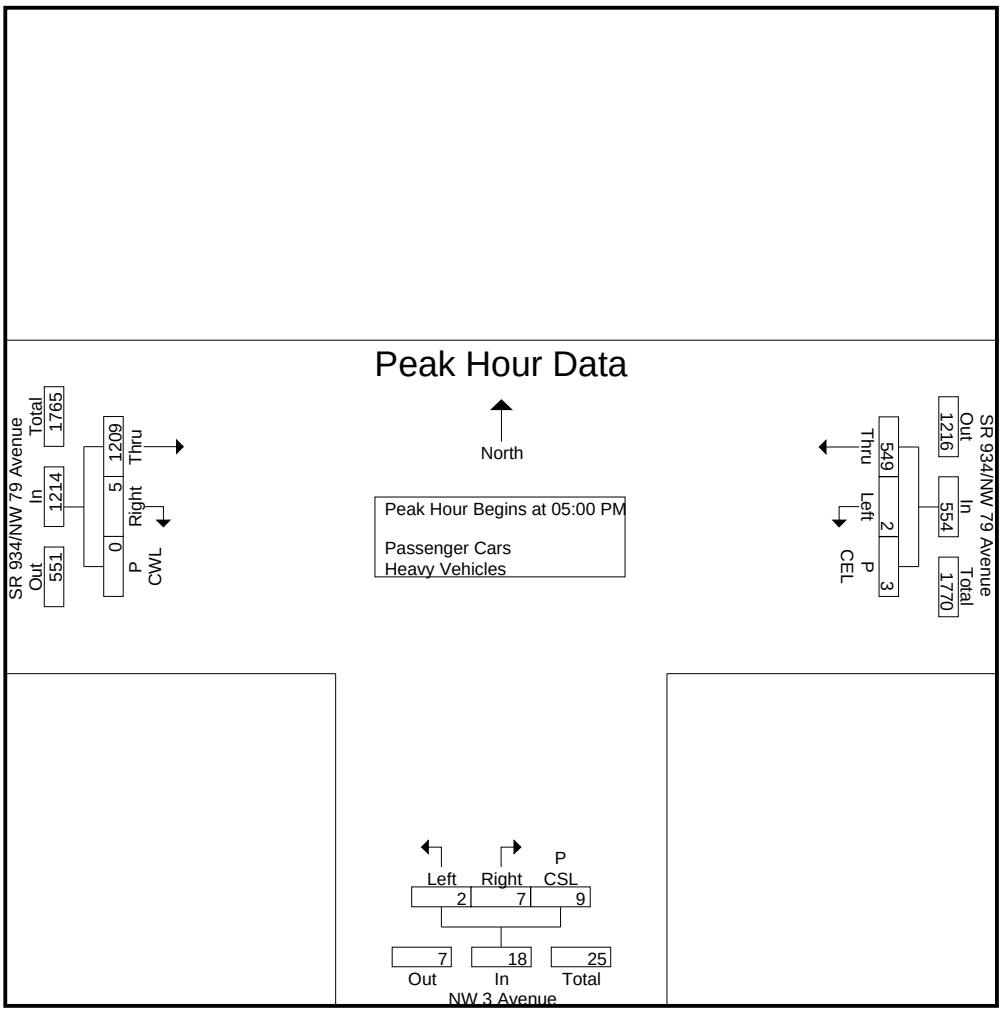
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 7

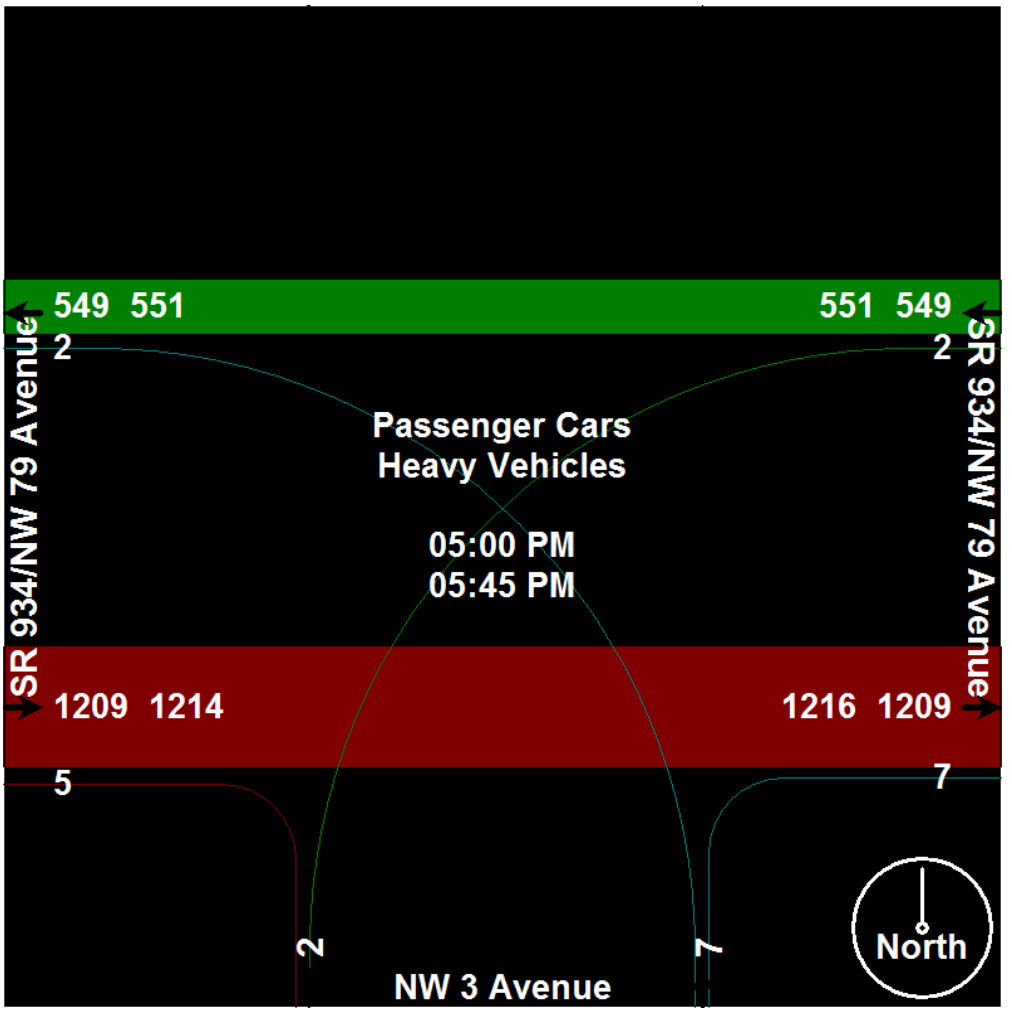
	SR 934/NW 79 Avenue Westbound					NW 3 Avenue Northbound					SR 934/NW 79 Avenue Eastbound					
Start Time	Thru	Left	B CEL	P CEL	App. Total	Right	Left	B CSL	P CSL	App. Total	Right	Thru	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	**144**	0	0	**1**	**145**	1	0	0	**5**	6	**2**	285	0	0	287	438
05:15 PM	140	**1**	0	1	142	0	0	0	1	1	0	306	0	0	306	449
05:30 PM	133	0	0	0	133	**4**	**1**	0	2	**7**	1	**323**	0	0	**324**	**464**
05:45 PM	132	1	0	1	134	2	1	0	1	4	2	295	0	0	297	435
Total Volume	549	2	0	3	554	7	2	0	9	18	5	1209	0	0	1214	1786
% App. Total	99.1	0.4	0	0.5		38.9	11.1	0	50		0.4	99.6	0	0		
PHF	.953	.500	.000	.750	.955	.438	.500	.000	.450	.643	.625	.936	.000	.000	.937	.962



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	SR 934/NW 79 Avenue Westbound					NW 3 Avenue Northbound					SR 934/NW 79 Avenue Eastbound					
Start Time	Thru	Left	B CEL	P CEL	App. Total	Right	Left	B CSL	P CSL	App. Total	Right	Thru	B CWL	P CWL	App. Total	Int. Total
07:00 AM	72	2	0	0	74	1	0	0	0	1	0	239	0	0	239	314
07:15 AM	65	0	0	0	65	0	2	0	1	3	1	301	0	0	302	370
07:30 AM	87	0	0	0	87	0	0	0	0	0	1	284	0	0	285	372
07:45 AM	88	0	0	0	88	0	2	0	0	2	1	318	0	0	319	409
Total	312	2	0	0	314	1	4	0	1	6	3	1142	0	0	1145	1465
08:00 AM	87	0	0	0	87	3	1	0	1	5	0	293	0	1	294	386
08:15 AM	86	1	0	0	87	1	0	0	0	1	1	300	0	0	301	389
08:30 AM	86	0	0	1	87	1	1	0	5	7	2	300	0	0	302	396
08:45 AM	82	0	0	0	82	0	1	0	1	2	1	327	0	0	328	412
Total	341	1	0	1	343	5	3	0	7	15	4	1220	0	1	1225	1583
*** BREAK ***																
12:00 PM	118	0	0	1	119	0	0	0	0	0	0	287	0	0	287	406
12:15 PM	137	0	0	0	137	2	2	0	1	5	1	292	0	2	295	437
12:30 PM	125	0	0	1	126	0	0	0	0	0	0	303	0	0	303	429
12:45 PM	103	0	0	0	103	2	1	0	2	5	1	302	0	0	303	411
Total	483	0	0	2	485	4	3	0	3	10	2	1184	0	2	1188	1683
01:00 PM	101	0	0	3	104	1	0	0	1	2	1	255	0	0	256	362
01:15 PM	118	1	0	0	119	1	3	0	1	5	0	287	0	0	287	411
01:30 PM	86	0	0	0	86	0	1	0	0	1	2	368	0	1	371	458
01:45 PM	98	0	0	0	98	1	1	0	2	4	1	307	0	0	308	410
Total	403	1	0	3	407	3	5	0	4	12	4	1217	0	1	1222	1641
*** BREAK ***																
04:00 PM	153	2	0	0	155	1	0	0	1	2	1	276	0	0	277	434
04:15 PM	137	0	0	2	139	1	0	0	1	2	0	326	0	0	326	467
04:30 PM	135	0	0	1	136	0	1	0	2	3	2	313	0	0	315	454
04:45 PM	131	0	0	0	131	2	0	0	0	2	1	263	0	0	264	397
Total	556	2	0	3	561	4	1	0	4	9	4	1178	0	0	1182	1752
05:00 PM	140	0	0	1	141	1	0	0	5	6	2	284	0	0	286	433
05:15 PM	136	1	0	1	138	0	0	0	1	1	0	304	0	0	304	443
05:30 PM	129	0	0	0	129	4	1	0	2	7	1	322	0	0	323	459
05:45 PM	130	1	0	1	132	2	1	0	1	4	2	294	0	0	296	432
Total	535	2	0	3	540	7	2	0	9	18	5	1204	0	0	1209	1767
Grand Total	2630	8	0	12	2650	24	18	0	28	70	22	7145	0	4	7171	9891
Apprch %	99.2	0.3	0	0.5		34.3	25.7	0	40		0.3	99.6	0	0.1		
Total %	26.6	0.1	0	0.1	26.8	0.2	0.2	0	0.3	0.7	0.2	72.2	0	0	72.5	

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 3 Avenue

File Name : NW 79 Street at NW 3 Avenue
Site Code : 07900301
Start Date : 5/24/2017
Page No : 1

Groups Printed- Heavy Vehicles

	SR 934/NW 79 Avenue Westbound					NW 3 Avenue Northbound					SR 934/NW 79 Avenue Eastbound					
Start Time	Thru	Left	B CEL	P CEL	App. Total	Right	Left	B CSL	P CSL	App. Total	Right	Thru	B CWL	P CWL	App. Total	Int. Total
07:00 AM	3	0	0	0	3	0	0	0	0	0	0	9	0	0	9	12
07:15 AM	3	0	0	0	3	0	0	0	0	0	0	8	0	0	8	11
07:30 AM	5	0	0	0	5	0	0	0	0	0	0	9	0	0	9	14
07:45 AM	6	0	0	0	6	0	0	0	0	0	0	9	0	0	9	15
Total	17	0	0	0	17	0	0	0	0	0	0	35	0	0	35	52
08:00 AM	4	0	0	0	4	0	0	0	0	0	0	11	0	0	11	15
08:15 AM	4	0	0	0	4	0	0	0	0	0	0	9	0	0	9	13
08:30 AM	6	0	0	0	6	0	0	0	0	0	0	9	0	0	9	15
08:45 AM	5	0	0	0	5	0	0	0	0	0	0	9	0	0	9	14
Total	19	0	0	0	19	0	0	0	0	0	0	38	0	0	38	57
*** BREAK ***																
12:00 PM	4	0	0	0	4	0	0	0	0	0	0	6	0	0	6	10
12:15 PM	7	0	0	0	7	0	0	0	0	0	0	8	0	0	8	15
12:30 PM	8	0	0	0	8	0	0	0	0	0	0	8	0	0	8	16
12:45 PM	6	0	0	0	6	0	0	0	0	0	0	4	0	0	4	10
Total	25	0	0	0	25	0	0	0	0	0	0	26	0	0	26	51
01:00 PM	6	0	0	0	6	0	0	0	0	0	0	5	0	0	5	11
01:15 PM	8	0	0	0	8	0	0	0	0	0	0	4	0	0	4	12
01:30 PM	7	0	0	0	7	0	0	0	0	0	0	6	0	0	6	13
01:45 PM	7	0	0	0	7	0	0	0	0	0	0	4	0	0	4	11
Total	28	0	0	0	28	0	0	0	0	0	0	19	0	0	19	47
*** BREAK ***																
04:00 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	3	0	0	0	3	0	0	0	0	0	0	3	0	0	3	6
04:30 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	4
04:45 PM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	14	0	0	0	14	0	0	0	0	0	0	6	0	0	6	20
05:00 PM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	5
05:15 PM	4	0	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:30 PM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	5
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	14	0	0	0	14	0	0	0	0	0	0	5	0	0	5	19
Grand Total	117	0	0	0	117	0	0	0	0	0	0	129	0	0	129	246
Apprch %	100	0	0	0		0	0	0	0		0	100	0	0		
Total %	47.6	0	0	0	47.6	0	0	0	0	0	0	52.4	0	0	52.4	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 4 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	1	0	0	1	3	69	1	0	2	75	1	0	1	0	3	5	4	248	4	0	0	256	337
07:15 AM	1	0	0	0	4	5	1	68	2	0	0	71	2	0	1	0	1	4	1	304	0	0	1	306	386
07:30 AM	2	3	1	0	4	10	2	85	5	0	1	93	1	0	0	0	3	4	2	290	1	0	3	296	403
07:45 AM	2	3	3	0	2	10	8	84	5	0	2	99	2	2	0	0	0	4	1	321	3	0	0	325	438
Total	5	6	5	0	10	26	14	306	13	0	5	338	6	2	2	0	7	17	8	1163	8	0	4	1183	1564
08:00 AM	2	3	5	0	4	14	6	83	3	0	4	96	0	2	2	0	2	6	4	298	5	0	0	307	423
08:15 AM	2	3	3	0	2	10	2	86	1	0	2	91	0	0	0	0	3	3	2	307	5	0	1	315	419
08:30 AM	1	1	5	0	2	9	3	86	1	0	4	94	0	0	1	0	2	3	2	309	3	0	1	315	421
08:45 AM	2	0	5	0	2	9	7	81	1	0	5	94	2	0	0	0	1	3	1	335	2	0	0	338	444
Total	7	7	18	0	10	42	18	336	6	0	15	375	2	2	3	0	8	15	9	1249	15	0	2	1275	1707
*** BREAK ***																									
12:00 PM	2	1	4	0	0	7	4	117	1	0	0	122	1	1	0	0	6	8	0	290	7	0	0	297	434
12:15 PM	3	0	3	0	0	6	6	131	4	0	1	142	4	2	0	0	3	9	1	291	5	0	0	297	454
12:30 PM	3	0	0	0	1	4	2	133	0	0	2	137	1	1	1	0	1	4	0	312	5	0	0	317	462
12:45 PM	4	1	4	0	1	10	4	101	1	0	3	109	0	0	1	0	2	3	0	304	5	0	1	310	432
Total	12	2	11	0	2	27	16	482	6	0	6	510	6	4	2	0	12	24	1	1197	22	0	1	1221	1782
01:00 PM	3	0	1	0	0	4	7	103	0	0	1	111	2	2	0	0	4	8	1	261	4	0	1	267	390
01:15 PM	3	0	3	0	1	7	8	116	1	0	1	126	1	0	1	0	0	2	0	288	15	0	0	303	438
01:30 PM	6	1	3	0	2	12	3	90	2	0	5	100	3	2	1	0	3	9	1	371	12	0	0	384	505
01:45 PM	5	0	0	0	2	7	2	101	3	0	3	109	1	0	0	0	1	2	0	313	4	0	0	317	435
Total	17	1	7	0	5	30	20	410	6	0	10	446	7	4	2	0	8	21	2	1233	35	0	1	1271	1768
*** BREAK ***																									
04:00 PM	2	0	5	0	0	7	14	144	3	0	4	165	2	0	0	0	5	7	3	272	10	0	0	285	464
04:15 PM	3	1	2	0	0	6	16	117	5	0	4	142	4	2	1	0	1	8	2	325	8	0	5	340	496
04:30 PM	4	0	2	0	2	8	5	128	1	0	1	135	1	0	1	0	4	6	2	316	12	0	2	332	481
04:45 PM	3	2	4	0	2	11	8	116	12	0	1	137	2	2	0	0	2	6	2	257	10	0	4	273	427
Total	12	3	13	0	4	32	43	505	21	0	10	579	9	4	2	0	12	27	9	1170	40	0	11	1230	1868
05:00 PM	1	0	4	0	1	6	9	136	0	0	0	145	2	0	0	0	4	6	1	275	9	0	2	287	444
05:15 PM	1	3	4	0	1	9	8	132	2	0	2	144	2	0	1	0	3	6	5	300	6	0	0	311	470
05:30 PM	2	3	3	0	2	10	6	122	2	0	0	130	2	0	2	0	5	9	2	325	10	0	1	338	487
05:45 PM	6	2	2	0	0	10	9	119	1	0	2	131	2	0	1	0	4	7	3	297	8	0	0	308	456
Total	10	8	13	0	4	35	32	509	5	0	4	550	8	0	4	0	16	28	11	1197	33	0	3	1244	1857
Grand Total	63	27	67	0	35	192	143	2548	57	0	50	2798	38	16	15	0	63	132	40	7209	153	0	22	7424	10546
Apprch %	32.8	14.1	34.9	0	18.2		5.1	91.1	2	0	1.8		28.8	12.1	11.4	0	47.7		0.5	97.1	2.1	0	0.3		
Total %	0.6	0.3	0.6	0	0.3	1.8	1.4	24.2	0.5	0	0.5	26.5	0.4	0.2	0.1	0	0.6	1.3	0.4	68.4	1.5	0	0.2	70.4	
Passenger Cars	63	27	67	0	35	192	140	2444	55	0	50	2689	38	16	15	0	63	132	40	7082	150	0	22	7294	10307
% Passenger Cars	100	100	100	0	100	100	97.9	95.9	96.5	0	100	96.1	100	100	100	0	100	100	100	98.2	98	0	100	98.2	97.7
Heavy Vehicles	0	0	0	0	0	0	3	104	2	0	0	109	0	0	0	0	0	0	0	127	3	0	0	130	239
% Heavy Vehicles	0	0	0	0	0	0	2.1	4.1	3.5	0	0	3.9	0	0	0	0	0	0	0	1.8	2	0	0	1.8	2.3

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

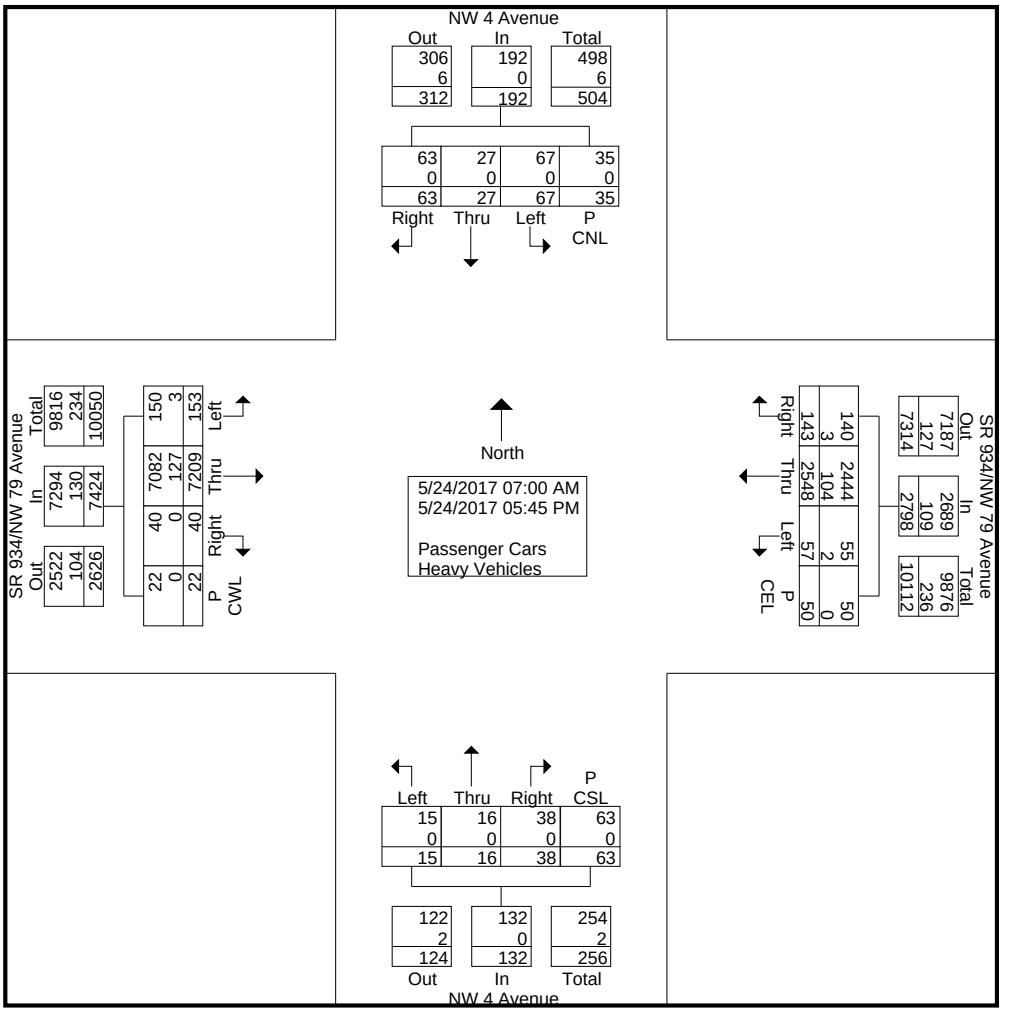
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



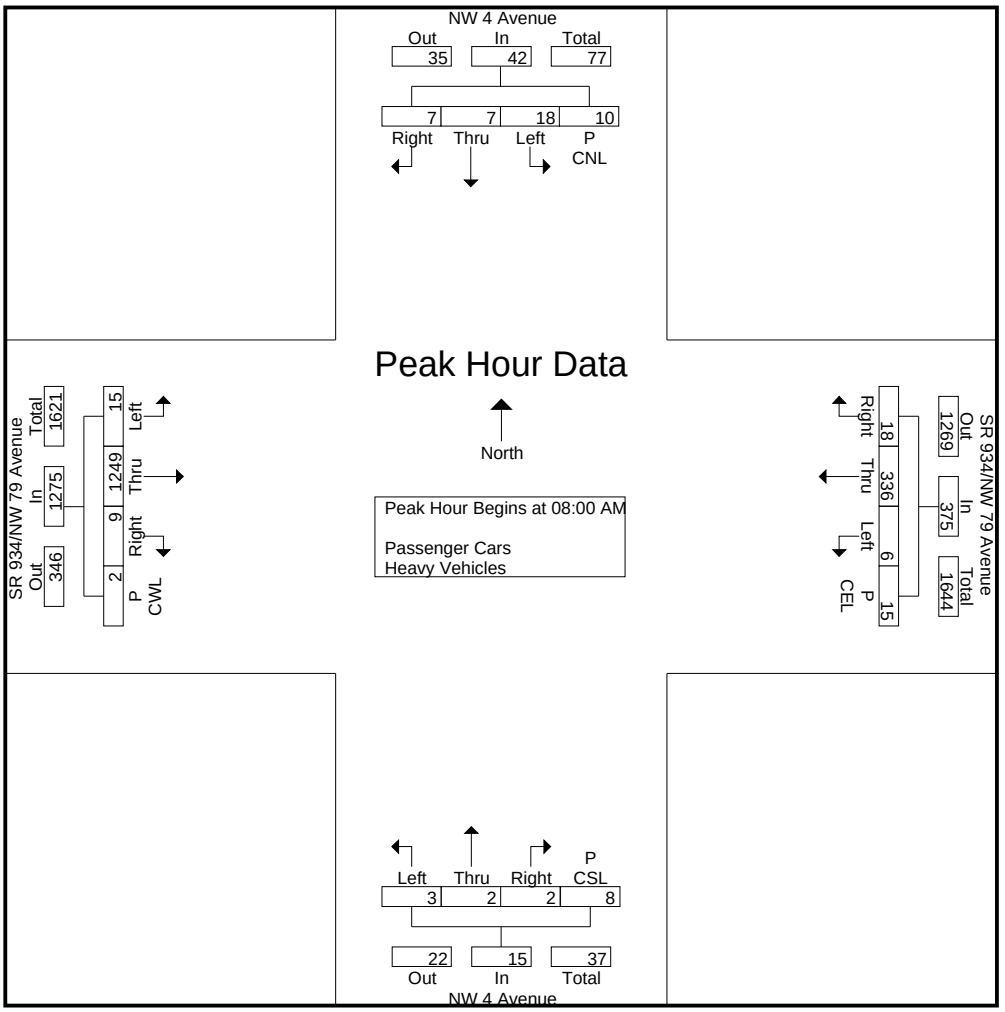
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017
Page No : 3

	NW 4 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	**2**	**3**	**5**	0	**4**	**14**	6	83	**3**	0	4	**96**	0	**2**	**2**	0	2	**6**	**4**	298	**5**	0	0	307	423
08:15 AM	2	3	3	0	2	10	2	**86**	1	0	2	91	0	0	0	0	**3**	3	2	307	5	0	**1**	315	419
08:30 AM	1	1	5	0	2	9	3	86	1	0	4	94	0	0	1	0	2	3	2	309	3	0	1	315	421
08:45 AM	2	0	5	0	2	9	**7**	81	1	0	**5**	94	**2**	0	0	0	1	3	1	**335**	2	0	0	**338**	**444**
Total Volume	7	7	18	0	10	42	18	336	6	0	15	375	2	2	3	0	8	15	9	1249	15	0	2	1275	1707
% App. Total	16.7	16.7	42.9	0	23.8		4.8	89.6	1.6	0	4		13.3	13.3	20	0	53.3		0.7	98	1.2	0	0.2		
PHF	.875	.583	.900	.000	.625	.750	.643	.977	.500	.000	.750	.977	.250	.250	.375	.000	.667	.625	.563	.932	.750	.000	.500	.943	.961

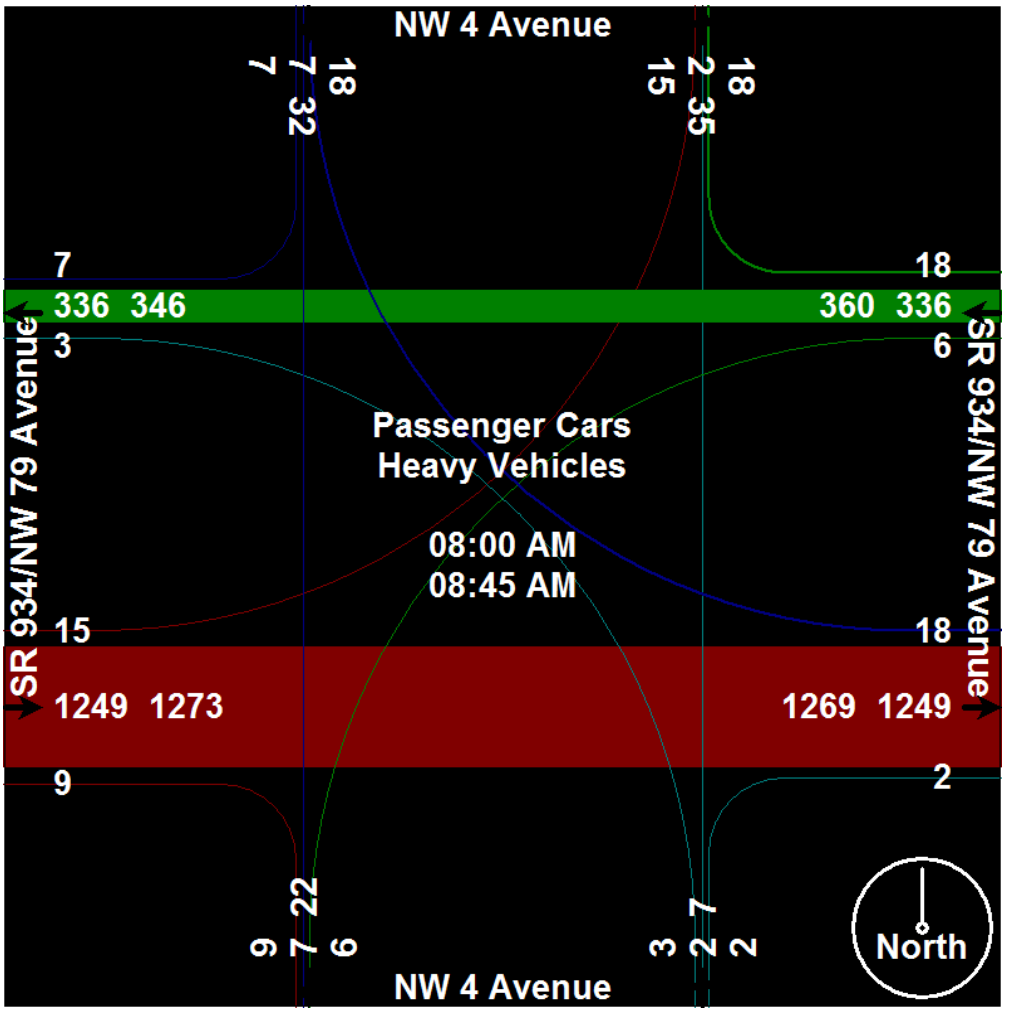


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017
Page No : 4



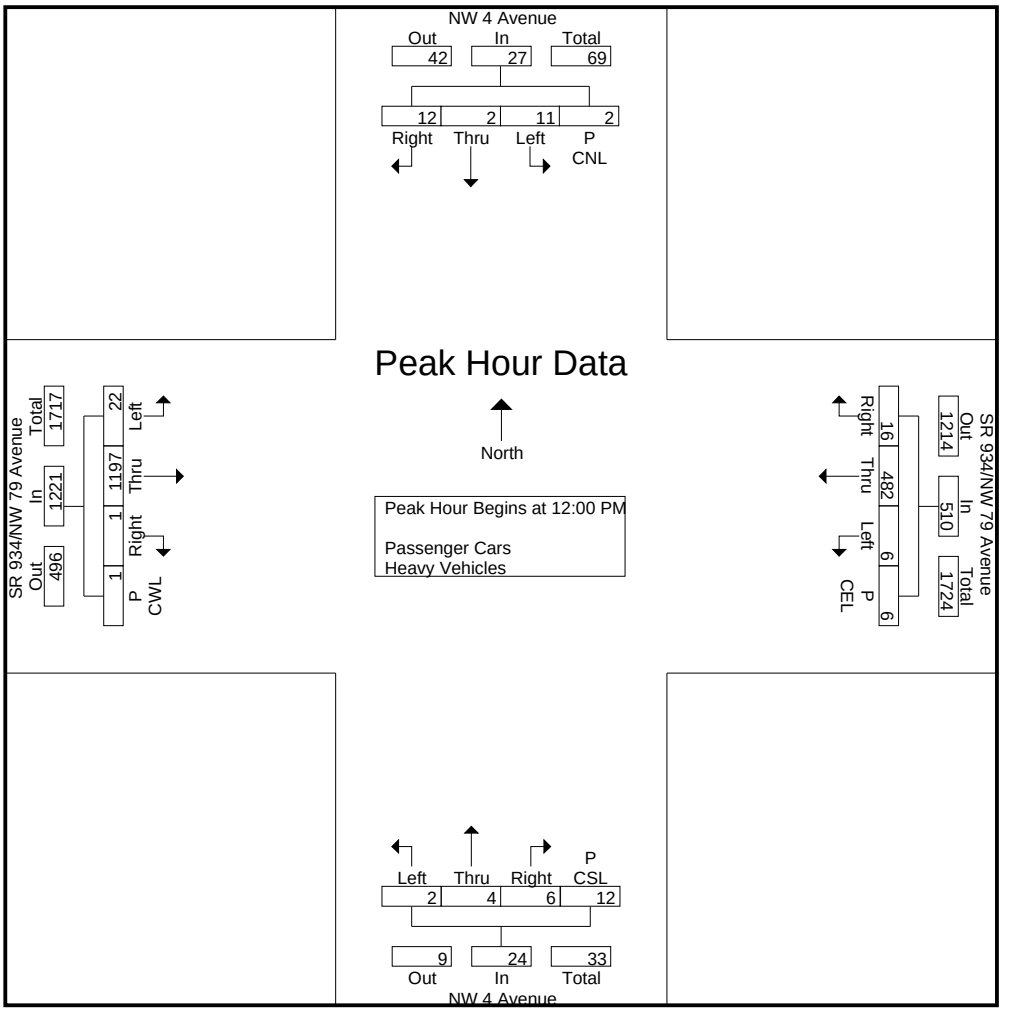
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017
Page No : 5

	NW 4 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	2	**1**	**4**	0	0	7	4	117	1	0	0	122	1	1	0	0	**6**	8	0	290	**7**	0	0	297	434
12:15 PM	3	0	3	0	0	6	**6**	131	**4**	0	1	**142**	**4**	**2**	0	0	3	**9**	**1**	291	5	0	0	297	454
12:30 PM	3	0	0	0	**1**	4	2	**133**	0	0	2	137	1	1	**1**	0	1	4	0	**312**	5	0	0	**317**	**462**
12:45 PM	**4**	1	4	0	1	**10**	4	101	1	0	**3**	109	0	0	1	0	2	3	0	304	5	0	**1**	310	432
Total Volume	12	2	11	0	2	27	16	482	6	0	6	510	6	4	2	0	12	24	1	1197	22	0	1	1221	1782
% App. Total	44.4	7.4	40.7	0	7.4		3.1	94.5	1.2	0	1.2		25	16.7	8.3	0	50		0.1	98	1.8	0	0.1		
PHF	.750	.500	.688	.000	.500	.675	.667	.906	.375	.000	.500	.898	.375	.500	.500	.000	.500	.667	.250	.959	.786	.000	.250	.963	.964

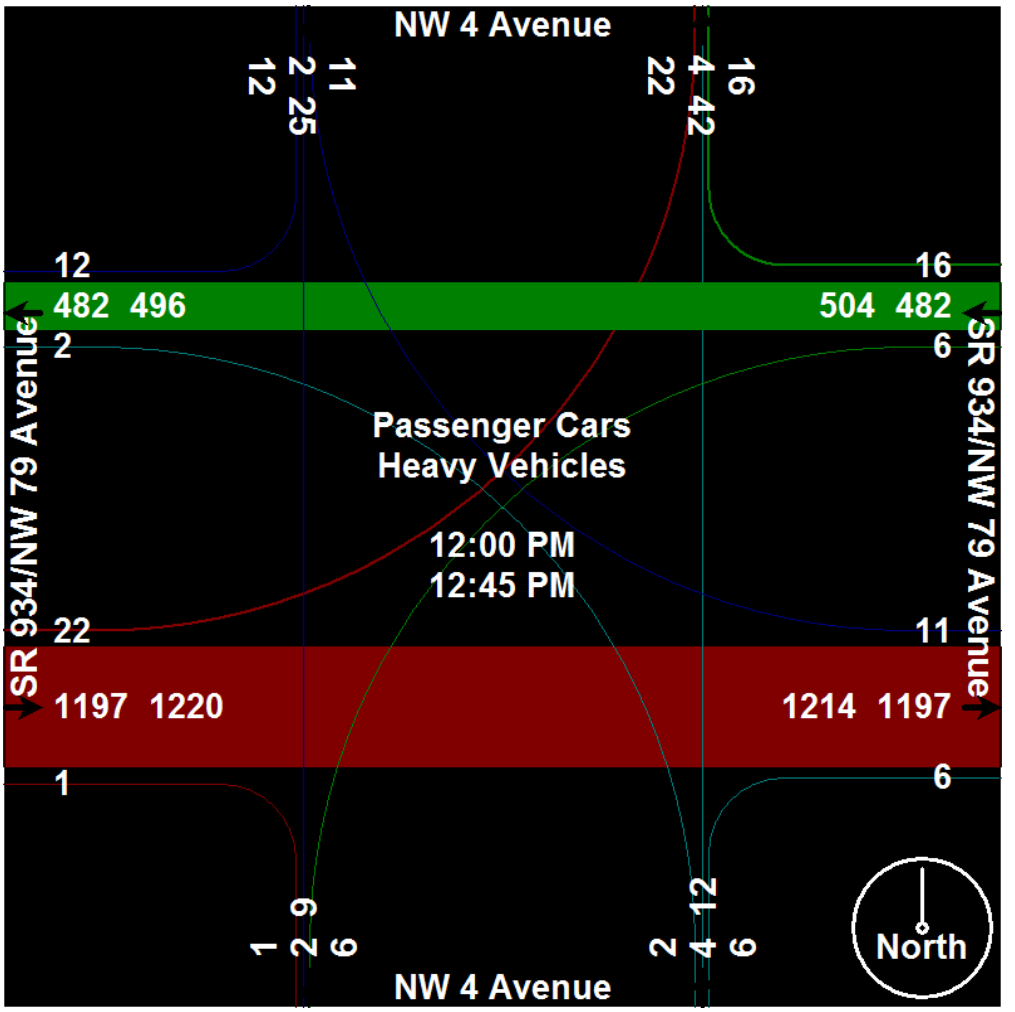


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017
Page No : 6



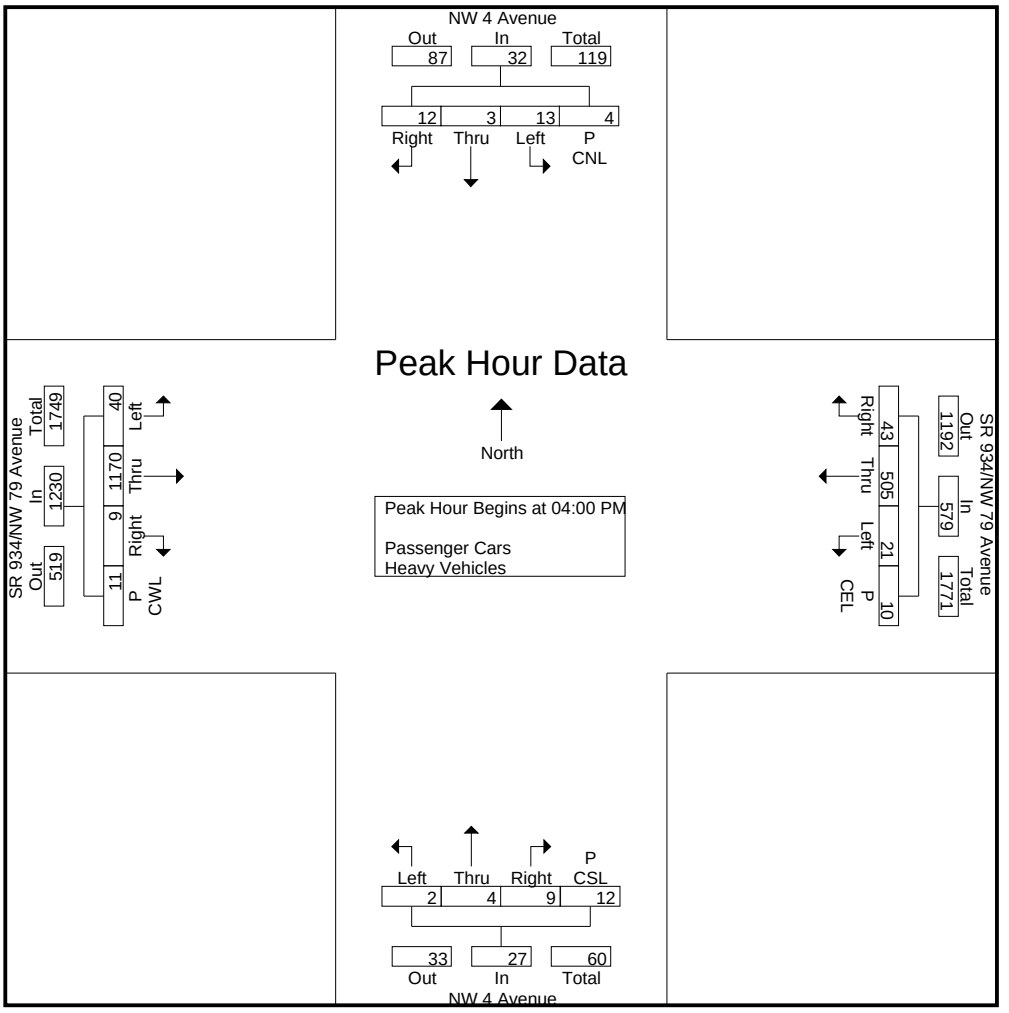
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017
Page No : 7

	NW 4 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P 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 04:00 PM																									
04:00 PM	2	0	**5**	0	0	7	14	**144**	3	0	**4**	**165**	2	0	0	0	**5**	7	**3**	272	10	0	0	285	464
04:15 PM	3	1	2	0	0	6	**16**	117	5	0	4	142	**4**	**2**	**1**	0	1	**8**	2	**325**	8	0	**5**	**340**	**496**
04:30 PM	**4**	0	2	0	**2**	8	5	128	1	0	1	135	1	0	1	0	4	6	2	316	**12**	0	2	332	481
04:45 PM	3	**2**	4	0	2	**11**	8	116	**12**	0	1	137	2	2	0	0	2	6	2	257	10	0	4	273	427
Total Volume	12	3	13	0	4	32	43	505	21	0	10	579	9	4	2	0	12	27	9	1170	40	0	11	1230	1868
% App. Total	37.5	9.4	40.6	0	12.5		7.4	87.2	3.6	0	1.7		33.3	14.8	7.4	0	44.4		0.7	95.1	3.3	0	0.9		
PHF	.750	.375	.650	.000	.500	.727	.672	.877	.438	.000	.625	.877	.563	.500	.500	.000	.600	.844	.750	.900	.833	.000	.550	.904	.942

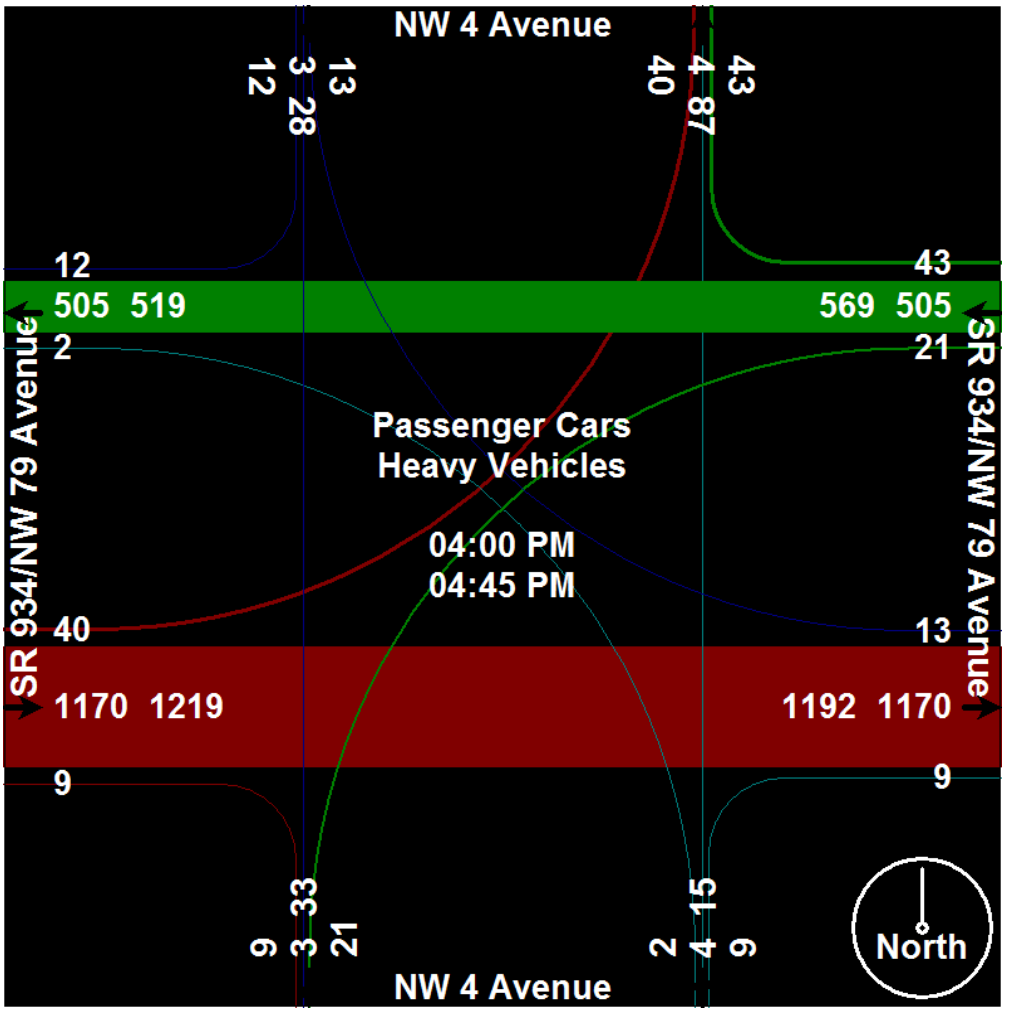


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	NW 4 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	1	0	0	1	3	66	1	0	2	72	1	0	1	0	3	5	4	240	4	0	0	248	326
07:15 AM	1	0	0	0	4	5	1	66	2	0	0	69	2	0	1	0	1	4	1	297	0	0	1	299	377
07:30 AM	2	3	1	0	4	10	2	80	5	0	1	88	1	0	0	0	3	4	2	282	1	0	3	288	390
07:45 AM	2	3	3	0	2	10	7	78	5	0	2	92	2	2	0	0	0	4	1	312	3	0	0	316	422
Total	5	6	5	0	10	26	13	290	13	0	5	321	6	2	2	0	7	17	8	1131	8	0	4	1151	1515
08:00 AM	2	3	5	0	4	14	5	80	3	0	4	92	0	2	2	0	2	6	4	288	5	0	0	297	409
08:15 AM	2	3	3	0	2	10	2	81	1	0	2	86	0	0	0	0	3	3	2	297	5	0	1	305	404
08:30 AM	1	1	5	0	2	9	3	81	1	0	4	89	0	0	1	0	2	3	2	299	3	0	1	305	406
08:45 AM	2	0	5	0	2	9	6	77	1	0	5	89	2	0	0	0	1	3	1	326	2	0	0	329	430
Total	7	7	18	0	10	42	16	319	6	0	15	356	2	2	3	0	8	15	9	1210	15	0	2	1236	1649
*** BREAK ***																									
12:00 PM	2	1	4	0	0	7	4	113	1	0	0	118	1	1	0	0	6	8	0	285	7	0	0	292	425
12:15 PM	3	0	3	0	0	6	6	125	4	0	1	136	4	2	0	0	3	9	1	284	5	0	0	290	441
12:30 PM	3	0	0	0	1	4	2	126	0	0	2	130	1	1	1	0	1	4	0	305	4	0	0	309	447
12:45 PM	4	1	4	0	1	10	4	96	1	0	3	104	0	0	1	0	2	3	0	299	5	0	1	305	422
Total	12	2	11	0	2	27	16	460	6	0	6	488	6	4	2	0	12	24	1	1173	21	0	1	1196	1735
01:00 PM	3	0	1	0	0	4	7	97	0	0	1	105	2	2	0	0	4	8	1	255	4	0	1	261	378
01:15 PM	3	0	3	0	1	7	8	109	1	0	1	119	1	0	1	0	0	2	0	285	14	0	0	299	427
01:30 PM	6	1	3	0	2	12	3	84	2	0	5	94	3	2	1	0	3	9	1	366	12	0	0	379	494
01:45 PM	5	0	0	0	2	7	2	94	3	0	3	102	1	0	0	0	1	2	0	308	4	0	0	312	423
Total	17	1	7	0	5	30	20	384	6	0	10	420	7	4	2	0	8	21	2	1214	34	0	1	1251	1722
*** BREAK ***																									
04:00 PM	2	0	5	0	0	7	14	140	3	0	4	161	2	0	0	0	5	7	3	272	9	0	0	284	459
04:15 PM	3	1	2	0	0	6	16	114	4	0	4	138	4	2	1	0	1	8	2	322	8	0	5	337	489
04:30 PM	4	0	2	0	2	8	5	126	1	0	1	133	1	0	1	0	4	6	2	313	12	0	2	329	476
04:45 PM	3	2	4	0	2	11	8	113	12	0	1	134	2	2	0	0	2	6	2	255	10	0	4	271	422
Total	12	3	13	0	4	32	43	493	20	0	10	566	9	4	2	0	12	27	9	1162	39	0	11	1221	1846
05:00 PM	1	0	4	0	1	6	9	134	0	0	0	143	2	0	0	0	4	6	1	274	9	0	2	286	441
05:15 PM	1	3	4	0	1	9	8	128	1	0	2	139	2	0	1	0	3	6	5	299	6	0	0	310	464
05:30 PM	2	3	3	0	2	10	6	119	2	0	0	127	2	0	2	0	5	9	2	323	10	0	1	336	482
05:45 PM	6	2	2	0	0	10	9	117	1	0	2	129	2	0	1	0	4	7	3	296	8	0	0	307	453
Total	10	8	13	0	4	35	32	498	4	0	4	538	8	0	4	0	16	28	11	1192	33	0	3	1239	1840
Grand Total	63	27	67	0	35	192	140	2444	55	0	50	2689	38	16	15	0	63	132	40	7082	150	0	22	7294	10307
Apprch %	32.8	14.1	34.9	0	18.2		5.2	90.9	2	0	1.9		28.8	12.1	11.4	0	47.7		0.5	97.1	2.1	0	0.3		
Total %	0.6	0.3	0.7	0	0.3	1.9	1.4	23.7	0.5	0	0.5	26.1	0.4	0.2	0.1	0	0.6	1.3	0.4	68.7	1.5	0	0.2	70.8	

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Avenue

File Name : NW 79 Street at NW 4 Avenue
Site Code : 07900401
Start Date : 5/24/2017

Groups Printed- Heavy Vehicles

	NW 4 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	11
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	9
07:30 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	8	0	0	0	8	13
07:45 AM	0	0	0	0	0	0	1	6	0	0	0	7	0	0	0	0	0	0	0	9	0	0	0	9	16
Total	0	0	0	0	0	0	1	16	0	0	0	17	0	0	0	0	0	0	0	32	0	0	0	32	49
08:00 AM	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	10	0	0	0	10	14
08:15 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	10	0	0	0	10	15
08:30 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	10	0	0	0	10	15
08:45 AM	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	9	14
Total	0	0	0	0	0	0	2	17	0	0	0	19	0	0	0	0	0	0	0	39	0	0	0	39	58
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	9
12:15 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	7	0	0	0	7	13
12:30 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	7	1	0	0	8	15
12:45 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	5	10
Total	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	0	0	24	1	0	0	25	47
01:00 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	12
01:15 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	3	1	0	0	4	11
01:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	5	11
01:45 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	5	12
Total	0	0	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	0	0	19	1	0	0	20	46
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
04:15 PM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	7
04:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
Total	0	0	0	0	0	0	0	12	1	0	0	13	0	0	0	0	0	0	0	8	1	0	0	9	22
05:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	6
05:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	0	0	0	0	0	11	1	0	0	12	0	0	0	0	0	0	0	5	0	0	0	5	17
Grand Total	0	0	0	0	0	0	3	104	2	0	0	109	0	0	0	0	0	0	0	127	3	0	0	130	239
Apprch %	0	0	0	0	0		2.8	95.4	1.8	0	0		0	0	0	0	0		0	97.7	2.3	0	0		
Total %	0	0	0	0	0	0	1.3	43.5	0.8	0	0	45.6	0	0	0	0	0	0	0	53.1	1.3	0	0	54.4	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 4 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	71	0	0	0	71	0	0	0	0	0	0	0	260	0	0	0	260	331
07:15 AM	0	0	0	0	0	0	0	69	0	0	0	69	0	0	0	0	0	0	0	308	0	0	0	308	377
07:30 AM	0	0	0	0	0	0	0	83	1	0	0	84	0	0	0	0	0	0	0	295	0	0	0	295	379
07:45 AM	0	0	0	0	0	0	0	84	0	0	0	84	0	0	0	0	0	0	0	317	0	0	0	317	401
Total	0	0	0	0	0	0	0	307	1	0	0	308	0	0	0	0	0	0	0	1180	0	0	0	1180	1488
08:00 AM	0	0	0	0	0	0	0	87	0	0	0	87	0	0	0	0	0	0	0	308	0	0	0	308	395
08:15 AM	0	0	0	0	0	0	0	86	0	0	0	86	0	0	0	0	0	0	0	314	0	0	0	314	400
08:30 AM	0	0	0	0	0	0	0	87	1	0	0	88	0	0	0	0	0	0	0	314	0	0	0	314	402
08:45 AM	0	0	0	0	0	0	0	82	0	0	0	82	0	0	0	0	0	0	0	335	0	0	0	335	417
Total	0	0	0	0	0	0	0	342	1	0	0	343	0	0	0	0	0	0	0	1271	0	0	0	1271	1614
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	115	0	0	0	115	0	0	3	0	3	6	1	298	0	0	0	299	420
12:15 PM	0	0	0	0	0	0	0	130	0	0	0	130	1	0	0	0	4	5	2	295	0	0	0	297	432
12:30 PM	0	0	0	0	2	2	0	132	1	0	0	133	2	0	0	2	2	6	2	309	0	0	0	311	452
12:45 PM	0	0	0	0	0	0	0	105	0	0	0	105	0	0	2	0	1	3	1	312	0	0	0	313	421
Total	0	0	0	0	2	2	0	482	1	0	0	483	3	0	5	2	10	20	6	1214	0	0	0	1220	1725
01:00 PM	0	0	0	0	0	0	0	105	0	0	0	105	1	0	0	0	5	6	1	268	0	0	0	269	380
01:15 PM	0	0	0	0	1	1	0	119	0	0	0	119	1	0	1	0	3	5	1	304	0	0	1	306	431
01:30 PM	0	0	0	0	1	1	0	95	0	0	0	95	1	0	2	0	2	5	3	375	0	0	0	378	479
01:45 PM	0	0	0	0	3	3	0	105	0	0	0	105	5	0	1	0	2	8	2	314	0	0	0	316	432
Total	0	0	0	0	5	5	0	424	0	0	0	424	8	0	4	0	12	24	7	1261	0	0	1	1269	1722
*** BREAK ***																									
04:00 PM	0	0	0	0	1	1	0	146	1	0	0	147	1	0	1	0	0	2	1	286	0	0	0	287	437
04:15 PM	0	0	0	0	0	0	0	125	0	0	0	125	1	0	2	0	3	6	1	335	0	0	0	336	467
04:30 PM	0	0	0	0	1	1	0	131	0	0	0	131	2	0	2	3	7	14	0	328	0	0	0	328	474
04:45 PM	0	0	0	0	2	2	0	119	1	0	0	120	5	0	0	0	6	11	0	269	0	0	0	269	402
Total	0	0	0	0	4	4	0	521	2	0	0	523	9	0	5	3	16	33	2	1218	0	0	0	1220	1780
05:00 PM	0	0	0	0	1	1	0	134	0	0	0	134	5	0	2	0	2	9	1	280	0	0	0	281	425
05:15 PM	0	0	0	0	4	4	0	130	0	0	0	130	3	0	1	1	6	11	3	304	0	0	0	307	452
05:30 PM	0	0	0	0	1	1	0	122	1	0	0	123	3	0	1	0	4	8	4	326	0	0	0	330	462
05:45 PM	0	0	0	0	2	2	0	122	1	0	0	123	2	0	0	0	5	7	3	303	0	0	0	306	438
Total	0	0	0	0	8	8	0	508	2	0	0	510	13	0	4	1	17	35	11	1213	0	0	0	1224	1777
Grand Total	0	0	0	0	19	19	0	2584	7	0	0	2591	33	0	18	6	55	112	26	7357	0	0	1	7384	10106
Apprch %	0	0	0	0	100		0	99.7	0.3	0	0		29.5	0	16.1	5.4	49.1		0.4	99.6	0	0	0		
Total %	0	0	0	0	0.2	0.2	0	25.6	0.1	0	0	25.6	0.3	0	0.2	0.1	0.5	1.1	0.3	72.8	0	0	0	73.1	
Passenger Cars	0	0	0	0	19	19	0	2481	7	0	0	2488	33	0	18	6	55	112	26	7233	0	0	1	7260	9879
% Passenger Cars	0	0	0	0	100	100	0	96	100	0	0	96	100	0	100	100	100	100	100	98.3	0	0	100	98.3	97.8
Heavy Vehicles	0	0	0	0	0	0	0	103	0	0	0	103	0	0	0	0	0	0	0	124	0	0	0	124	227
% Heavy Vehicles	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	1.7	0	0	0	1.7	2.2

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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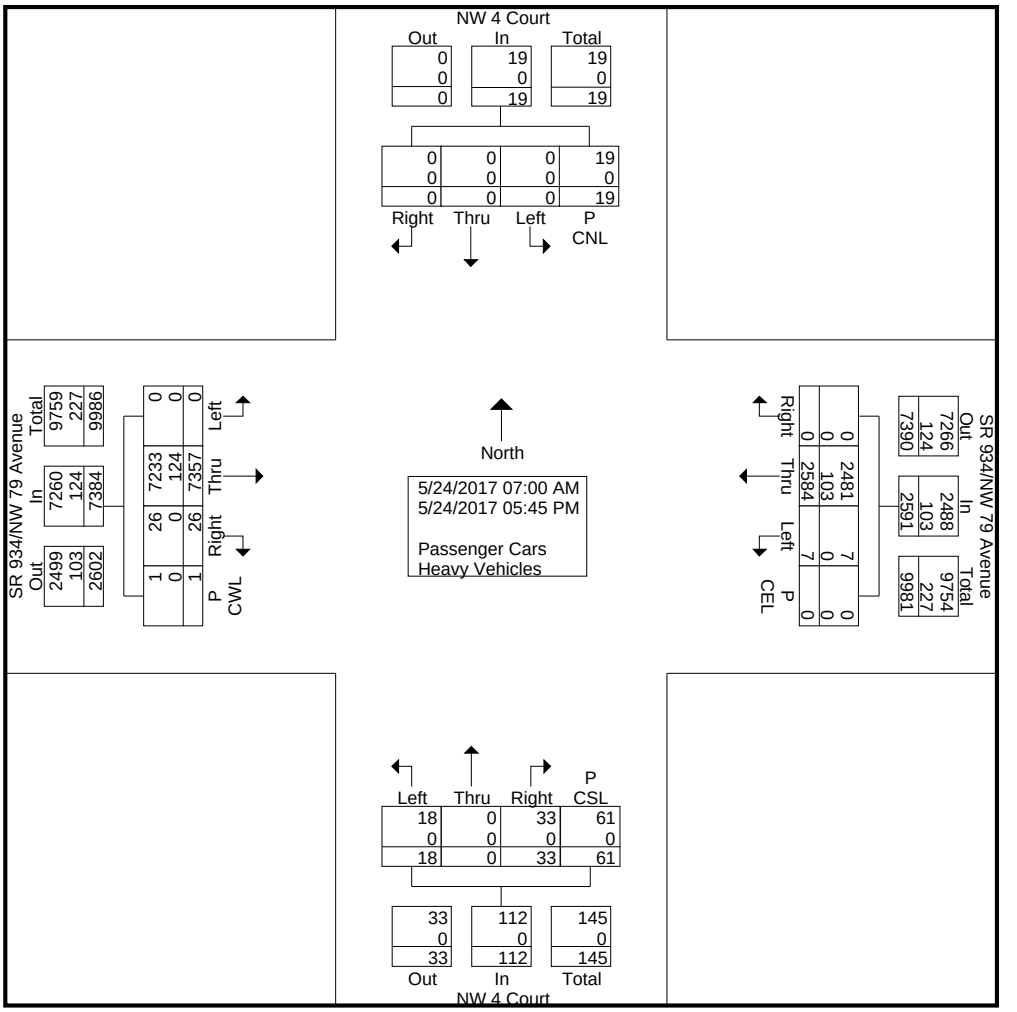


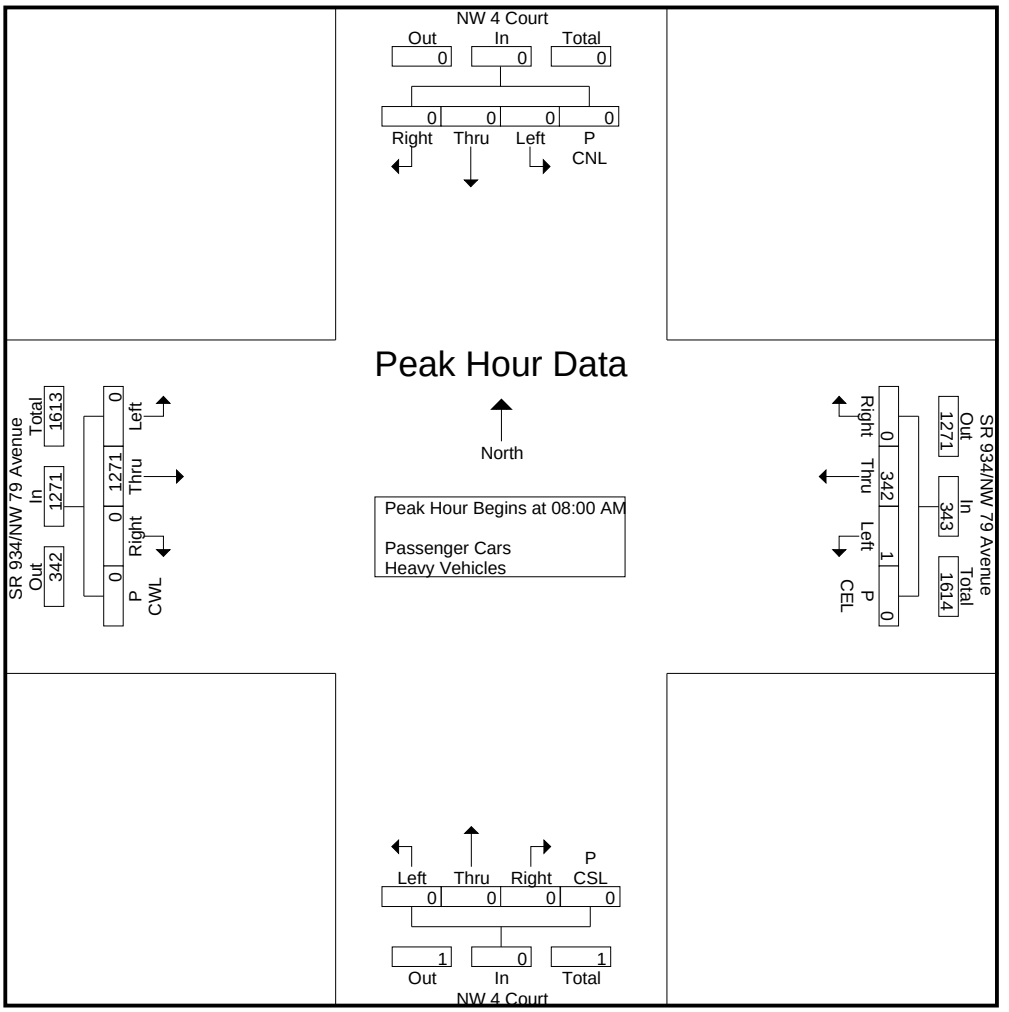
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 3

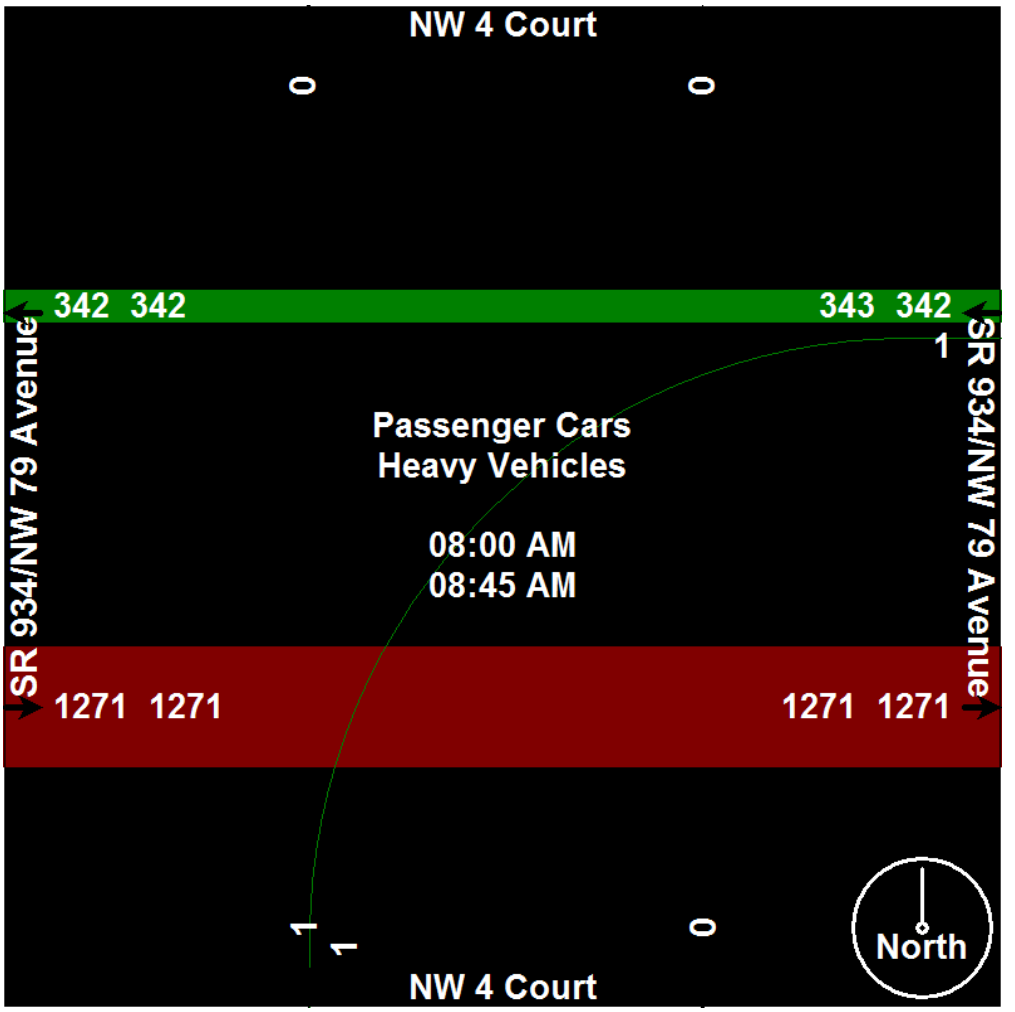
	NW 4 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 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	**87**	0	0	0	87	0	0	0	0	0	0	0	308	0	0	0	308	395
08:15 AM	0	0	0	0	0	0	0	86	0	0	0	86	0	0	0	0	0	0	0	314	0	0	0	314	400
08:30 AM	0	0	0	0	0	0	0	87	**1**	0	0	**88**	0	0	0	0	0	0	0	314	0	0	0	314	402
08:45 AM	0	0	0	0	0	0	0	82	0	0	0	82	0	0	0	0	0	0	0	**335**	0	0	0	**335**	**417**
Total Volume	0	0	0	0	0	0	0	342	1	0	0	343	0	0	0	0	0	0	0	1271	0	0	0	1271	1614
% App. Total	0	0	0	0	0		0	99.7	0.3	0	0		0	0	0	0	0		0	100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.983	.250	.000	.000	.974	.000	.000	.000	.000	.000	.000	.000	.949	.000	.000	.000	.949	.968



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 4



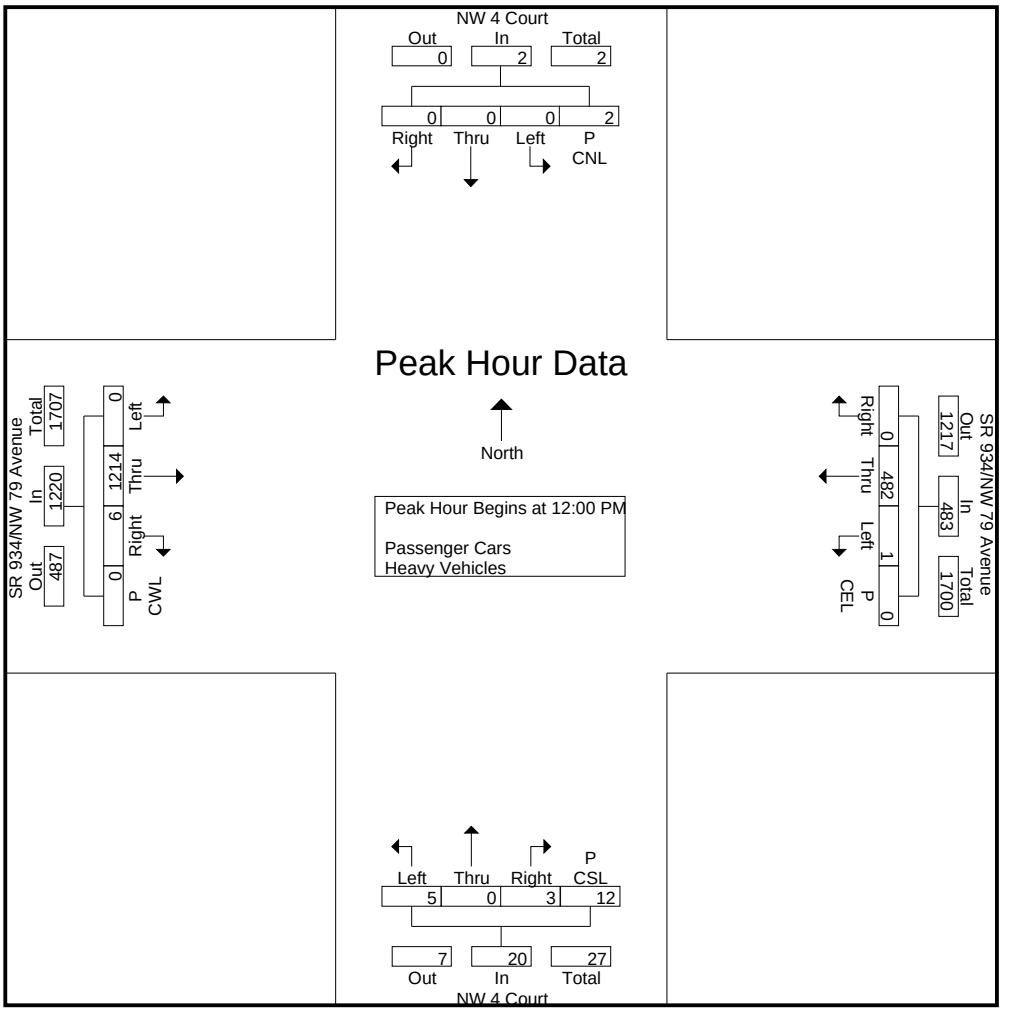
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 5

	NW 4 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	0	0	0	0	0	0	0	115	0	0	0	115	0	0	**3**	0	3	**6**	1	298	0	0	0	299	420
12:15 PM	0	0	0	0	0	0	0	130	0	0	0	130	1	0	0	0	**4**	5	**2**	295	0	0	0	297	432
12:30 PM	0	0	0	0	**2**	**2**	0	**132**	**1**	0	0	**133**	**2**	0	0	**2**	2	6	2	309	0	0	0	311	**452**
12:45 PM	0	0	0	0	0	0	0	105	0	0	0	105	0	0	2	0	1	3	1	**312**	0	0	0	**313**	421
Total Volume	0	0	0	0	2	2	0	482	1	0	0	483	3	0	5	2	10	20	6	1214	0	0	0	1220	1725
% App. Total	0	0	0	0	100		0	99.8	0.2	0	0		15	0	25	10	50		0.5	99.5	0	0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.913	.250	.000	.000	.908	.375	.000	.417	.250	.625	.833	.750	.973	.000	.000	.000	.974	.954

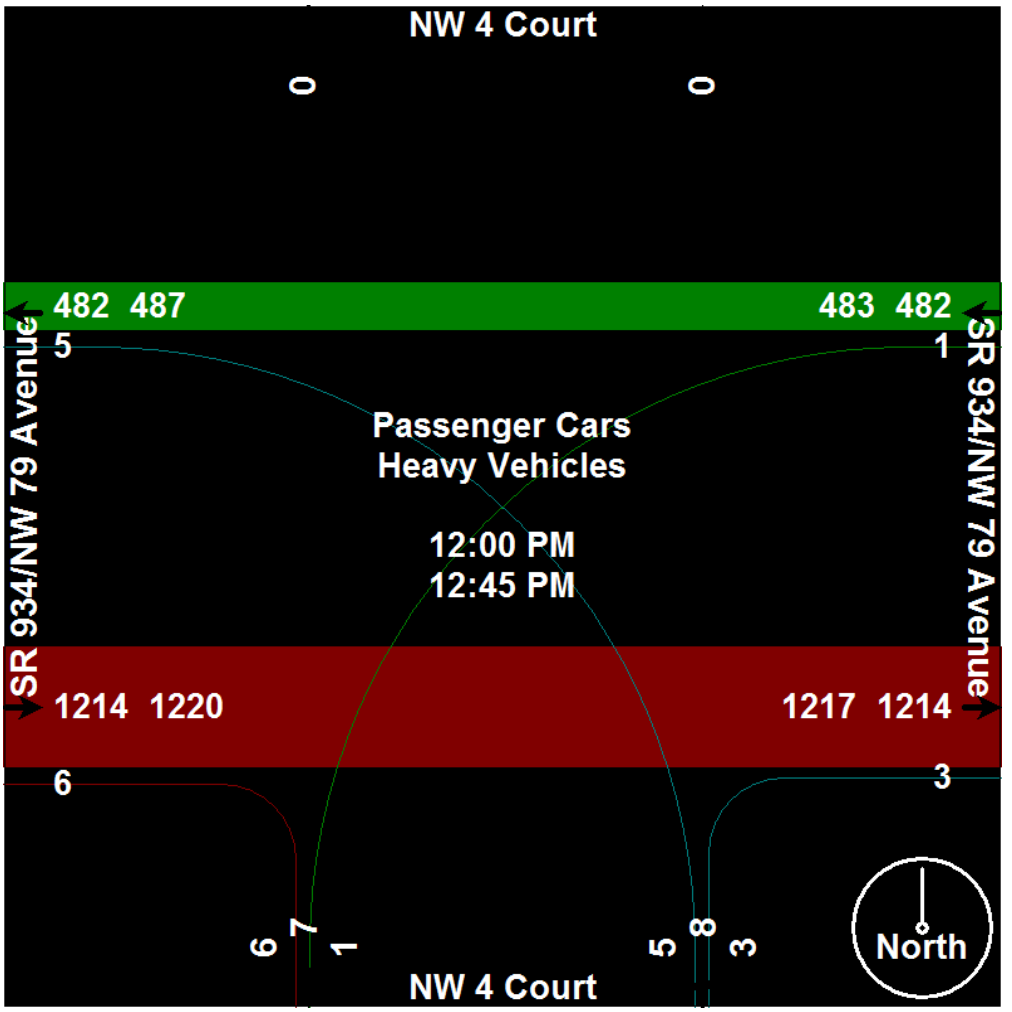


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 6



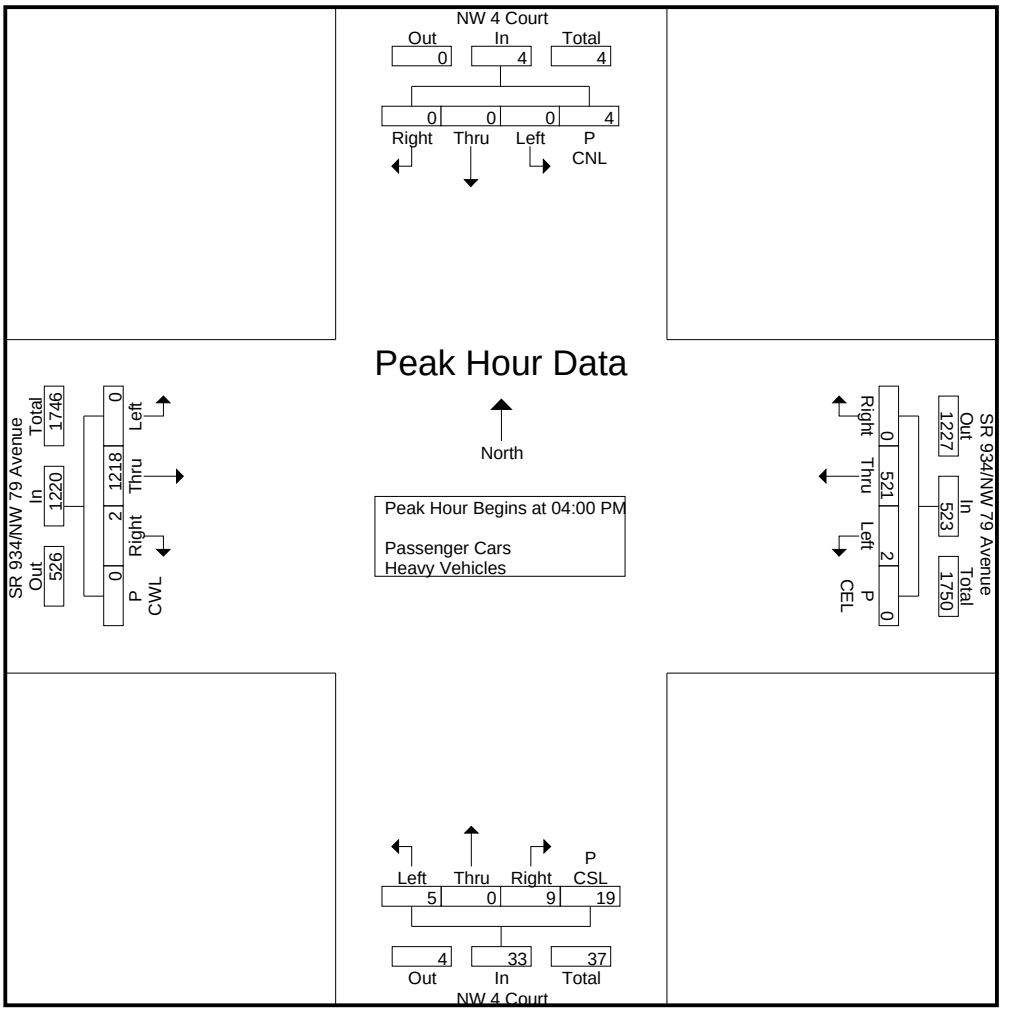
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 7

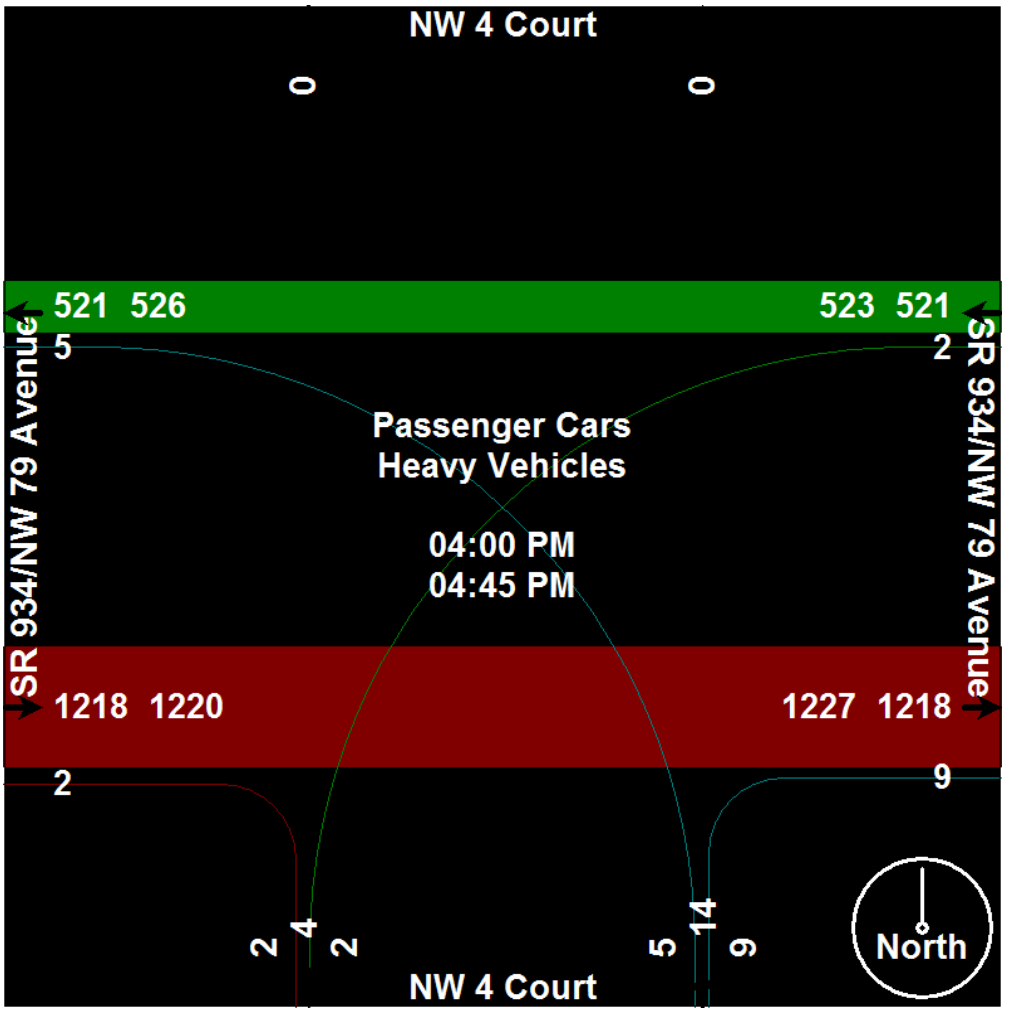
	NW 4 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:00 PM																									
04:00 PM	0	0	0	0	1	1	0	**146**	**1**	0	0	**147**	1	0	1	0	0	2	**1**	286	0	0	0	287	437
04:15 PM	0	0	0	0	0	0	0	125	0	0	0	125	1	0	**2**	0	3	6	1	**335**	0	0	0	**336**	467
04:30 PM	0	0	0	0	1	1	0	131	0	0	0	131	2	0	2	**3**	**7**	**14**	0	328	0	0	0	328	**474**
04:45 PM	0	0	0	0	**2**	**2**	0	119	1	0	0	120	**5**	0	0	0	6	11	0	269	0	0	0	269	402
Total Volume	0	0	0	0	4	4	0	521	2	0	0	523	9	0	5	3	16	33	2	1218	0	0	0	1220	1780
% App. Total	0	0	0	0	100		0	99.6	0.4	0	0		27.3	0	15.2	9.1	48.5		0.2	99.8	0	0	0		
PHF	.000	.000	.000	.000	.500	.500	.000	.892	.500	.000	.000	.889	.450	.000	.625	.250	.571	.589	.500	.909	.000	.000	.000	.908	.939



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	NW 4 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	69	0	0	0	69	0	0	0	0	0	0	0	253	0	0	0	253	322
07:15 AM	0	0	0	0	0	0	0	67	0	0	0	67	0	0	0	0	0	0	0	301	0	0	0	301	368
07:30 AM	0	0	0	0	0	0	0	79	1	0	0	80	0	0	0	0	0	0	0	288	0	0	0	288	368
07:45 AM	0	0	0	0	0	0	0	78	0	0	0	78	0	0	0	0	0	0	0	309	0	0	0	309	387
Total	0	0	0	0	0	0	0	293	1	0	0	294	0	0	0	0	0	0	0	1151	0	0	0	1151	1445
08:00 AM	0	0	0	0	0	0	0	83	0	0	0	83	0	0	0	0	0	0	0	299	0	0	0	299	382
08:15 AM	0	0	0	0	0	0	0	82	0	0	0	82	0	0	0	0	0	0	0	305	0	0	0	305	387
08:30 AM	0	0	0	0	0	0	0	81	1	0	0	82	0	0	0	0	0	0	0	305	0	0	0	305	387
08:45 AM	0	0	0	0	0	0	0	77	0	0	0	77	0	0	0	0	0	0	0	326	0	0	0	326	403
Total	0	0	0	0	0	0	0	323	1	0	0	324	0	0	0	0	0	0	0	1235	0	0	0	1235	1559
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	112	0	0	0	112	0	0	3	0	3	6	1	292	0	0	0	293	411
12:15 PM	0	0	0	0	0	0	0	125	0	0	0	125	1	0	0	0	4	5	2	289	0	0	0	291	421
12:30 PM	0	0	0	0	2	2	0	126	1	0	0	127	2	0	0	2	2	6	2	302	0	0	0	304	439
12:45 PM	0	0	0	0	0	0	0	99	0	0	0	99	0	0	2	0	1	3	1	306	0	0	0	307	409
Total	0	0	0	0	2	2	0	462	1	0	0	463	3	0	5	2	10	20	6	1189	0	0	0	1195	1680
01:00 PM	0	0	0	0	0	0	0	98	0	0	0	98	1	0	0	0	5	6	1	263	0	0	0	264	368
01:15 PM	0	0	0	0	1	1	0	112	0	0	0	112	1	0	1	0	3	5	1	300	0	0	1	302	420
01:30 PM	0	0	0	0	1	1	0	89	0	0	0	89	1	0	2	0	2	5	3	370	0	0	0	373	468
01:45 PM	0	0	0	0	3	3	0	99	0	0	0	99	5	0	1	0	2	8	2	308	0	0	0	310	420
Total	0	0	0	0	5	5	0	398	0	0	0	398	8	0	4	0	12	24	7	1241	0	0	1	1249	1676
*** BREAK ***																									
04:00 PM	0	0	0	0	1	1	0	142	1	0	0	143	1	0	1	0	0	2	1	286	0	0	0	287	433
04:15 PM	0	0	0	0	0	0	0	121	0	0	0	121	1	0	2	0	3	6	1	331	0	0	0	332	459
04:30 PM	0	0	0	0	1	1	0	128	0	0	0	128	2	0	2	3	7	14	0	325	0	0	0	325	468
04:45 PM	0	0	0	0	2	2	0	116	1	0	0	117	5	0	0	0	6	11	0	266	0	0	0	266	396
Total	0	0	0	0	4	4	0	507	2	0	0	509	9	0	5	3	16	33	2	1208	0	0	0	1210	1756
05:00 PM	0	0	0	0	1	1	0	132	0	0	0	132	5	0	2	0	2	9	1	279	0	0	0	280	422
05:15 PM	0	0	0	0	4	4	0	127	0	0	0	127	3	0	1	1	6	11	3	303	0	0	0	306	448
05:30 PM	0	0	0	0	1	1	0	119	1	0	0	120	3	0	1	0	4	8	4	325	0	0	0	329	458
05:45 PM	0	0	0	0	2	2	0	120	1	0	0	121	2	0	0	0	5	7	3	302	0	0	0	305	435
Total	0	0	0	0	8	8	0	498	2	0	0	500	13	0	4	1	17	35	11	1209	0	0	0	1220	1763
Grand Total	0	0	0	0	19	19	0	2481	7	0	0	2488	33	0	18	6	55	112	26	7233	0	0	1	7260	9879
Apprch %	0	0	0	0	100		0	99.7	0.3	0	0		29.5	0	16.1	5.4	49.1		0.4	99.6	0	0	0		
Total %	0	0	0	0	0.2	0.2	0	25.1	0.1	0	0	25.2	0.3	0	0.2	0.1	0.6	1.1	0.3	73.2	0	0	0	73.5	

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 41st Street, Suite 201, Miami, Florida 33178

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 4 Court

File Name : NW 79 Street at NW 4 Court
Site Code : 07900401
Start Date : 5/24/2017
Page No : 1

Groups Printed- Heavy Vehicles

	NW 4 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 4 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	9
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	9
07:30 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	7	11
07:45 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	8	0	0	0	8	14
Total	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	29	0	0	0	29	43
08:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0	9	13
08:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0	9	13
08:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	15
08:45 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	9	14
Total	0	0	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	0	0	36	0	0	0	36	55
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	6	9
12:15 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0	6	11
12:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	7	0	0	0	7	13
12:45 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	12
Total	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	25	0	0	0	25	45
01:00 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	5	12
01:15 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	11
01:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	5	11
01:45 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	12
Total	0	0	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	0	0	20	0	0	0	20	46
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	8
04:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	6
04:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	6
Total	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	10	0	0	0	10	24
05:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4
05:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	4	0	0	0	4	14
Grand Total	0	0	0	0	0	0	0	103	0	0	0	103	0	0	0	0	0	0	0	124	0	0	0	124	227
Apprch %	0	0	0	0	0		0	100	0	0	0		0	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	45.4	0	0	0	45.4	0	0	0	0	0	0	0	54.6	0	0	0	54.6	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 5 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	2	0	0	1	0	3	2	68	0	0	0	70	0	0	1	2	4	7	1	264	4	0	0	269	349
07:15 AM	3	0	1	0	2	6	1	70	1	0	0	72	0	0	0	1	4	5	1	311	1	0	6	319	402
07:30 AM	3	0	0	1	1	5	1	80	0	0	0	81	1	0	2	0	4	7	4	291	3	0	3	301	394
07:45 AM	3	1	3	0	0	7	1	82	0	0	0	83	0	0	4	0	0	4	2	315	2	0	0	319	413
Total	11	1	4	2	3	21	5	300	1	0	0	306	1	0	7	3	12	23	8	1181	10	0	9	1208	1558
08:00 AM	3	0	0	1	0	4	5	82	0	0	4	91	3	1	0	1	4	9	1	303	5	0	0	309	413
08:15 AM	0	0	0	0	1	1	3	83	0	0	0	86	2	0	1	0	1	4	1	313	4	0	0	318	409
08:30 AM	3	1	1	0	4	9	1	86	0	0	0	87	0	0	0	0	2	2	2	311	5	0	0	318	416
08:45 AM	4	0	1	1	2	8	1	81	0	0	0	82	0	2	0	0	2	4	0	331	4	0	6	341	435
Total	10	1	2	2	7	22	10	332	0	0	4	346	5	3	1	1	9	19	4	1258	18	0	6	1286	1673
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	2	113	0	0	0	115	2	0	0	0	3	5	2	297	5	0	0	304	424
12:15 PM	4	3	0	0	0	7	3	128	1	0	0	132	1	0	0	0	3	4	3	296	9	0	0	308	451
12:30 PM	3	0	1	0	2	6	4	130	1	0	2	137	2	0	0	1	0	3	0	311	7	0	2	320	466
12:45 PM	1	0	1	0	0	2	2	106	0	0	1	109	0	0	1	0	2	3	3	312	7	0	0	322	436
Total	8	3	2	0	2	15	11	477	2	0	3	493	5	0	1	1	8	15	8	1216	28	0	2	1254	1777
01:00 PM	4	0	1	0	0	5	0	101	1	0	2	104	2	0	0	0	1	3	0	266	5	0	0	271	383
01:15 PM	2	0	0	0	1	3	1	116	0	0	2	119	2	0	0	0	1	3	2	301	2	0	0	305	430
01:30 PM	1	1	2	0	1	5	2	95	0	0	1	98	0	0	0	0	2	2	0	376	4	0	1	381	486
01:45 PM	2	0	1	0	1	4	0	104	0	0	0	104	0	1	0	0	1	2	0	308	4	0	0	312	422
Total	9	1	4	0	3	17	3	416	1	0	5	425	4	1	0	0	5	10	2	1251	15	0	1	1269	1721
*** BREAK ***																									
04:00 PM	4	0	0	0	0	4	7	142	0	0	0	149	3	2	1	0	1	7	0	281	12	0	0	293	453
04:15 PM	4	0	0	1	0	5	4	125	2	0	0	131	3	0	0	0	0	3	0	335	7	0	2	344	483
04:30 PM	4	0	1	1	2	8	11	118	0	0	0	129	1	0	0	3	1	5	2	327	1	0	0	330	472
04:45 PM	0	0	0	1	1	2	6	113	2	0	0	121	3	2	4	0	6	15	4	263	8	0	4	279	417
Total	12	0	1	3	3	19	28	498	4	0	0	530	10	4	5	3	8	30	6	1206	28	0	6	1246	1825
05:00 PM	3	0	1	0	2	6	3	133	0	0	0	136	1	1	2	2	0	6	1	277	5	0	1	284	432
05:15 PM	3	0	0	0	0	3	2	130	0	0	0	132	6	1	2	3	4	16	0	303	5	0	1	309	460
05:30 PM	3	0	0	2	2	7	9	113	0	0	0	122	1	1	0	1	3	6	1	332	14	0	1	348	483
05:45 PM	2	1	1	5	0	9	3	114	0	0	0	117	0	0	1	0	2	3	0	307	9	0	0	316	445
Total	11	1	2	7	4	25	17	490	0	0	0	507	8	3	5	6	9	31	2	1219	33	0	3	1257	1820
Grand Total	61	7	15	14	22	119	74	2513	8	0	12	2607	33	11	19	14	51	128	30	7331	132	0	27	7520	10374
Apprch %	51.3	5.9	12.6	11.8	18.5		2.8	96.4	0.3	0	0.5		25.8	8.6	14.8	10.9	39.8		0.4	97.5	1.8	0	0.4		
Total %	0.6	0.1	0.1	0.1	0.2	1.1	0.7	24.2	0.1	0	0.1	25.1	0.3	0.1	0.2	0.1	0.5	1.2	0.3	70.7	1.3	0	0.3	72.5	
Passenger Cars	60	7	15	14	22	118	71	2407	8	0	12	2498	32	11	17	14	51	125	27	7199	129	0	27	7382	10123
% Passenger Cars	98.4	100	100	100	100	99.2	95.9	95.8	100	0	100	95.8	97	100	89.5	100	100	97.7	90	98.2	97.7	0	100	98.2	97.6
Heavy Vehicles	1	0	0	0	0	1	3	106	0	0	0	109	1	0	2	0	0	3	3	132	3	0	0	138	251
% Heavy Vehicles	1.6	0	0	0	0	0.8	4.1	4.2	0	0	0	4.2	3	0	10.5	0	0	2.3	10	1.8	2.3	0	0	1.8	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

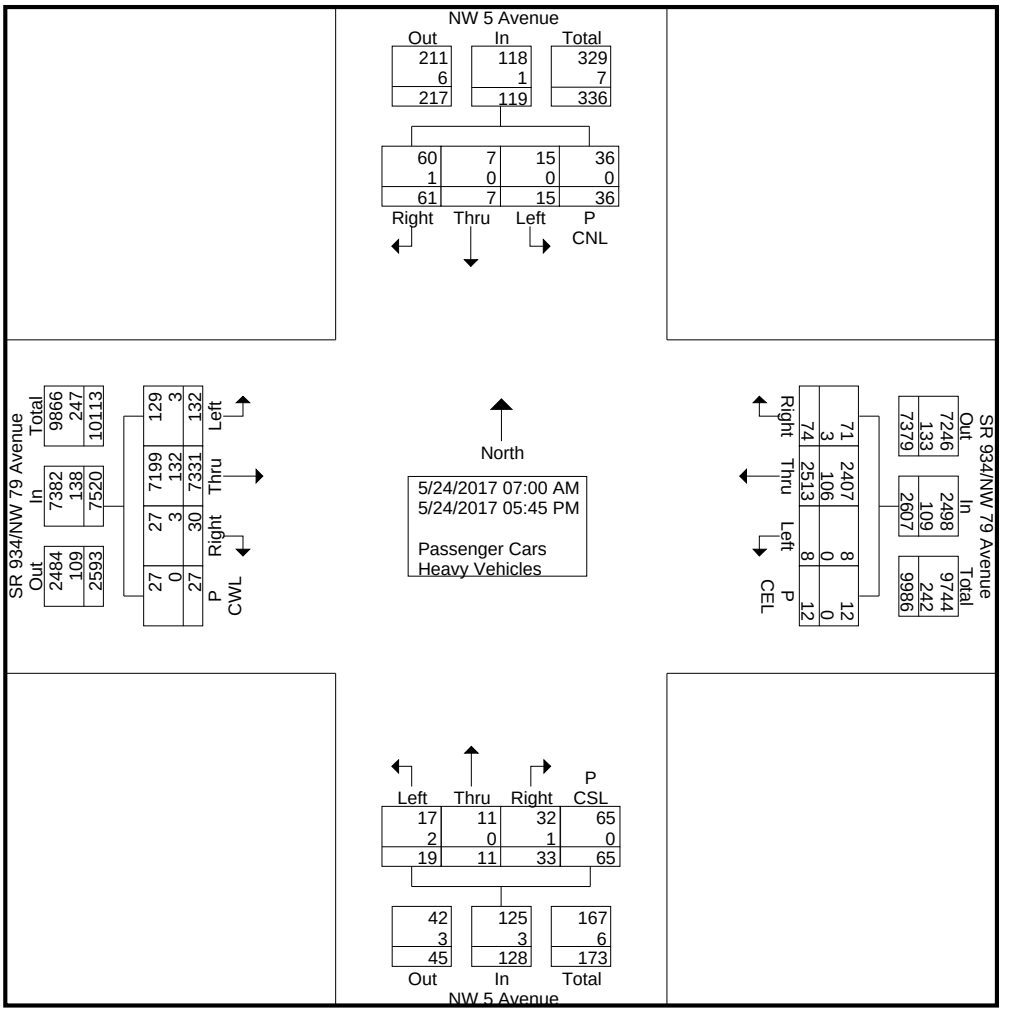
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



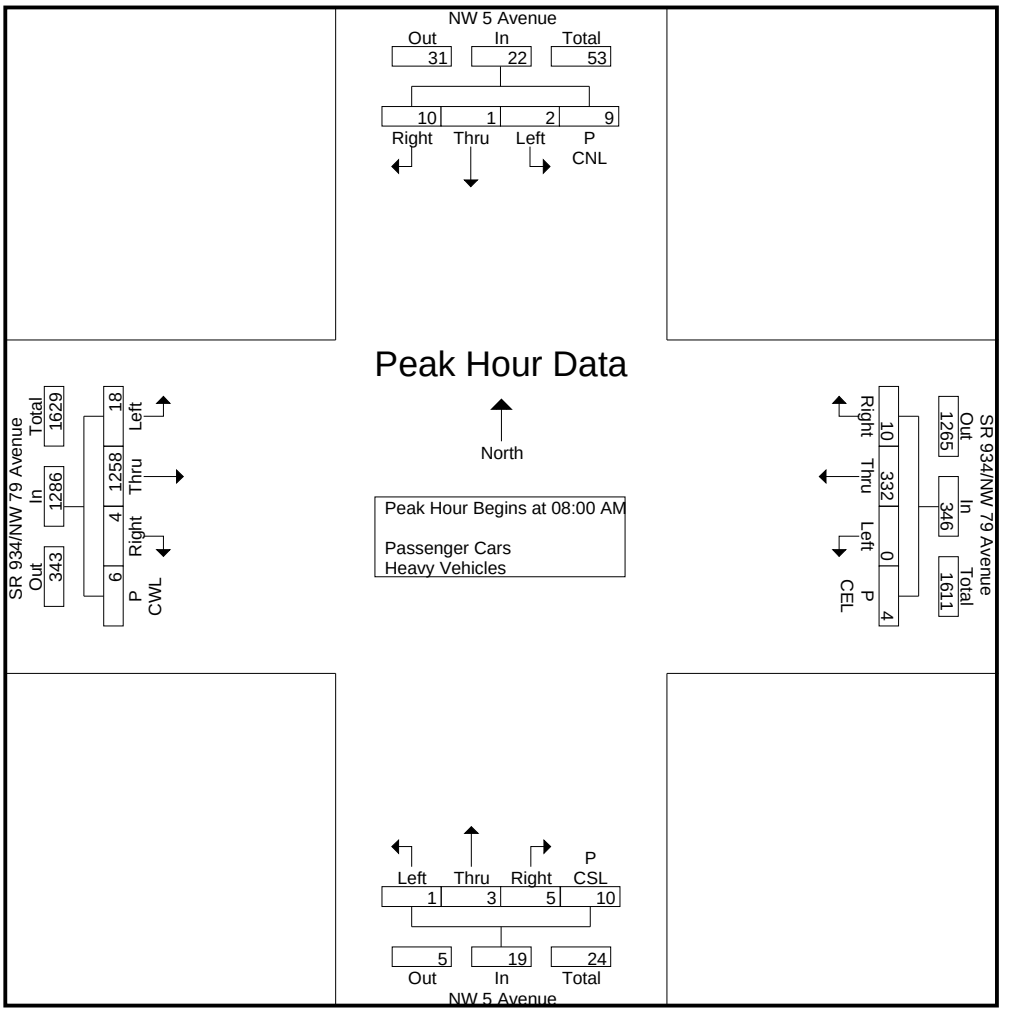
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 3

	NW 5 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	3	0	0	**1**	0	4	**5**	82	0	0	**4**	**91**	**3**	1	0	**1**	**4**	**9**	1	303	**5**	0	0	309	413
08:15 AM	0	0	0	0	1	1	3	83	0	0	0	86	2	0	**1**	0	1	4	1	313	4	0	0	318	409
08:30 AM	3	**1**	**1**	0	**4**	**9**	1	**86**	0	0	0	87	0	0	0	0	2	2	**2**	311	5	0	0	318	416
08:45 AM	**4**	0	1	1	2	8	1	81	0	0	0	82	0	**2**	0	0	2	4	0	**331**	4	0	**6**	**341**	**435**
Total Volume	10	1	2	2	7	22	10	332	0	0	4	346	5	3	1	1	9	19	4	1258	18	0	6	1286	1673
% App. Total	45.5	4.5	9.1	9.1	31.8		2.9	96	0	0	1.2		26.3	15.8	5.3	5.3	47.4		0.3	97.8	1.4	0	0.5		
PHF	.625	.250	.500	.500	.438	.611	.500	.965	.000	.000	.250	.951	.417	.375	.250	.250	.563	.528	.500	.950	.900	.000	.250	.943	.961

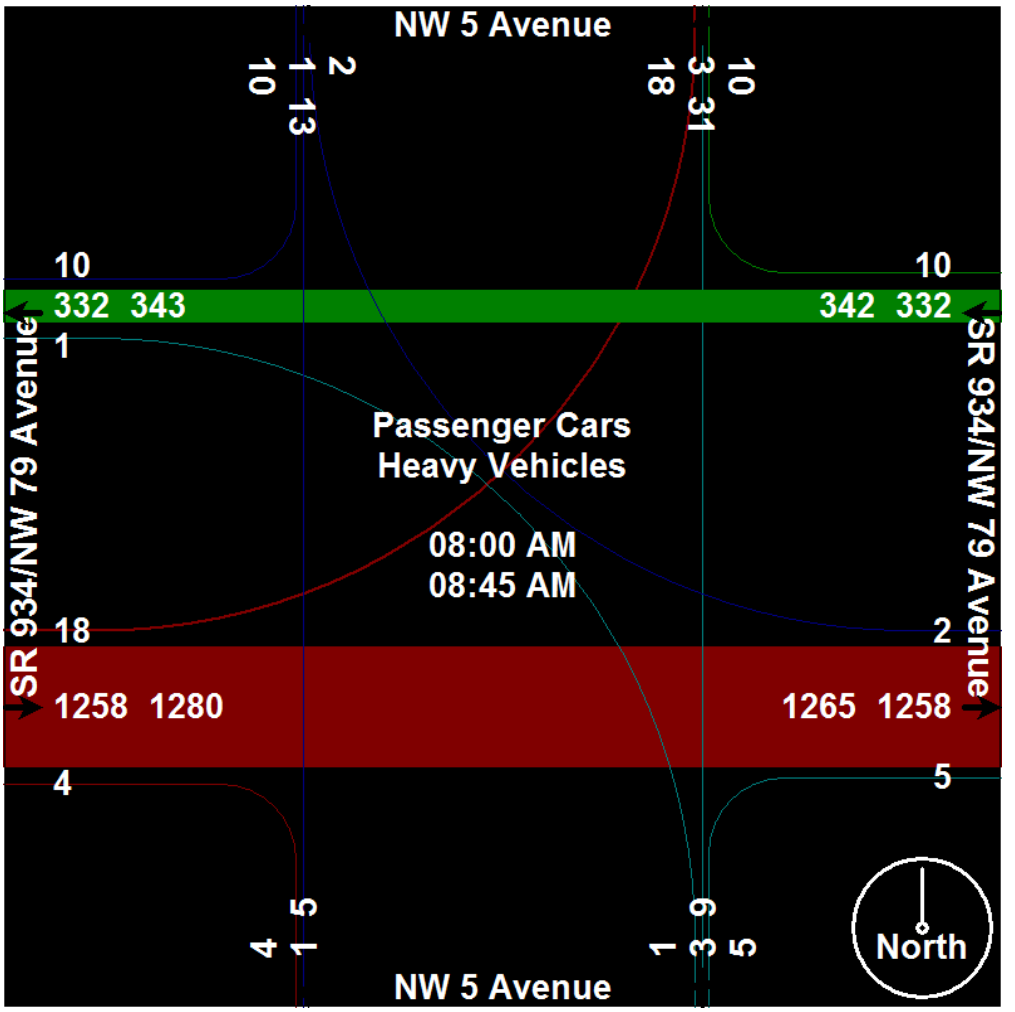


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 4



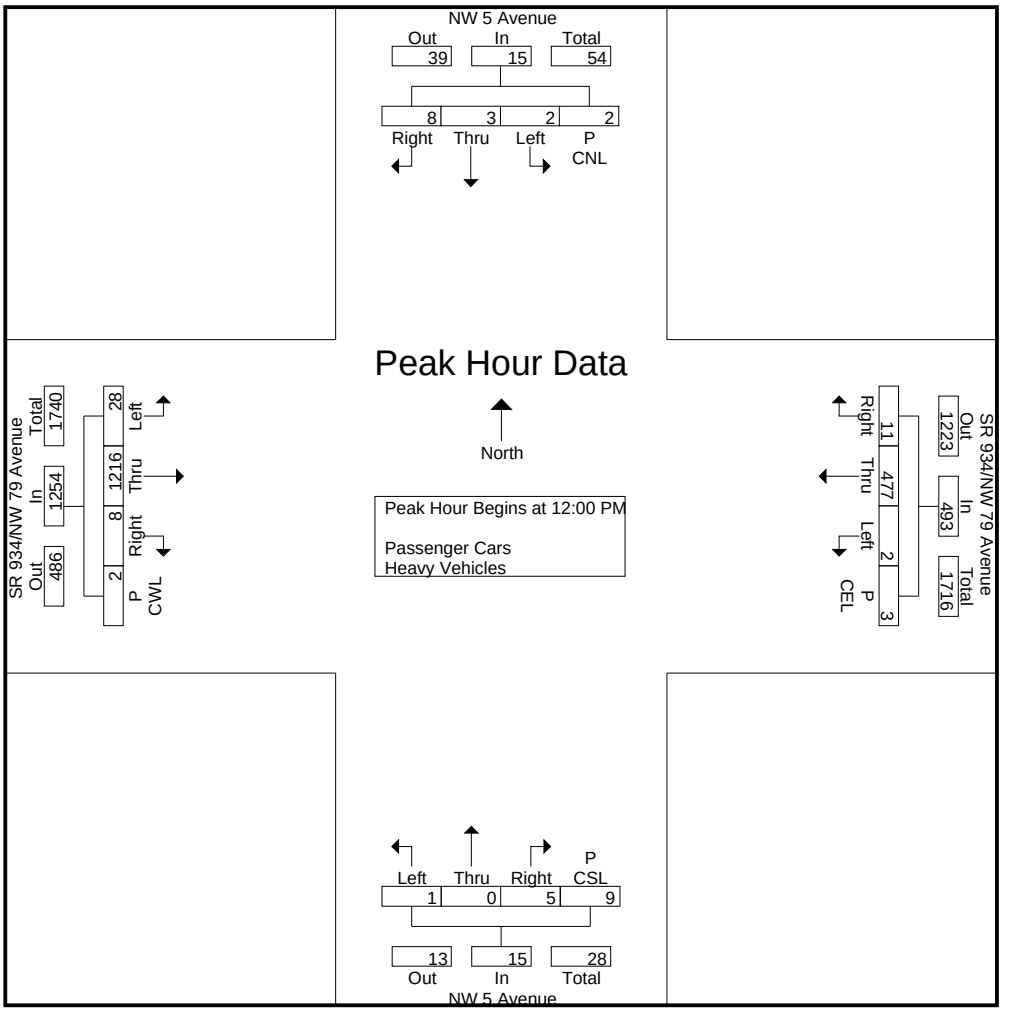
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 5

	NW 5 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	0	0	0	0	0	0	2	113	0	0	0	115	**2**	0	0	0	**3**	**5**	2	297	5	0	0	304	424
12:15 PM	**4**	**3**	0	0	0	**7**	3	128	**1**	0	0	132	1	0	0	0	3	4	**3**	296	**9**	0	0	308	451
12:30 PM	3	0	**1**	0	**2**	6	**4**	**130**	1	0	**2**	**137**	2	0	0	**1**	0	3	0	311	7	0	**2**	320	**466**
12:45 PM	1	0	1	0	0	2	2	106	0	0	1	109	0	0	**1**	0	2	3	3	**312**	7	0	0	**322**	436
Total Volume	8	3	2	0	2	15	11	477	2	0	3	493	5	0	1	1	8	15	8	1216	28	0	2	1254	1777
% App. Total	53.3	20	13.3	0	13.3		2.2	96.8	0.4	0	0.6		33.3	0	6.7	6.7	53.3		0.6	97	2.2	0	0.2		
PHF	.500	.250	.500	.000	.250	.536	.688	.917	.500	.000	.375	.900	.625	.000	.250	.250	.667	.750	.667	.974	.778	.000	.250	.974	.953

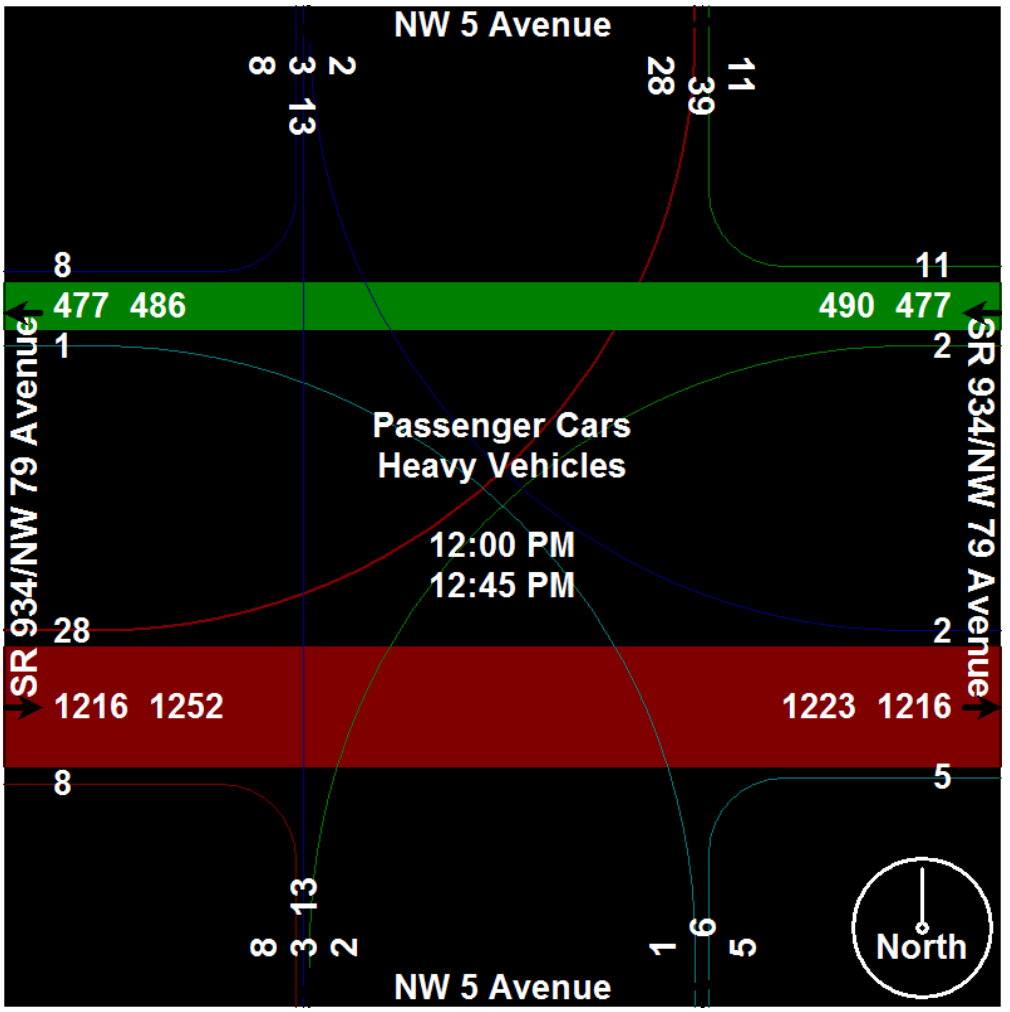


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 6



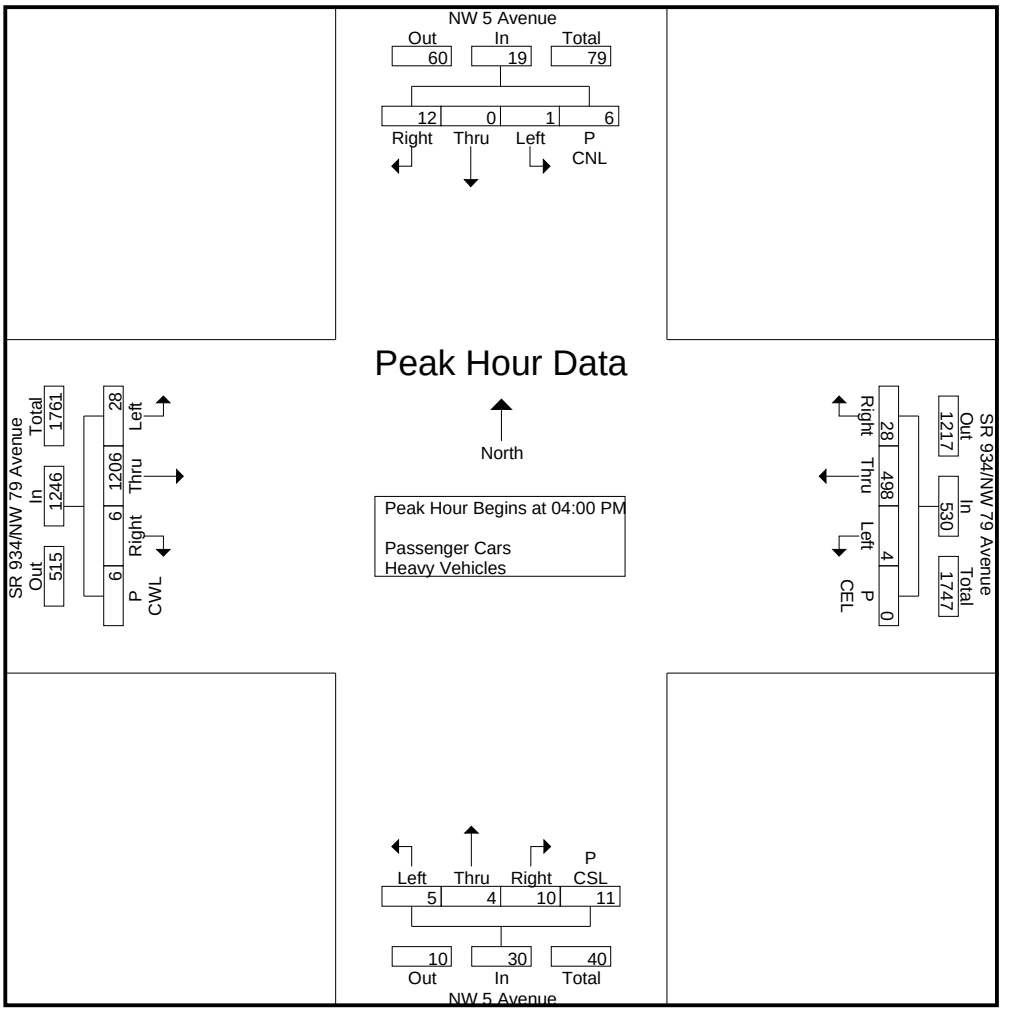
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 7

	NW 5 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P 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 04:00 PM																									
04:00 PM	**4**	0	0	0	0	4	7	**142**	0	0	0	**149**	**3**	**2**	1	0	1	7	0	281	**12**	0	0	293	453
04:15 PM	4	0	0	**1**	0	5	4	125	**2**	0	0	131	3	0	0	0	0	3	0	**335**	7	0	2	**344**	**483**
04:30 PM	4	0	**1**	1	**2**	**8**	**11**	118	0	0	0	129	1	0	0	**3**	1	5	2	327	1	0	0	330	472
04:45 PM	0	0	0	1	1	2	6	113	2	0	0	121	3	2	**4**	0	**6**	**15**	**4**	263	8	0	**4**	279	417
Total Volume	12	0	1	3	3	19	28	498	4	0	0	530	10	4	5	3	8	30	6	1206	28	0	6	1246	1825
% App. Total	63.2	0	5.3	15.8	15.8		5.3	94	0.8	0	0		33.3	13.3	16.7	10	26.7		0.5	96.8	2.2	0	0.5		
PHF	.750	.000	.250	.750	.375	.594	.636	.877	.500	.000	.000	.889	.833	.500	.313	.250	.333	.500	.375	.900	.583	.000	.375	.906	.945

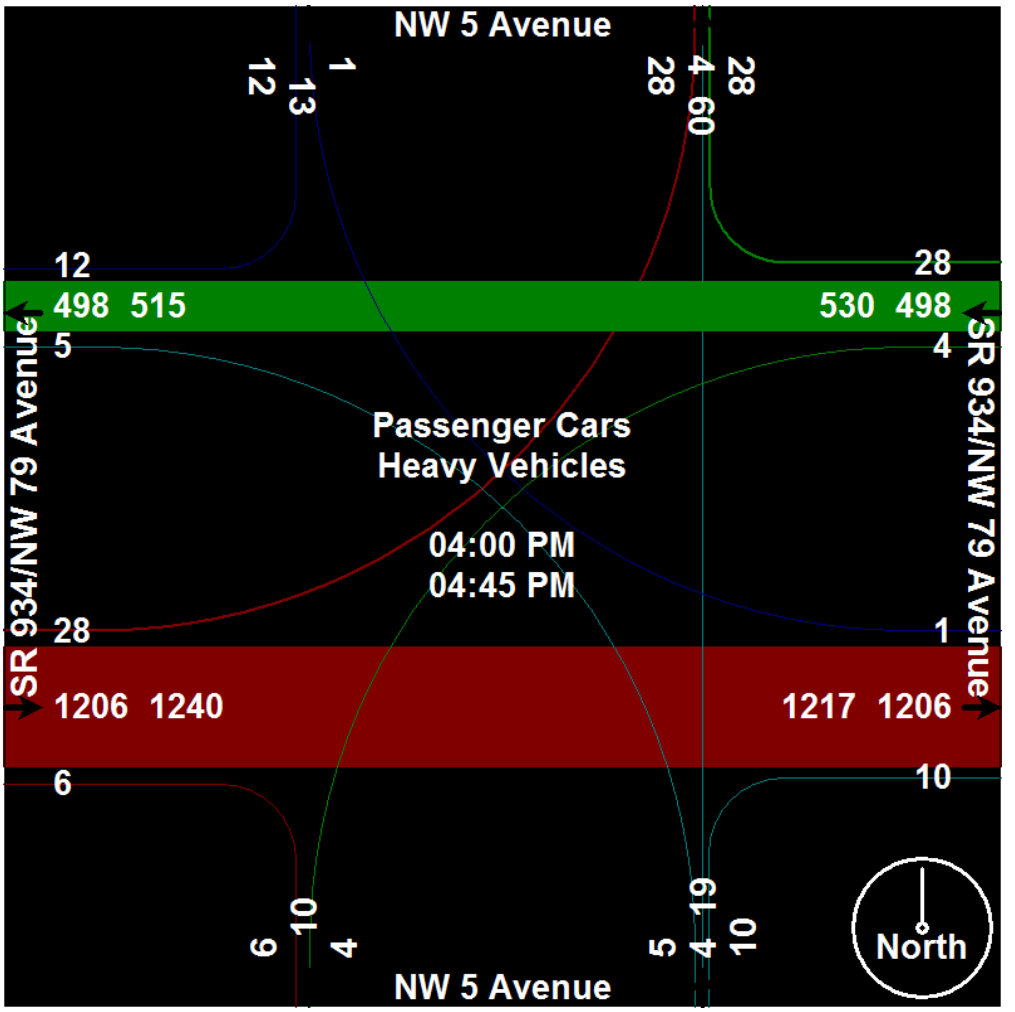


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	NW 5 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	2	0	0	1	0	3	2	66	0	0	0	68	0	0	1	2	4	7	1	256	4	0	0	261	339
07:15 AM	3	0	1	0	2	6	1	67	1	0	0	69	0	0	0	1	4	5	1	303	1	0	6	311	391
07:30 AM	3	0	0	1	1	5	1	77	0	0	0	78	0	0	1	0	4	5	4	285	3	0	3	295	383
07:45 AM	3	1	3	0	0	7	1	75	0	0	0	76	0	0	4	0	0	4	1	308	2	0	0	311	398
Total	11	1	4	2	3	21	5	285	1	0	0	291	0	0	6	3	12	21	7	1152	10	0	9	1178	1511
08:00 AM	3	0	0	1	0	4	4	77	0	0	4	85	3	1	0	1	4	9	1	294	5	0	0	300	398
08:15 AM	0	0	0	0	1	1	2	79	0	0	0	81	2	0	1	0	1	4	1	303	4	0	0	308	394
08:30 AM	3	1	1	0	4	9	1	81	0	0	0	82	0	0	0	0	2	2	1	301	5	0	0	307	400
08:45 AM	4	0	1	1	2	8	1	75	0	0	0	76	0	2	0	0	2	4	0	322	4	0	6	332	420
Total	10	1	2	2	7	22	8	312	0	0	4	324	5	3	1	1	9	19	3	1220	18	0	6	1247	1612
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	2	110	0	0	0	112	2	0	0	0	3	5	1	290	5	0	0	296	413
12:15 PM	4	3	0	0	0	7	3	124	1	0	0	128	1	0	0	0	3	4	3	289	8	0	0	300	439
12:30 PM	3	0	1	0	2	6	4	124	1	0	2	131	2	0	0	1	0	3	0	305	7	0	2	314	454
12:45 PM	1	0	1	0	0	2	2	99	0	0	1	102	0	0	1	0	2	3	3	306	6	0	0	315	422
Total	8	3	2	0	2	15	11	457	2	0	3	473	5	0	1	1	8	15	7	1190	26	0	2	1225	1728
01:00 PM	4	0	1	0	0	5	0	95	1	0	2	98	2	0	0	0	1	3	0	260	5	0	0	265	371
01:15 PM	1	0	0	0	1	2	1	110	0	0	2	113	2	0	0	0	1	3	2	296	2	0	0	300	418
01:30 PM	1	1	2	0	1	5	2	88	0	0	1	91	0	0	0	0	2	2	0	372	4	0	1	377	475
01:45 PM	2	0	1	0	1	4	0	97	0	0	0	97	0	1	0	0	1	2	0	303	4	0	0	307	410
Total	8	1	4	0	3	16	3	390	1	0	5	399	4	1	0	0	5	10	2	1231	15	0	1	1249	1674
*** BREAK ***																									
04:00 PM	4	0	0	0	0	4	7	139	0	0	0	146	3	2	1	0	1	7	0	281	12	0	0	293	450
04:15 PM	4	0	0	1	0	5	4	120	2	0	0	126	3	0	0	0	0	3	0	330	7	0	2	339	473
04:30 PM	4	0	1	1	2	8	10	115	0	0	0	125	1	0	0	3	1	5	2	323	1	0	0	326	464
04:45 PM	0	0	0	1	1	2	6	109	2	0	0	117	3	2	3	0	6	14	4	260	8	0	4	276	409
Total	12	0	1	3	3	19	27	483	4	0	0	514	10	4	4	3	8	29	6	1194	28	0	6	1234	1796
05:00 PM	3	0	1	0	2	6	3	130	0	0	0	133	1	1	2	2	0	6	1	275	5	0	1	282	427
05:15 PM	3	0	0	0	0	3	2	128	0	0	0	130	6	1	2	3	4	16	0	301	5	0	1	307	456
05:30 PM	3	0	0	2	2	7	9	109	0	0	0	118	1	1	0	1	3	6	1	330	14	0	1	346	477
05:45 PM	2	1	1	5	0	9	3	113	0	0	0	116	0	0	1	0	2	3	0	306	8	0	0	314	442
Total	11	1	2	7	4	25	17	480	0	0	0	497	8	3	5	6	9	31	2	1212	32	0	3	1249	1802
Grand Total	60	7	15	14	22	118	71	2407	8	0	12	2498	32	11	17	14	51	125	27	7199	129	0	27	7382	10123
Apprch %	50.8	5.9	12.7	11.9	18.6		2.8	96.4	0.3	0	0.5		25.6	8.8	13.6	11.2	40.8		0.4	97.5	1.7	0	0.4		
Total %	0.6	0.1	0.1	0.1	0.2	1.2	0.7	23.8	0.1	0	0.1	24.7	0.3	0.1	0.2	0.1	0.5	1.2	0.3	71.1	1.3	0	0.3	72.9	

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 41st Street, Suite 201, Miami, Florida 33178

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Avenue

File Name : NW 79 Street at NW 5 Avenue
Site Code : 07900501
Start Date : 5/24/2017
Page No : 1

Groups Printed- Heavy Vehicles

	NW 5 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	8	10
07:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	11
07:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	1	0	0	2	0	6	0	0	0	6	11
07:45 AM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	1	7	0	0	0	8	15
Total	0	0	0	0	0	0	0	15	0	0	0	15	1	0	1	0	0	2	1	29	0	0	0	30	47
08:00 AM	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	15
08:15 AM	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	10	0	0	0	10	15
08:30 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	1	10	0	0	0	11	16
08:45 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	15
Total	0	0	0	0	0	0	2	20	0	0	0	22	0	0	0	0	0	0	1	38	0	0	0	39	61
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	7	0	0	0	8	11
12:15 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	7	1	0	0	8	12
12:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	12
12:45 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	6	1	0	0	7	14
Total	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	1	26	2	0	0	29	49
01:00 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	12
01:15 PM	1	0	0	0	0	1	0	6	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	5	12
01:30 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	11
01:45 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	5	12
Total	1	0	0	0	0	1	0	26	0	0	0	26	0	0	0	0	0	0	0	20	0	0	0	20	47
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	5	10
04:30 PM	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	8
04:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	0	3	0	0	0	3	8
Total	0	0	0	0	0	0	1	15	0	0	0	16	0	0	1	0	0	1	0	12	0	0	0	12	29
05:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
05:30 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	6
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	3
Total	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	7	1	0	0	8	18
Grand Total	1	0	0	0	0	1	3	106	0	0	0	109	1	0	2	0	0	3	3	132	3	0	0	138	251
Apprch %	100	0	0	0	0		2.8	97.2	0	0	0		33.3	0	66.7	0	0		2.2	95.7	2.2	0	0		
Total %	0.4	0	0	0	0	0.4	1.2	42.2	0	0	0	43.4	0.4	0	0.8	0	0	1.2	1.2	52.6	1.2	0	0	55	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 5 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	2	0	1	0	0	3	0	69	0	0	0	69	2	0	0	0	0	2	0	273	0	0	0	273	347
07:15 AM	3	0	2	0	6	11	2	69	1	0	0	72	5	0	0	0	3	8	1	310	0	0	0	311	402
07:30 AM	3	0	0	0	2	5	3	79	0	0	0	82	1	0	0	0	1	2	0	298	1	0	0	299	388
07:45 AM	2	0	0	0	0	2	3	83	0	0	0	86	1	0	0	0	2	3	1	319	0	0	0	320	411
Total	10	0	3	0	8	21	8	300	1	0	0	309	9	0	0	0	6	15	2	1200	1	0	0	1203	1548
08:00 AM	3	0	0	0	1	4	0	82	0	0	0	82	2	0	0	0	3	5	0	304	0	0	0	304	395
08:15 AM	2	0	1	0	0	3	6	82	0	0	0	88	1	0	0	0	1	2	0	318	0	0	0	318	411
08:30 AM	1	0	0	0	1	2	1	86	0	0	0	87	0	0	0	0	0	0	0	311	0	0	0	311	400
08:45 AM	2	0	1	0	2	5	1	84	1	0	0	86	0	0	0	0	2	2	1	337	1	0	0	339	432
Total	8	0	2	0	4	14	8	334	1	0	0	343	3	0	0	0	6	9	1	1270	1	0	0	1272	1638
*** BREAK ***																									
12:00 PM	3	1	0	0	0	4	7	103	0	0	0	110	0	0	0	0	2	2	1	302	1	0	0	304	420
12:15 PM	5	0	4	0	0	9	11	116	0	0	0	127	0	0	0	0	1	1	0	302	0	0	0	302	439
12:30 PM	1	0	1	0	3	5	8	129	0	0	0	137	0	0	0	0	1	1	2	316	0	0	0	318	461
12:45 PM	5	0	5	0	0	10	3	106	0	0	0	109	0	0	0	0	0	0	1	314	1	0	0	316	435
Total	14	1	10	0	3	28	29	454	0	0	0	483	0	0	0	0	4	4	4	1234	2	0	0	1240	1755
01:00 PM	1	0	1	0	0	2	2	104	0	0	0	106	0	0	0	0	3	3	0	266	0	0	0	266	377
01:15 PM	0	0	1	0	0	1	5	106	3	0	0	114	0	0	0	0	1	1	1	307	0	0	0	308	424
01:30 PM	3	0	1	0	0	4	1	92	0	0	0	93	0	0	0	0	1	1	0	379	0	0	0	379	477
01:45 PM	1	0	0	0	0	1	4	99	0	0	0	103	0	0	0	0	2	2	1	320	0	0	0	321	427
Total	5	0	3	0	0	8	12	401	3	0	0	416	0	0	0	0	7	7	2	1272	0	0	0	1274	1705
*** BREAK ***																									
04:00 PM	4	0	0	0	1	5	7	136	0	0	0	143	0	0	0	0	0	0	1	296	0	0	0	297	445
04:15 PM	0	0	2	0	1	3	8	122	1	0	0	131	0	0	0	0	1	1	2	334	0	0	0	336	471
04:30 PM	4	0	1	0	5	10	10	111	0	0	0	121	0	0	0	0	1	1	0	325	0	0	0	325	457
04:45 PM	3	0	1	0	1	5	2	110	0	0	0	112	0	0	0	0	2	2	1	280	0	0	0	281	400
Total	11	0	4	0	8	23	27	479	1	0	0	507	0	0	0	0	4	4	4	1235	0	0	0	1239	1773
05:00 PM	2	0	1	0	1	4	4	131	0	0	0	135	0	0	0	0	1	1	0	284	0	0	0	284	424
05:15 PM	0	0	0	0	0	0	8	125	0	0	0	133	0	0	0	0	5	5	1	306	0	0	0	307	445
05:30 PM	1	0	0	0	2	3	7	105	0	0	0	112	0	0	0	0	3	3	1	342	0	0	0	343	461
05:45 PM	2	0	2	0	2	6	8	107	0	0	0	115	0	0	0	0	5	5	0	311	0	0	0	311	437
Total	5	0	3	0	5	13	27	468	0	0	0	495	0	0	0	0	14	14	2	1243	0	0	0	1245	1767
Grand Total	53	1	25	0	28	107	111	2436	6	0	0	2553	12	0	0	0	41	53	15	7454	4	0	0	7473	10186
Apprch %	49.5	0.9	23.4	0	26.2		4.3	95.4	0.2	0	0		22.6	0	0	0	77.4		0.2	99.7	0.1	0	0		
Total %	0.5	0	0.2	0	0.3	1.1	1.1	23.9	0.1	0	0	25.1	0.1	0	0	0	0.4	0.5	0.1	73.2	0	0	0	73.4	
Passenger Cars	53	1	25	0	28	107	111	2331	6	0	0	2448	12	0	0	0	41	53	15	7317	4	0	0	7336	9944
% Passenger Cars	100	100	100	0	100	100	100	95.7	100	0	0	95.9	100	0	0	0	100	100	100	98.2	100	0	0	98.2	97.6
Heavy Vehicles	0	0	0	0	0	0	0	105	0	0	0	105	0	0	0	0	0	0	0	137	0	0	0	137	242
% Heavy Vehicles	0	0	0	0	0	0	0	4.3	0	0	0	4.1	0	0	0	0	0	0	0	1.8	0	0	0	1.8	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

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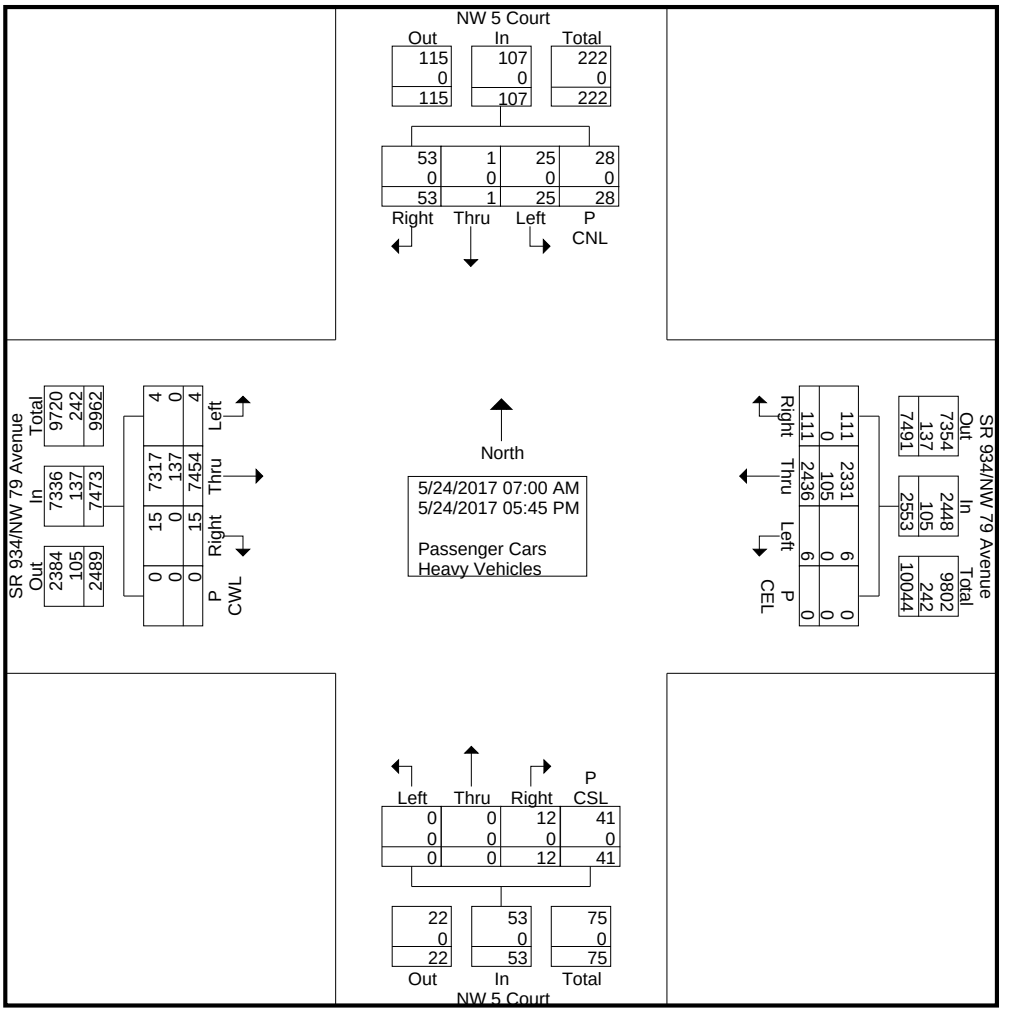


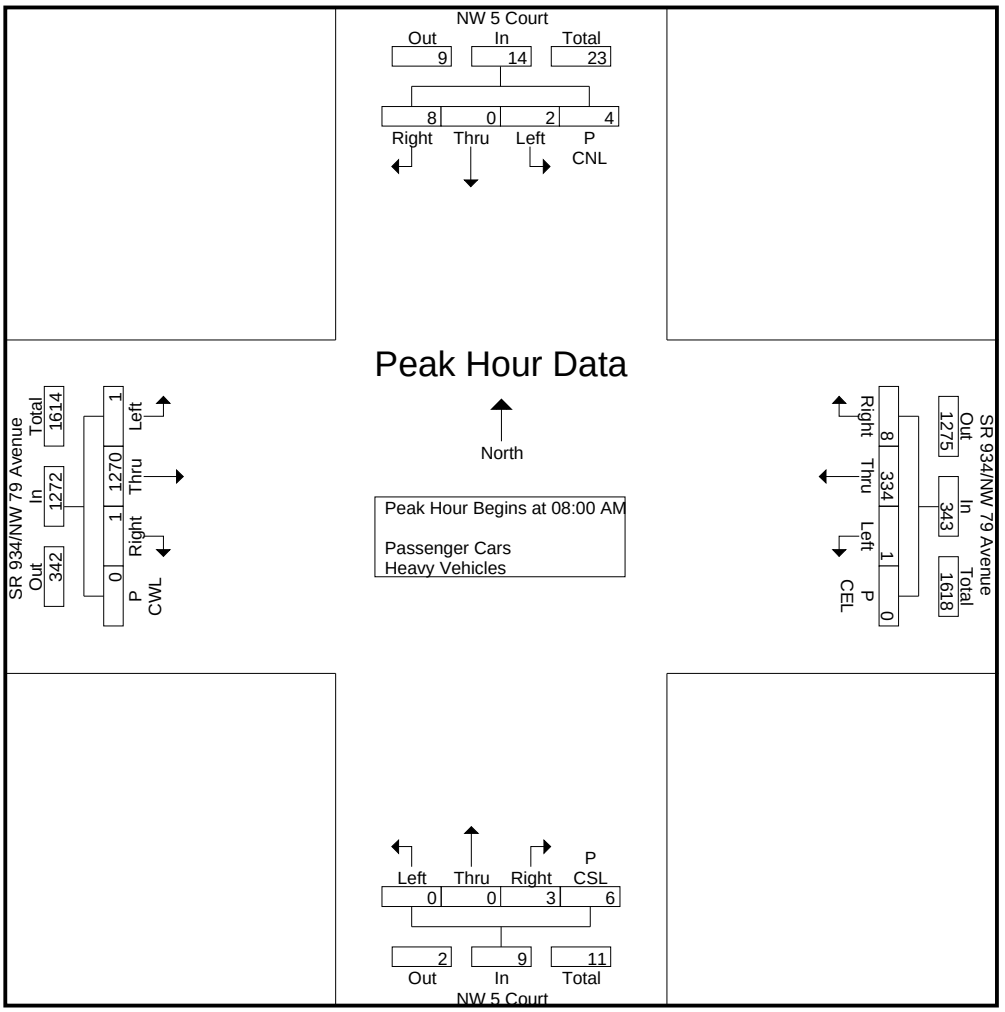
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 3

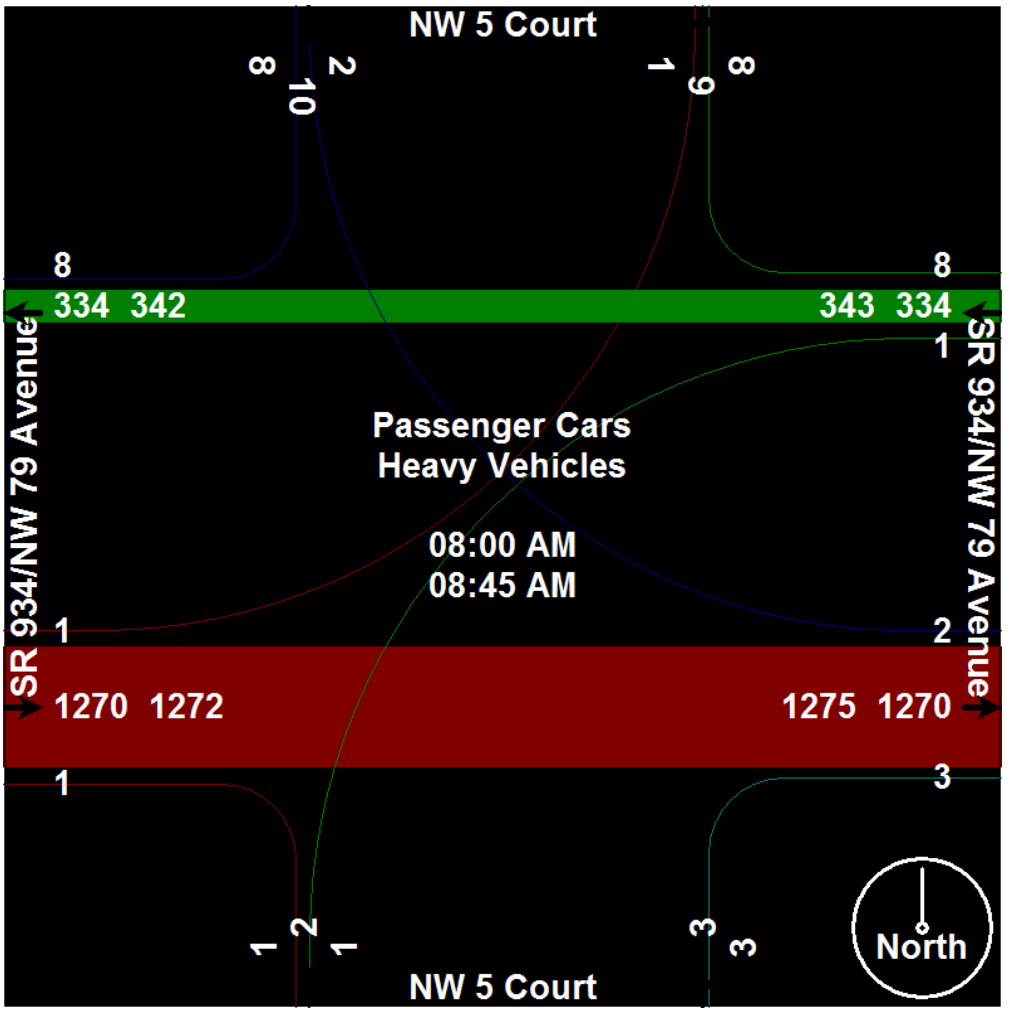
	NW 5 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	**3**	0	0	0	1	4	0	82	0	0	0	82	**2**	0	0	0	**3**	**5**	0	304	0	0	0	304	395
08:15 AM	2	0	**1**	0	0	3	**6**	82	0	0	0	**88**	1	0	0	0	1	2	0	318	0	0	0	318	411
08:30 AM	1	0	0	0	1	2	1	**86**	0	0	0	87	0	0	0	0	0	0	0	311	0	0	0	311	400
08:45 AM	2	0	1	0	**2**	**5**	1	84	**1**	0	0	86	0	0	0	0	2	2	**1**	**337**	**1**	0	0	**339**	**432**
Total Volume	8	0	2	0	4	14	8	334	1	0	0	343	3	0	0	0	6	9	1	1270	1	0	0	1272	1638
% App. Total	57.1	0	14.3	0	28.6		2.3	97.4	0.3	0	0		33.3	0	0	0	66.7		0.1	99.8	0.1	0	0		
PHF	.667	.000	.500	.000	.500	.700	.333	.971	.250	.000	.000	.974	.375	.000	.000	.000	.500	.450	.250	.942	.250	.000	.000	.938	.948



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 4



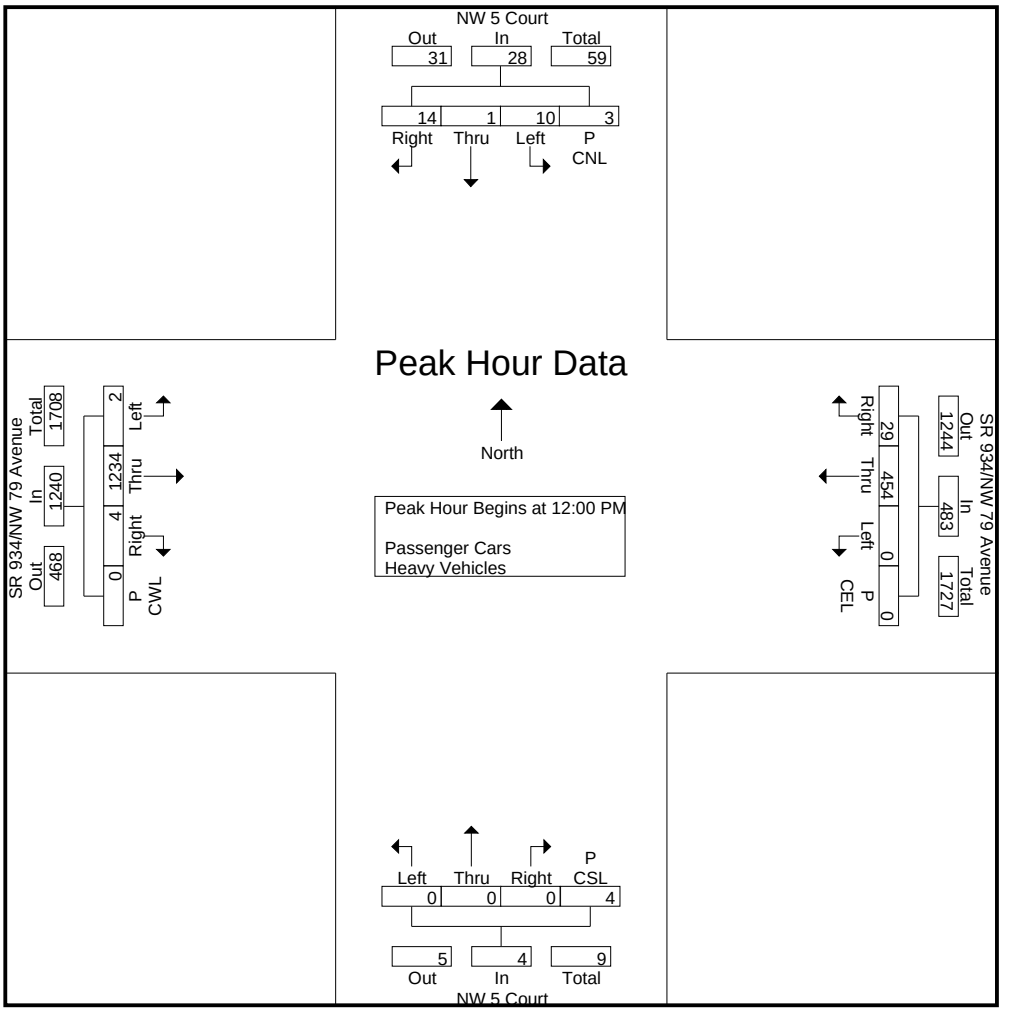
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 5

	NW 5 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	3	**1**	0	0	0	4	7	103	0	0	0	110	0	0	0	0	**2**	**2**	1	302	**1**	0	0	304	420
12:15 PM	**5**	0	4	0	0	9	**11**	116	0	0	0	127	0	0	0	0	1	1	0	302	0	0	0	302	439
12:30 PM	1	0	1	0	**3**	5	8	**129**	0	0	0	**137**	0	0	0	0	1	1	**2**	**316**	0	0	0	**318**	**461**
12:45 PM	5	0	**5**	0	0	**10**	3	106	0	0	0	109	0	0	0	0	0	0	1	314	1	0	0	316	435
Total Volume	14	1	10	0	3	28	29	454	0	0	0	483	0	0	0	0	4	4	4	1234	2	0	0	1240	1755
% App. Total	50	3.6	35.7	0	10.7		6	94	0	0	0		0	0	0	0	100		0.3	99.5	0.2	0	0		
PHF	.700	.250	.500	.000	.250	.700	.659	.880	.000	.000	.000	.881	.000	.000	.000	.000	.500	.500	.500	.976	.500	.000	.000	.975	.952

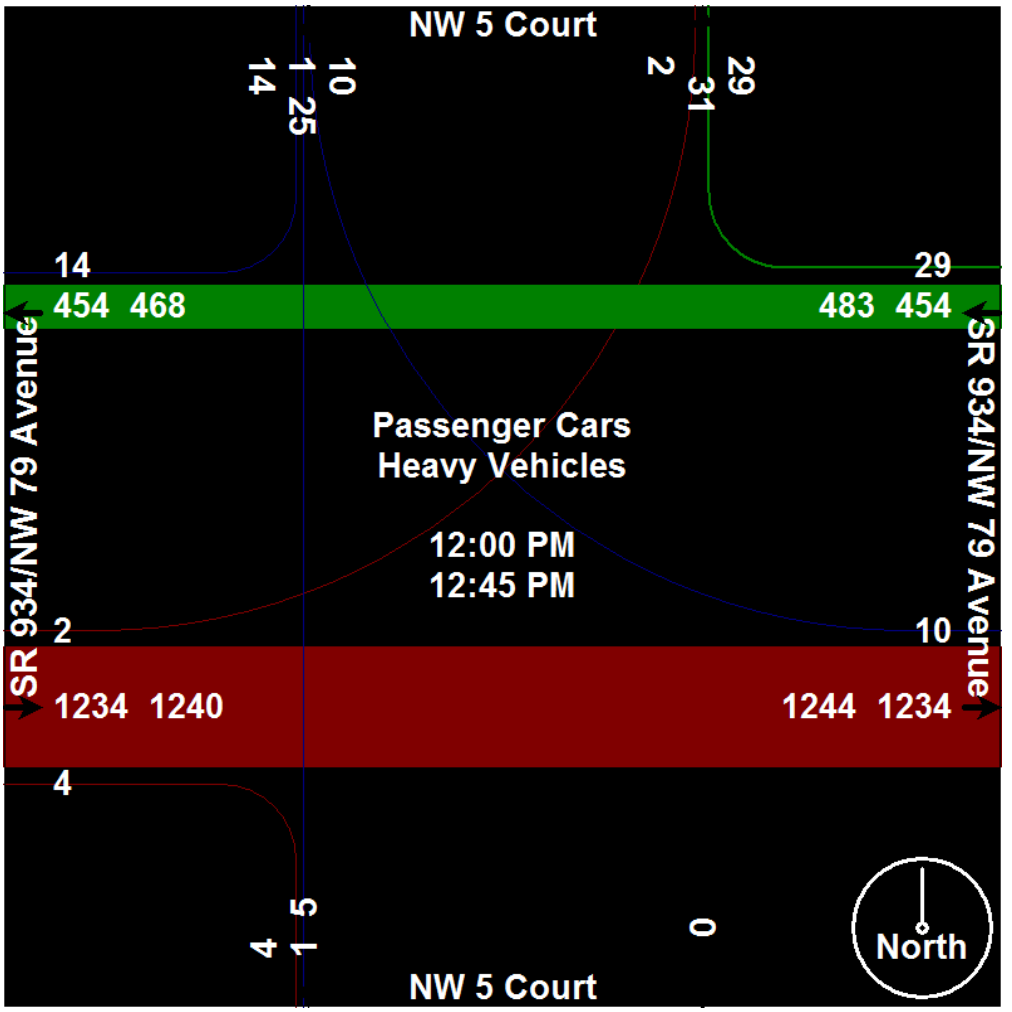


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 6



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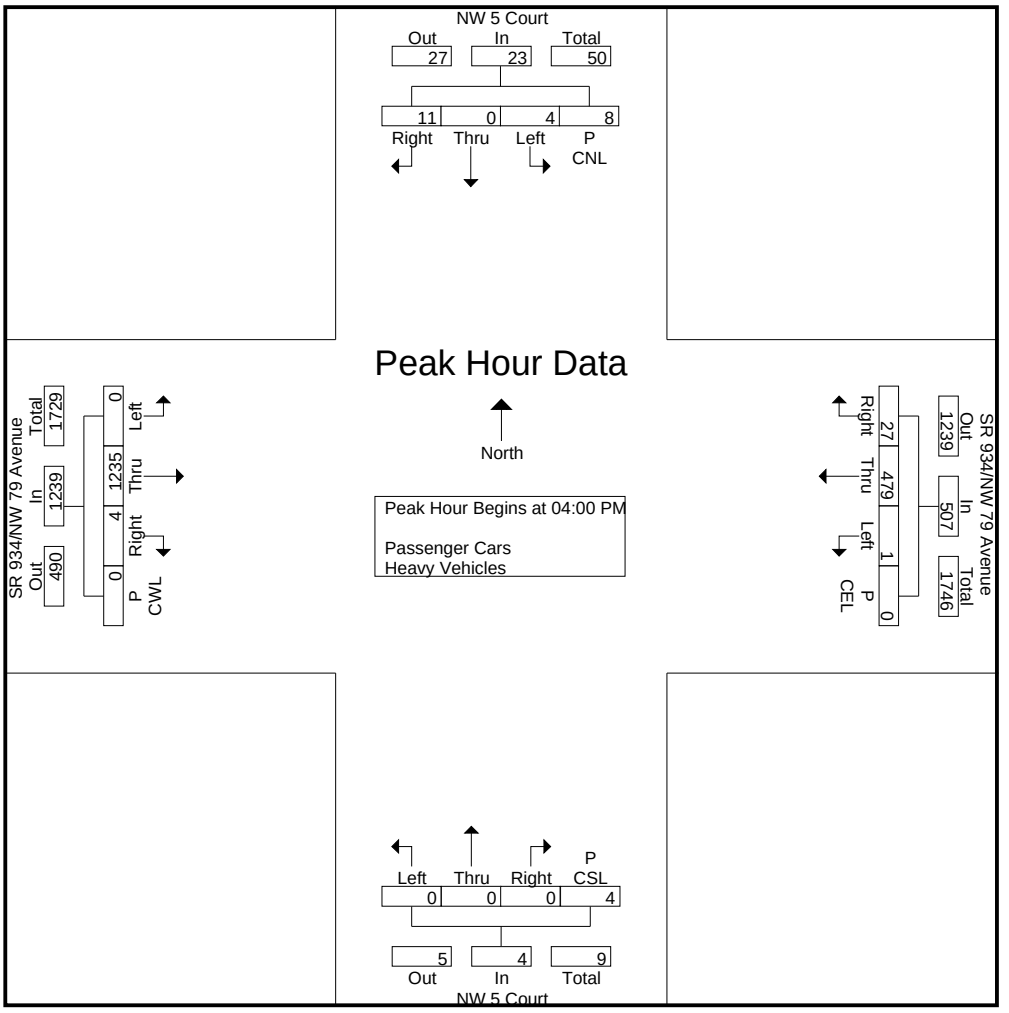
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 7

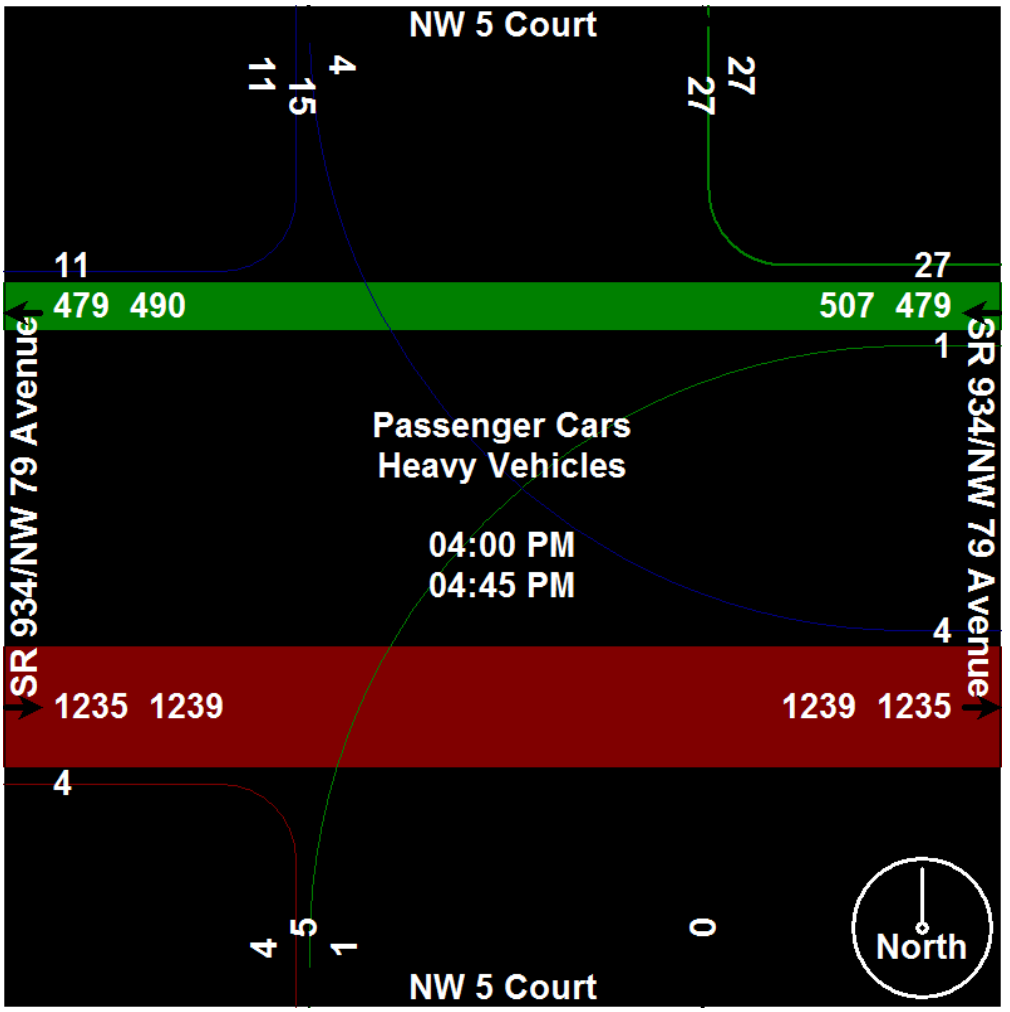
	NW 5 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:00 PM																									
04:00 PM	**4**	0	0	0	1	5	7	**136**	0	0	0	**143**	0	0	0	0	0	0	1	296	0	0	0	297	445
04:15 PM	0	0	**2**	0	1	3	8	122	**1**	0	0	131	0	0	0	0	1	1	**2**	**334**	0	0	0	**336**	**471**
04:30 PM	4	0	1	0	**5**	**10**	**10**	111	0	0	0	121	0	0	0	0	1	1	0	325	0	0	0	325	457
04:45 PM	3	0	1	0	1	5	2	110	0	0	0	112	0	0	0	0	**2**	**2**	1	280	0	0	0	281	400
Total Volume	11	0	4	0	8	23	27	479	1	0	0	507	0	0	0	0	4	4	4	1235	0	0	0	1239	1773
% App. Total	47.8	0	17.4	0	34.8		5.3	94.5	0.2	0	0		0	0	0	0	100		0.3	99.7	0	0	0		
PHF	.688	.000	.500	.000	.400	.575	.675	.881	.250	.000	.000	.886	.000	.000	.000	.000	.500	.500	.500	.924	.000	.000	.000	.922	.941



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	NW 5 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	2	0	1	0	0	3	0	67	0	0	0	67	2	0	0	0	0	2	0	264	0	0	0	264	336
07:15 AM	3	0	2	0	6	11	2	66	1	0	0	69	5	0	0	0	3	8	1	301	0	0	0	302	390
07:30 AM	3	0	0	0	2	5	3	76	0	0	0	79	1	0	0	0	1	2	0	291	1	0	0	292	378
07:45 AM	2	0	0	0	0	2	3	77	0	0	0	80	1	0	0	0	2	3	1	312	0	0	0	313	398
Total	10	0	3	0	8	21	8	286	1	0	0	295	9	0	0	0	6	15	2	1168	1	0	0	1171	1502
08:00 AM	3	0	0	0	1	4	0	78	0	0	0	78	2	0	0	0	3	5	0	295	0	0	0	295	382
08:15 AM	2	0	1	0	0	3	6	76	0	0	0	82	1	0	0	0	1	2	0	309	0	0	0	309	396
08:30 AM	1	0	0	0	1	2	1	81	0	0	0	82	0	0	0	0	0	0	0	302	0	0	0	302	386
08:45 AM	2	0	1	0	2	5	1	79	1	0	0	81	0	0	0	0	2	2	1	328	1	0	0	330	418
Total	8	0	2	0	4	14	8	314	1	0	0	323	3	0	0	0	6	9	1	1234	1	0	0	1236	1582
*** BREAK ***																									
12:00 PM	3	1	0	0	0	4	7	100	0	0	0	107	0	0	0	0	2	2	1	294	1	0	0	296	409
12:15 PM	5	0	4	0	0	9	11	113	0	0	0	124	0	0	0	0	1	1	0	295	0	0	0	295	429
12:30 PM	1	0	1	0	3	5	8	122	0	0	0	130	0	0	0	0	1	1	2	309	0	0	0	311	447
12:45 PM	5	0	5	0	0	10	3	100	0	0	0	103	0	0	0	0	0	0	1	308	1	0	0	310	423
Total	14	1	10	0	3	28	29	435	0	0	0	464	0	0	0	0	4	4	4	1206	2	0	0	1212	1708
01:00 PM	1	0	1	0	0	2	2	97	0	0	0	99	0	0	0	0	3	3	0	259	0	0	0	259	363
01:15 PM	0	0	1	0	0	1	5	100	3	0	0	108	0	0	0	0	1	1	1	301	0	0	0	302	412
01:30 PM	3	0	1	0	0	4	1	86	0	0	0	87	0	0	0	0	1	1	0	375	0	0	0	375	467
01:45 PM	1	0	0	0	0	1	4	92	0	0	0	96	0	0	0	0	2	2	1	316	0	0	0	317	416
Total	5	0	3	0	0	8	12	375	3	0	0	390	0	0	0	0	7	7	2	1251	0	0	0	1253	1658
*** BREAK ***																									
04:00 PM	4	0	0	0	1	5	7	133	0	0	0	140	0	0	0	0	0	0	1	296	0	0	0	297	442
04:15 PM	0	0	2	0	1	3	8	118	1	0	0	127	0	0	0	0	1	1	2	329	0	0	0	331	462
04:30 PM	4	0	1	0	5	10	10	107	0	0	0	117	0	0	0	0	1	1	0	320	0	0	0	320	448
04:45 PM	3	0	1	0	1	5	2	107	0	0	0	109	0	0	0	0	2	2	1	276	0	0	0	277	393
Total	11	0	4	0	8	23	27	465	1	0	0	493	0	0	0	0	4	4	4	1221	0	0	0	1225	1745
05:00 PM	2	0	1	0	1	4	4	127	0	0	0	131	0	0	0	0	1	1	0	282	0	0	0	282	418
05:15 PM	0	0	0	0	0	0	8	122	0	0	0	130	0	0	0	0	5	5	1	305	0	0	0	306	441
05:30 PM	1	0	0	0	2	3	7	102	0	0	0	109	0	0	0	0	3	3	1	340	0	0	0	341	456
05:45 PM	2	0	2	0	2	6	8	105	0	0	0	113	0	0	0	0	5	5	0	310	0	0	0	310	434
Total	5	0	3	0	5	13	27	456	0	0	0	483	0	0	0	0	14	14	2	1237	0	0	0	1239	1749
Grand Total	53	1	25	0	28	107	111	2331	6	0	0	2448	12	0	0	0	41	53	15	7317	4	0	0	7336	9944
Apprch %	49.5	0.9	23.4	0	26.2		4.5	95.2	0.2	0	0		22.6	0	0	0	77.4		0.2	99.7	0.1	0	0		
Total %	0.5	0	0.3	0	0.3	1.1	1.1	23.4	0.1	0	0	24.6	0.1	0	0	0	0.4	0.5	0.2	73.6	0	0	0	73.8	

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 5 Court

File Name : NW 79 Street at NW 5 Court
Site Code : 07900501
Start Date : 5/24/2017
Page No : 1

Groups Printed- Heavy Vehicles

	NW 5 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 5 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	9	0	0	0	9	11
07:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	9	0	0	0	9	12
07:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	7	10
07:45 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	7	0	0	0	7	13
Total	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	32	0	0	0	32	46
08:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0	9	13
08:15 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	9	0	0	0	9	15
08:30 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	9	14
08:45 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	9	14
Total	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	36	0	0	0	36	56
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	11
12:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	7	10
12:30 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	7	0	0	0	7	14
12:45 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	12
Total	0	0	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	0	0	28	0	0	0	28	47
01:00 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	7	0	0	0	7	14
01:15 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	12
01:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	10
01:45 PM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	11
Total	0	0	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	0	0	21	0	0	0	21	47
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	9
04:30 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	9
04:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
Total	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	14	0	0	0	14	28
05:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	6
05:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4
05:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	6	0	0	0	6	18
Grand Total	0	0	0	0	0	0	0	105	0	0	0	105	0	0	0	0	0	0	0	137	0	0	0	137	242
Apprch %	0	0	0	0	0		0	100	0	0	0		0	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	43.4	0	0	0	43.4	0	0	0	0	0	0	0	56.6	0	0	0	56.6	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 6 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 6 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	2	3	5	25	46	0	0	0	71	89	47	6	1	6	149	0	192	26	0	1	219	444
07:15 AM	0	0	0	0	4	4	20	51	0	0	0	71	106	45	3	1	3	158	0	218	54	0	0	272	505
07:30 AM	0	0	0	0	3	3	16	65	0	0	0	81	89	50	2	0	4	145	0	211	41	0	1	253	482
07:45 AM	0	0	0	0	1	1	23	61	0	0	0	84	102	35	1	0	2	140	0	227	49	0	0	276	501
Total	0	0	0	2	11	13	84	223	0	0	0	307	386	177	12	2	15	592	0	848	170	0	2	1020	1932
08:00 AM	0	0	0	1	3	4	19	71	0	0	1	91	109	50	0	1	2	162	0	194	53	0	0	247	504
08:15 AM	0	0	0	1	2	3	17	65	0	0	0	82	112	51	1	0	4	168	0	213	39	0	0	252	505
08:30 AM	0	0	0	0	0	0	18	68	0	0	1	87	102	42	0	0	2	146	0	212	51	0	0	263	496
08:45 AM	0	0	0	0	5	5	28	60	0	0	0	88	112	58	1	0	7	178	0	240	50	0	0	290	561
Total	0	0	0	2	10	12	82	264	0	0	2	348	435	201	2	1	15	654	0	859	193	0	0	1052	2066
*** BREAK ***																									
12:00 PM	0	0	0	0	2	2	39	74	0	0	0	113	104	55	1	0	0	160	0	200	33	0	0	233	508
12:15 PM	0	0	0	0	0	0	41	79	0	0	0	120	105	77	1	0	1	184	0	201	49	0	0	250	554
12:30 PM	0	0	0	0	1	1	47	84	0	0	0	131	95	42	1	0	0	138	0	231	48	0	1	280	550
12:45 PM	0	0	0	0	1	1	37	75	0	0	0	112	100	45	4	0	1	150	0	219	51	0	0	270	533
Total	0	0	0	0	4	4	164	312	0	0	0	476	404	219	7	0	2	632	0	851	181	0	1	1033	2145
01:00 PM	0	0	0	0	0	0	32	73	0	0	0	105	87	76	1	1	2	167	0	187	54	0	0	241	513
01:15 PM	0	0	0	0	0	0	35	78	0	0	0	113	87	51	2	0	1	141	0	222	43	0	0	265	519
01:30 PM	0	0	0	0	3	3	25	71	0	0	0	96	105	55	2	0	0	162	0	283	53	0	0	336	597
01:45 PM	0	0	0	0	0	0	30	72	0	0	0	102	97	62	3	0	2	164	0	221	70	0	1	292	558
Total	0	0	0	0	3	3	122	294	0	0	0	416	376	244	8	1	5	634	0	913	220	0	1	1134	2187
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	39	100	0	0	0	139	48	87	0	1	2	138	0	244	57	0	1	302	579
04:15 PM	0	0	0	0	0	0	32	93	0	0	0	125	50	72	0	0	2	124	0	292	50	0	0	342	591
04:30 PM	0	0	0	0	1	1	30	86	0	0	0	116	61	49	5	0	5	120	0	269	50	0	0	319	556
04:45 PM	0	0	0	0	0	0	33	82	0	0	0	115	48	63	1	0	2	114	0	234	46	0	1	281	510
Total	0	0	0	0	1	1	134	361	0	0	0	495	207	271	6	1	11	496	0	1039	203	0	2	1244	2236
05:00 PM	0	0	0	0	1	1	31	97	0	0	0	128	53	49	3	1	3	109	0	232	56	0	1	289	527
05:15 PM	0	0	0	0	0	0	23	101	0	0	0	124	58	58	1	0	3	120	0	253	40	0	0	293	537
05:30 PM	0	0	0	0	3	3	30	77	0	0	0	107	64	59	4	1	2	130	0	277	35	0	1	313	553
05:45 PM	0	0	0	0	1	1	28	79	0	0	0	107	63	65	0	1	8	137	0	251	38	0	1	290	535
Total	0	0	0	0	5	5	112	354	0	0	0	466	238	231	8	3	16	496	0	1013	169	0	3	1185	2152
Grand Total	0	0	0	4	34	38	698	1808	0	0	2	2508	2046	1343	43	8	64	3504	0	5523	1136	0	9	6668	12718
Apprch %	0	0	0	10.5	89.5		27.8	72.1	0	0	0.1		58.4	38.3	1.2	0.2	1.8		0	82.8	17	0	0.1		
Total %	0	0	0	0	0.3	0.3	5.5	14.2	0	0	0	19.7	16.1	10.6	0.3	0.1	0.5	27.6	0	43.4	8.9	0	0.1	52.4	
Passenger Cars	0	0	0	4	34	38	661	1702	0	0	2	2365	1981	1316	41	8	64	3410	0	5370	1079	0	9	6458	12271
% Passenger Cars	0	0	0	100	100	100	94.7	94.1	0	0	100	94.3	96.8	98	95.3	100	100	97.3	0	97.2	95	0	100	96.9	96.5
Heavy Vehicles	0	0	0	0	0	0	37	106	0	0	0	143	65	27	2	0	0	94	0	153	57	0	0	210	447
% Heavy Vehicles	0	0	0	0	0	0	5.3	5.9	0	0	0	5.7	3.2	2	4.7	0	0	2.7	0	2.8	5	0	0	3.1	3.5

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

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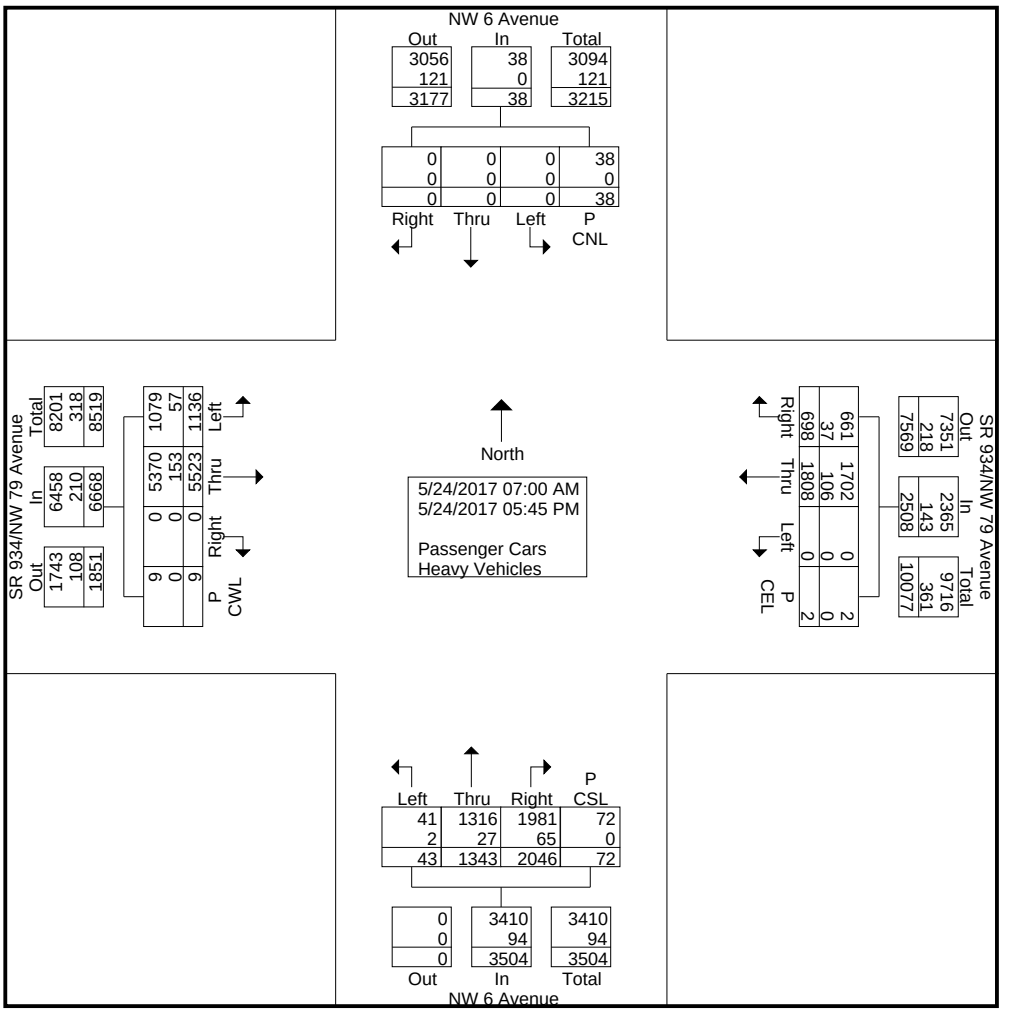
9594 NW 41st Street, Suite 201, Miami, Florida 33178



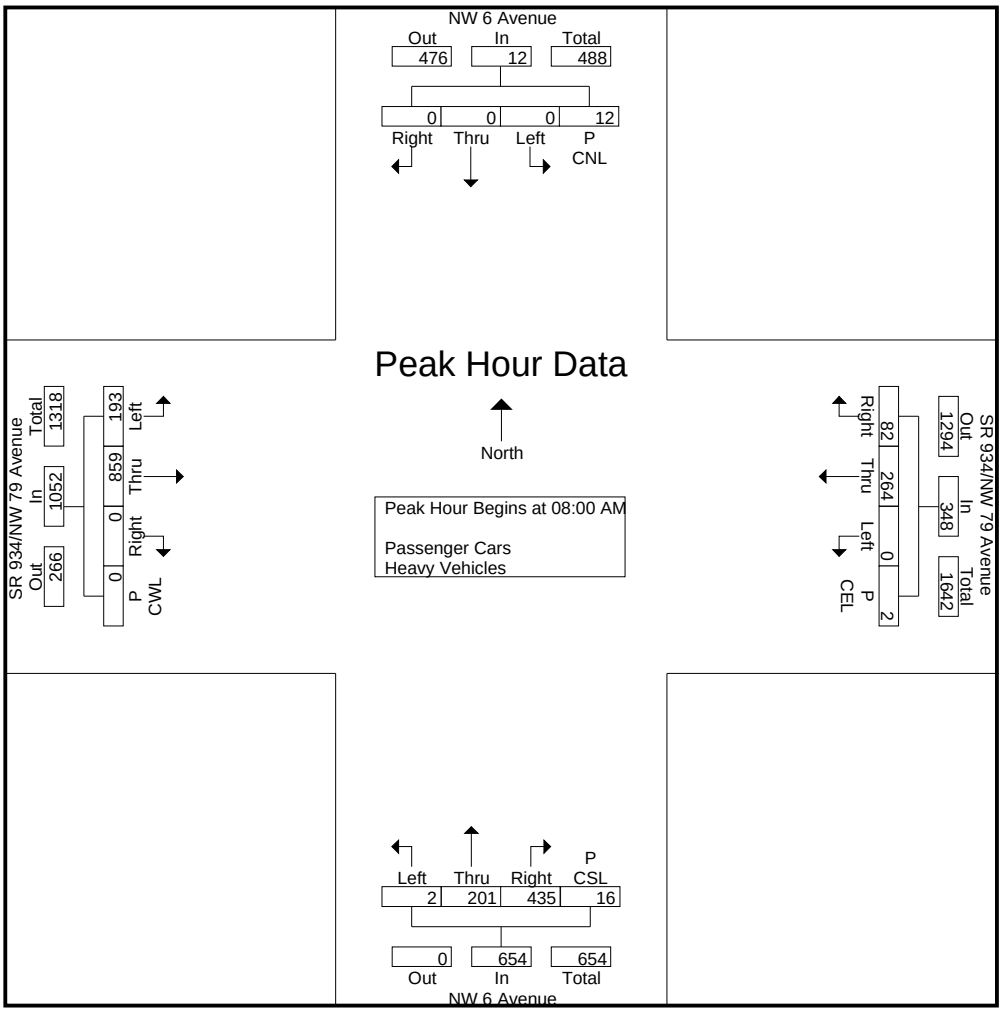
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 3

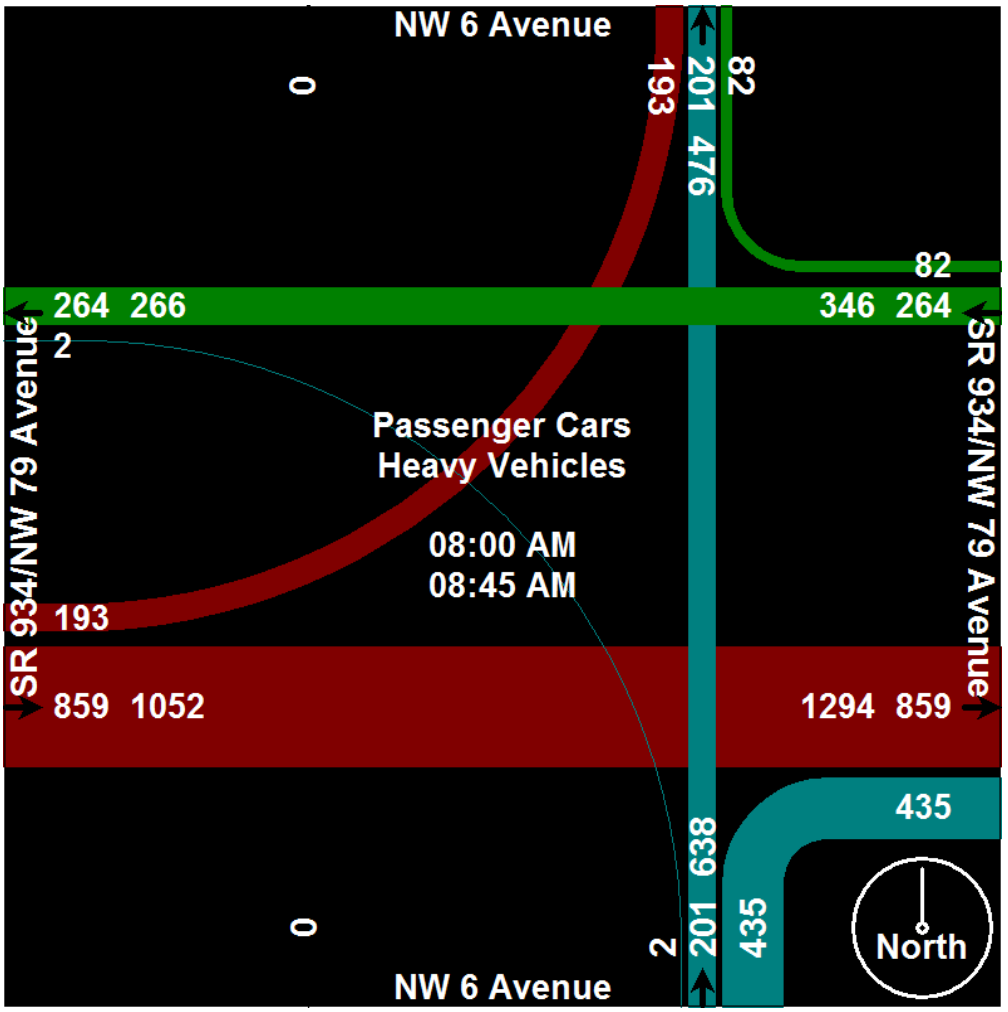
	NW 6 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 6 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 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	**1**	3	4	19	**71**	0	0	**1**	**91**	109	50	0	**1**	2	162	0	194	**53**	0	0	247	504
08:15 AM	0	0	0	1	2	3	17	65	0	0	0	82	**112**	51	**1**	0	4	168	0	213	39	0	0	252	505
08:30 AM	0	0	0	0	0	0	18	68	0	0	1	87	102	42	0	0	2	146	0	212	51	0	0	263	496
08:45 AM	0	0	0	0	**5**	**5**	**28**	60	0	0	0	88	112	**58**	1	0	**7**	**178**	0	**240**	50	0	0	**290**	**561**
Total Volume	0	0	0	2	10	12	82	264	0	0	2	348	435	201	2	1	15	654	0	859	193	0	0	1052	2066
% App. Total	0	0	0	16.7	83.3		23.6	75.9	0	0	0.6		66.5	30.7	0.3	0.2	2.3		0	81.7	18.3	0	0		
PHF	.000	.000	.000	.500	.500	.600	.732	.930	.000	.000	.500	.956	.971	.866	.500	.250	.536	.919	.000	.895	.910	.000	.000	.907	.921



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 4



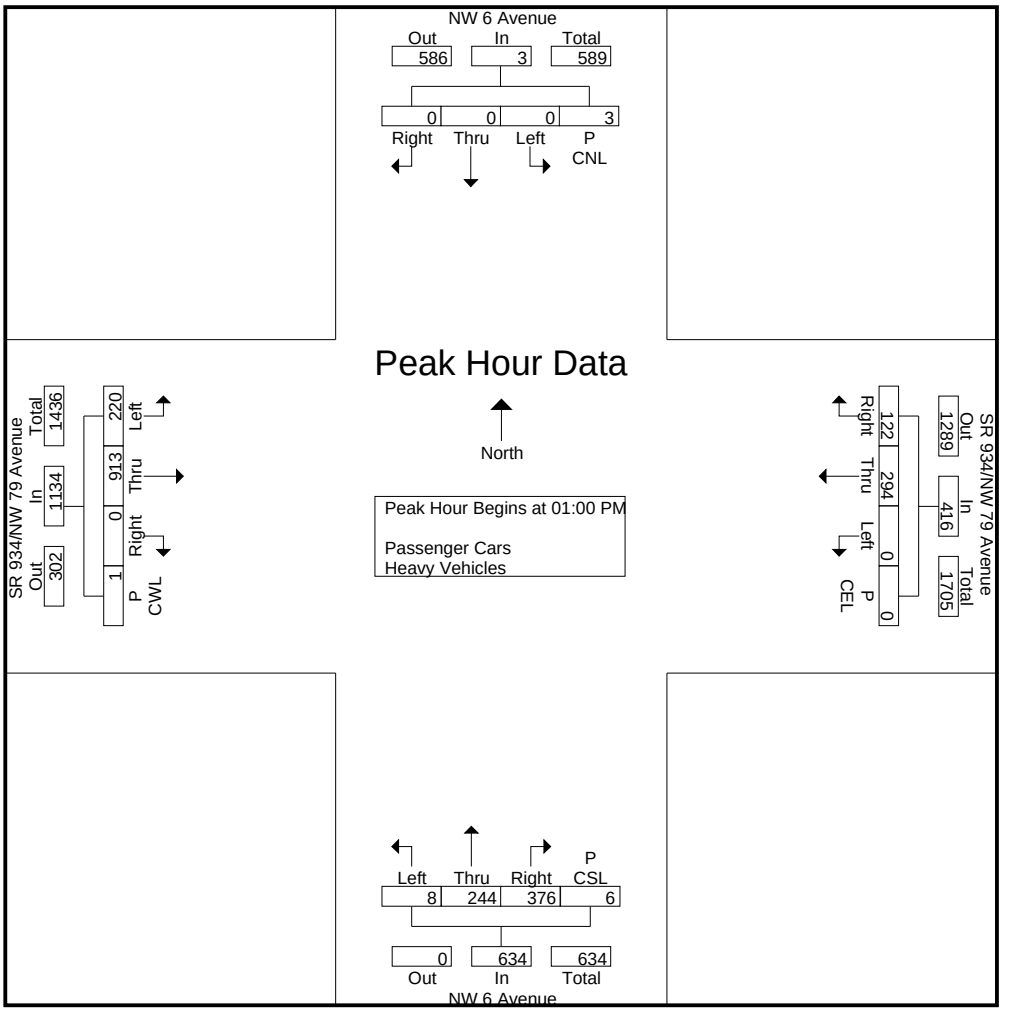
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 5

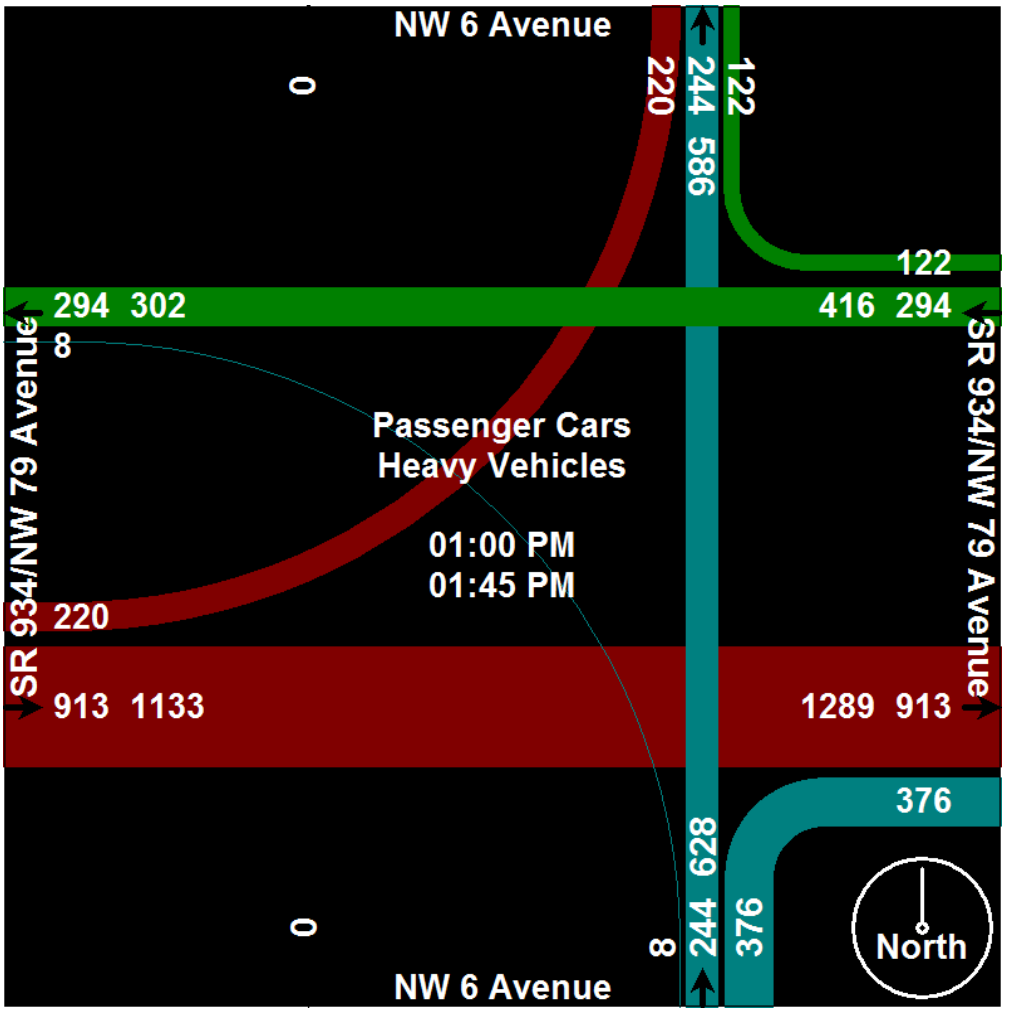
	NW 6 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 6 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 01:00 PM																									
01:00 PM	0	0	0	0	0	0	32	73	0	0	0	105	87	**76**	1	**1**	**2**	**167**	0	187	54	0	0	241	513
01:15 PM	0	0	0	0	0	0	**35**	**78**	0	0	0	**113**	87	51	2	0	1	141	0	222	43	0	0	265	519
01:30 PM	0	0	0	0	**3**	**3**	25	71	0	0	0	96	**105**	55	2	0	0	162	0	**283**	53	0	0	**336**	**597**
01:45 PM	0	0	0	0	0	0	30	72	0	0	0	102	97	62	**3**	0	2	164	0	221	**70**	0	**1**	292	558
Total Volume	0	0	0	0	3	3	122	294	0	0	0	416	376	244	8	1	5	634	0	913	220	0	1	1134	2187
% App. Total	0	0	0	0	100		29.3	70.7	0	0	0		59.3	38.5	1.3	0.2	0.8		0	80.5	19.4	0	0.1		
PHF	.000	.000	.000	.000	.250	.250	.871	.942	.000	.000	.000	.920	.895	.803	.667	.250	.625	.949	.000	.807	.786	.000	.250	.844	.916



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 6



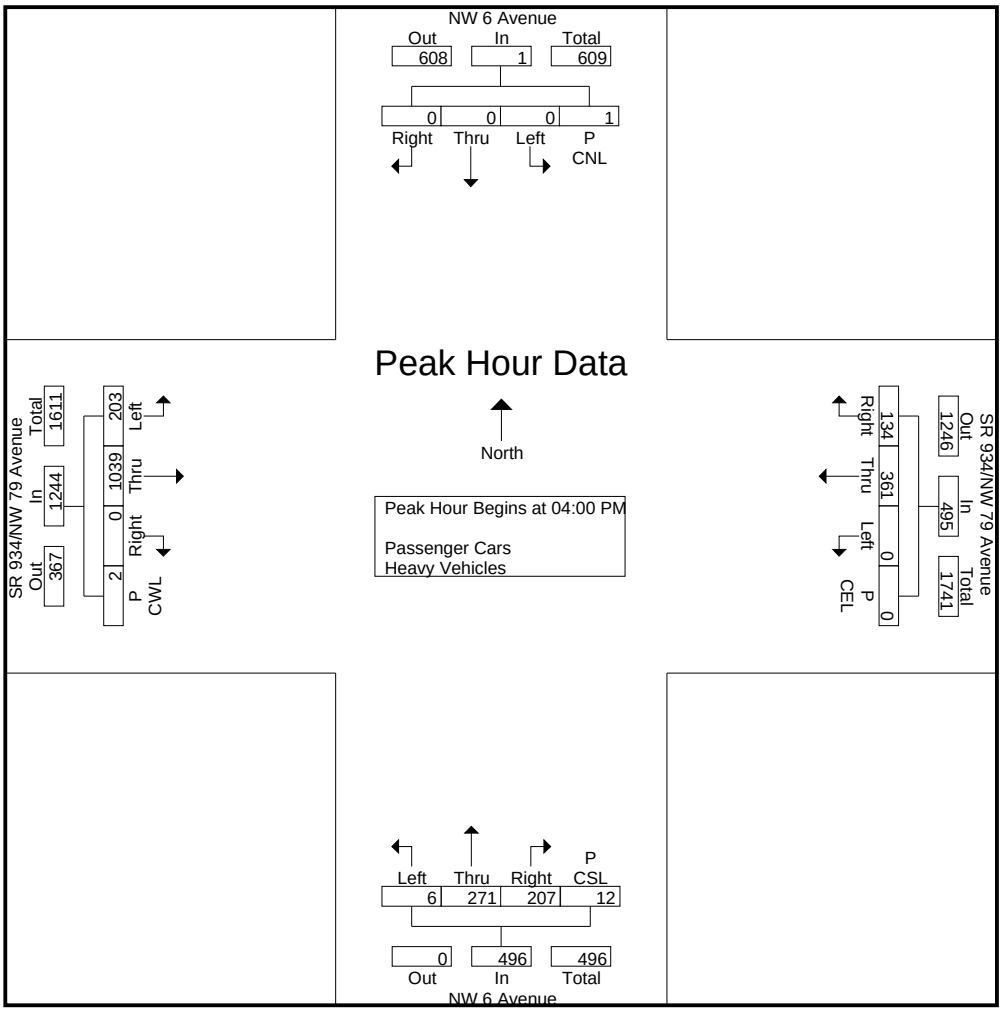
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 7

	NW 6 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 6 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P 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 04:00 PM																									
04:00 PM	0	0	0	0	0	0	**39**	**100**	0	0	0	**139**	48	**87**	0	**1**	2	**138**	0	244	**57**	0	**1**	302	579
04:15 PM	0	0	0	0	0	0	32	93	0	0	0	125	50	72	0	0	2	124	0	**292**	50	0	0	**342**	**591**
04:30 PM	0	0	0	0	**1**	**1**	30	86	0	0	0	116	**61**	49	**5**	0	**5**	120	0	269	50	0	0	319	556
04:45 PM	0	0	0	0	0	0	33	82	0	0	0	115	48	63	1	0	2	114	0	234	46	0	1	281	510
Total Volume	0	0	0	0	1	1	134	361	0	0	0	495	207	271	6	1	11	496	0	1039	203	0	2	1244	2236
% App. Total	0	0	0	0	100		27.1	72.9	0	0	0		41.7	54.6	1.2	0.2	2.2		0	83.5	16.3	0	0.2		
PHF	.000	.000	.000	.000	.250	.250	.859	.903	.000	.000	.000	.890	.848	.779	.300	.250	.550	.899	.000	.890	.890	.000	.500	.909	.946



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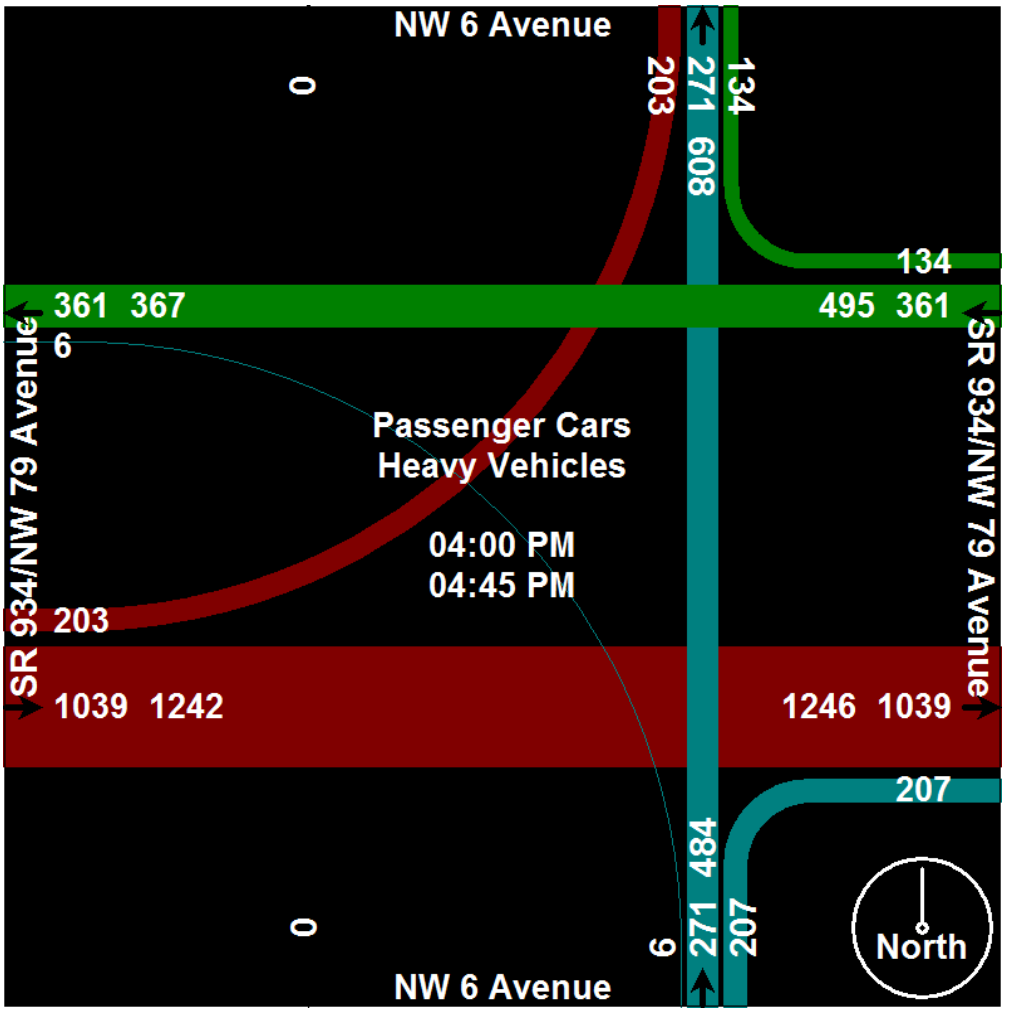
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 1

Groups Printed- Passenger Cars

	NW 6 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 6 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	2	3	5	24	44	0	0	0	68	86	45	5	1	6	143	0	183	24	0	1	208	424
07:15 AM	0	0	0	0	4	4	19	48	0	0	0	67	100	45	3	1	3	152	0	208	49	0	0	257	480
07:30 AM	0	0	0	0	3	3	15	62	0	0	0	77	87	50	2	0	4	143	0	203	40	0	1	244	467
07:45 AM	0	0	0	0	1	1	22	56	0	0	0	78	98	34	1	0	2	135	0	218	43	0	0	261	475
Total	0	0	0	2	11	13	80	210	0	0	0	290	371	174	11	2	15	573	0	812	156	0	2	970	1846
08:00 AM	0	0	0	1	3	4	16	66	0	0	1	83	109	48	0	1	2	160	0	184	50	0	0	234	481
08:15 AM	0	0	0	1	2	3	17	60	0	0	0	77	107	49	1	0	4	161	0	204	34	0	0	238	479
08:30 AM	0	0	0	0	0	0	18	62	0	0	1	81	98	42	0	0	2	142	0	202	49	0	0	251	474
08:45 AM	0	0	0	0	5	5	26	55	0	0	0	81	103	54	1	0	7	165	0	230	45	0	0	275	526
Total	0	0	0	2	10	12	77	243	0	0	2	322	417	193	2	1	15	628	0	820	178	0	0	998	1960
*** BREAK ***																									
12:00 PM	0	0	0	0	2	2	34	71	0	0	0	105	102	54	1	0	0	157	0	191	28	0	0	219	483
12:15 PM	0	0	0	0	0	0	39	76	0	0	0	115	102	76	1	0	1	180	0	193	48	0	0	241	536
12:30 PM	0	0	0	0	1	1	42	78	0	0	0	120	89	40	1	0	0	130	0	223	47	0	1	271	522
12:45 PM	0	0	0	0	1	1	35	68	0	0	0	103	97	44	4	0	1	146	0	213	49	0	0	262	512
Total	0	0	0	0	4	4	150	293	0	0	0	443	390	214	7	0	2	613	0	820	172	0	1	993	2053
01:00 PM	0	0	0	0	0	0	29	67	0	0	0	96	85	74	1	1	2	163	0	180	51	0	0	231	490
01:15 PM	0	0	0	0	0	0	31	71	0	0	0	102	83	51	2	0	1	137	0	215	41	0	0	256	495
01:30 PM	0	0	0	0	3	3	25	66	0	0	0	91	103	54	2	0	0	159	0	278	53	0	0	331	584
01:45 PM	0	0	0	0	0	0	28	64	0	0	0	92	95	61	3	0	2	161	0	217	64	0	1	282	535
Total	0	0	0	0	3	3	113	268	0	0	0	381	366	240	8	1	5	620	0	890	209	0	1	1100	2104
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	36	97	0	0	0	133	48	86	0	1	2	137	0	244	54	0	1	299	569
04:15 PM	0	0	0	0	0	0	32	90	0	0	0	122	48	71	0	0	2	121	0	286	49	0	0	335	578
04:30 PM	0	0	0	0	1	1	30	81	0	0	0	111	58	47	4	0	5	114	0	264	50	0	0	314	540
04:45 PM	0	0	0	0	0	0	32	79	0	0	0	111	48	63	1	0	2	114	0	229	45	0	1	275	500
Total	0	0	0	0	1	1	130	347	0	0	0	477	202	267	5	1	11	486	0	1023	198	0	2	1223	2187
05:00 PM	0	0	0	0	1	1	31	94	0	0	0	125	53	49	3	1	3	109	0	229	56	0	1	286	521
05:15 PM	0	0	0	0	0	0	22	97	0	0	0	119	58	57	1	0	3	119	0	251	38	0	0	289	527
05:30 PM	0	0	0	0	3	3	30	74	0	0	0	104	64	59	4	1	2	130	0	275	34	0	1	310	547
05:45 PM	0	0	0	0	1	1	28	76	0	0	0	104	60	63	0	1	8	132	0	250	38	0	1	289	526
Total	0	0	0	0	5	5	111	341	0	0	0	452	235	228	8	3	16	490	0	1005	166	0	3	1174	2121
Grand Total	0	0	0	4	34	38	661	1702	0	0	2	2365	1981	1316	41	8	64	3410	0	5370	1079	0	9	6458	12271
Apprch %	0	0	0	10.5	89.5		27.9	72	0	0	0.1		58.1	38.6	1.2	0.2	1.9		0	83.2	16.7	0	0.1		
Total %	0	0	0	0	0.3	0.3	5.4	13.9	0	0	0	19.3	16.1	10.7	0.3	0.1	0.5	27.8	0	43.8	8.8	0	0.1	52.6	

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 6 Avenue

File Name : NW 79 Street at NW 6 Avenue
Site Code : 07900601
Start Date : 5/24/2017
Page No : 1

Groups Printed- Heavy Vehicles

	NW 6 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 6 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	2	0	0	0	3	3	2	1	0	0	6	0	9	2	0	0	11	20
07:15 AM	0	0	0	0	0	0	1	3	0	0	0	4	6	0	0	0	0	6	0	10	5	0	0	15	25
07:30 AM	0	0	0	0	0	0	1	3	0	0	0	4	2	0	0	0	0	2	0	8	1	0	0	9	15
07:45 AM	0	0	0	0	0	0	1	5	0	0	0	6	4	1	0	0	0	5	0	9	6	0	0	15	26
Total	0	0	0	0	0	0	4	13	0	0	0	17	15	3	1	0	0	19	0	36	14	0	0	50	86
08:00 AM	0	0	0	0	0	0	3	5	0	0	0	8	0	2	0	0	0	2	0	10	3	0	0	13	23
08:15 AM	0	0	0	0	0	0	0	5	0	0	0	5	5	2	0	0	0	7	0	9	5	0	0	14	26
08:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	4	0	0	0	0	4	0	10	2	0	0	12	22
08:45 AM	0	0	0	0	0	0	2	5	0	0	0	7	9	4	0	0	0	13	0	10	5	0	0	15	35
Total	0	0	0	0	0	0	5	21	0	0	0	26	18	8	0	0	0	26	0	39	15	0	0	54	106
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	5	3	0	0	0	8	2	1	0	0	0	3	0	9	5	0	0	14	25
12:15 PM	0	0	0	0	0	0	2	3	0	0	0	5	3	1	0	0	0	4	0	8	1	0	0	9	18
12:30 PM	0	0	0	0	0	0	5	6	0	0	0	11	6	2	0	0	0	8	0	8	1	0	0	9	28
12:45 PM	0	0	0	0	0	0	2	7	0	0	0	9	3	1	0	0	0	4	0	6	2	0	0	8	21
Total	0	0	0	0	0	0	14	19	0	0	0	33	14	5	0	0	0	19	0	31	9	0	0	40	92
01:00 PM	0	0	0	0	0	0	3	6	0	0	0	9	2	2	0	0	0	4	0	7	3	0	0	10	23
01:15 PM	0	0	0	0	0	0	4	7	0	0	0	11	4	0	0	0	0	4	0	7	2	0	0	9	24
01:30 PM	0	0	0	0	0	0	0	5	0	0	0	5	2	1	0	0	0	3	0	5	0	0	0	5	13
01:45 PM	0	0	0	0	0	0	2	8	0	0	0	10	2	1	0	0	0	3	0	4	6	0	0	10	23
Total	0	0	0	0	0	0	9	26	0	0	0	35	10	4	0	0	0	14	0	23	11	0	0	34	83
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	3	3	0	0	0	6	0	1	0	0	0	1	0	0	3	0	0	3	10
04:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	2	1	0	0	0	3	0	6	1	0	0	7	13
04:30 PM	0	0	0	0	0	0	0	5	0	0	0	5	3	2	1	0	0	6	0	5	0	0	0	5	16
04:45 PM	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	5	1	0	0	6	10
Total	0	0	0	0	0	0	4	14	0	0	0	18	5	4	1	0	0	10	0	16	5	0	0	21	49
05:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	6
05:15 PM	0	0	0	0	0	0	1	4	0	0	0	5	0	1	0	0	0	1	0	2	2	0	0	4	10
05:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	2	1	0	0	3	6
05:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	3	2	0	0	0	5	0	1	0	0	0	1	9
Total	0	0	0	0	0	0	1	13	0	0	0	14	3	3	0	0	0	6	0	8	3	0	0	11	31
Grand Total	0	0	0	0	0	0	37	106	0	0	0	143	65	27	2	0	0	94	0	153	57	0	0	210	447
Apprch %	0	0	0	0	0		25.9	74.1	0	0	0		69.1	28.7	2.1	0	0		0	72.9	27.1	0	0		
Total %	0	0	0	0	0	0	8.3	23.7	0	0	0	32	14.5	6	0.4	0	0	21	0	34.2	12.8	0	0	47	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Avenue

File Name : NW 79 Street at NW 8 Avenue
Site Code : 07900801
Start Date : 1/16/2018
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 8 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 8 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	7	1	2	1	3	14	0	101	2	0	0	103	2	1	1	1	2	7	16	211	1	1	1	230	354
07:15 AM	5	1	0	0	0	6	0	108	1	0	0	109	0	0	2	0	1	3	10	277	1	0	0	288	406
07:30 AM	15	1	1	1	5	23	1	106	3	0	0	110	1	1	3	0	5	10	20	280	1	0	1	302	445
07:45 AM	15	1	3	0	4	23	0	116	3	0	0	119	2	1	2	0	2	7	10	252	4	0	0	266	415
Total	42	4	6	2	12	66	1	431	9	0	0	441	5	3	8	1	10	27	56	1020	7	1	2	1086	1620
08:00 AM	10	1	2	0	0	13	1	112	1	0	0	114	2	2	1	3	4	12	24	258	6	0	2	290	429
08:15 AM	9	2	0	0	6	17	1	100	3	0	0	104	0	1	1	0	2	4	14	226	4	0	2	246	371
08:30 AM	14	2	1	0	5	22	0	109	1	0	0	110	1	0	4	0	3	8	13	214	6	0	0	233	373
08:45 AM	10	0	0	0	0	10	0	108	0	0	0	108	1	0	1	0	2	4	13	202	9	0	3	227	349
Total	43	5	3	0	11	62	2	429	5	0	0	436	4	3	7	3	11	28	64	900	25	0	7	996	1522
*** BREAK ***																									
12:00 PM	5	0	1	1	6	13	7	116	4	0	0	127	2	1	7	0	0	10	15	198	9	0	2	224	374
12:15 PM	3	2	0	1	4	10	3	112	4	0	0	119	1	0	7	2	4	14	14	181	8	0	1	204	347
12:30 PM	2	0	1	0	15	18	2	108	4	0	1	115	0	1	2	1	2	6	9	175	9	0	4	197	336
12:45 PM	3	1	0	0	10	14	5	107	2	0	0	114	2	3	4	0	3	12	15	214	8	0	1	238	378
Total	13	3	2	2	35	55	17	443	14	0	1	475	5	5	20	3	9	42	53	768	34	0	8	863	1435
01:00 PM	5	0	0	0	2	7	0	98	2	0	0	100	0	4	3	0	0	7	17	199	7	0	1	224	338
01:15 PM	2	1	1	0	6	10	3	92	1	0	2	98	0	0	2	2	4	8	25	205	6	0	2	238	354
01:30 PM	5	1	1	0	2	9	6	114	3	0	0	123	0	3	4	1	4	12	30	185	19	0	1	235	379
01:45 PM	6	0	4	0	7	17	7	114	3	0	0	124	7	0	5	1	1	14	18	187	15	0	0	220	375
Total	18	2	6	0	17	43	16	418	9	0	2	445	7	7	14	4	9	41	90	776	47	0	4	917	1446
*** BREAK ***																									
04:00 PM	8	1	1	1	6	17	1	107	2	0	0	110	6	0	6	1	1	14	10	221	10	0	2	243	384
04:15 PM	7	0	0	0	10	17	4	131	3	0	0	138	2	0	5	1	3	11	14	225	16	0	2	257	423
04:30 PM	3	1	0	2	7	13	2	131	4	0	0	137	5	1	4	2	4	16	8	245	20	0	0	273	439
04:45 PM	3	1	4	0	12	20	7	110	3	0	3	123	4	3	9	0	6	22	8	228	29	0	4	269	434
Total	21	3	5	3	35	67	14	479	12	0	3	508	17	4	24	4	14	63	40	919	75	0	8	1042	1680
05:00 PM	9	3	1	2	12	27	7	107	4	0	3	121	6	5	4	3	6	24	10	244	20	0	2	276	448
05:15 PM	5	1	0	1	15	22	4	100	3	0	1	108	4	4	7	2	6	23	17	266	29	0	1	313	466
05:30 PM	5	0	1	0	9	15	4	90	2	0	1	97	3	9	5	0	2	19	14	289	24	0	2	329	460
05:45 PM	6	1	1	0	10	18	6	116	3	0	0	125	5	3	2	2	6	18	16	252	16	2	9	295	456
Total	25	5	3	3	46	82	21	413	12	0	5	451	18	21	18	7	20	84	57	1051	89	2	14	1213	1830
Grand Total	162	22	25	10	156	375	71	2613	61	0	11	2756	56	43	91	22	73	285	360	5434	277	3	43	6117	9533
Apprch %	43.2	5.9	6.7	2.7	41.6		2.6	94.8	2.2	0	0.4		19.6	15.1	31.9	7.7	25.6		5.9	88.8	4.5	0	0.7		
Total %	1.7	0.2	0.3	0.1	1.6	3.9	0.7	27.4	0.6	0	0.1	28.9	0.6	0.5	1	0.2	0.8	3	3.8	57	2.9	0	0.5	64.2	
Passenger Cars	162	21	25	10	156	374	68	2528	61	0	11	2668	54	43	87	22	51	257	357	5282	274	3	40	5956	9255
% Passenger Cars	100	95.5	100	100	100	99.7	95.8	96.7	100	0	100	96.8	96.4	100	95.6	100	69.9	90.2	99.2	97.2	98.9	100	93	97.4	97.1
Heavy Vehicles	0	1	0	0	0	1	3	85	0	0	0	88	2	0	4	0	22	28	3	152	3	0	3	161	278
% Heavy Vehicles	0	4.5	0	0	0	0.3	4.2	3.3	0	0	0	3.2	3.6	0	4.4	0	30.1	9.8	0.8	2.8	1.1	0	7	2.6	2.9

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

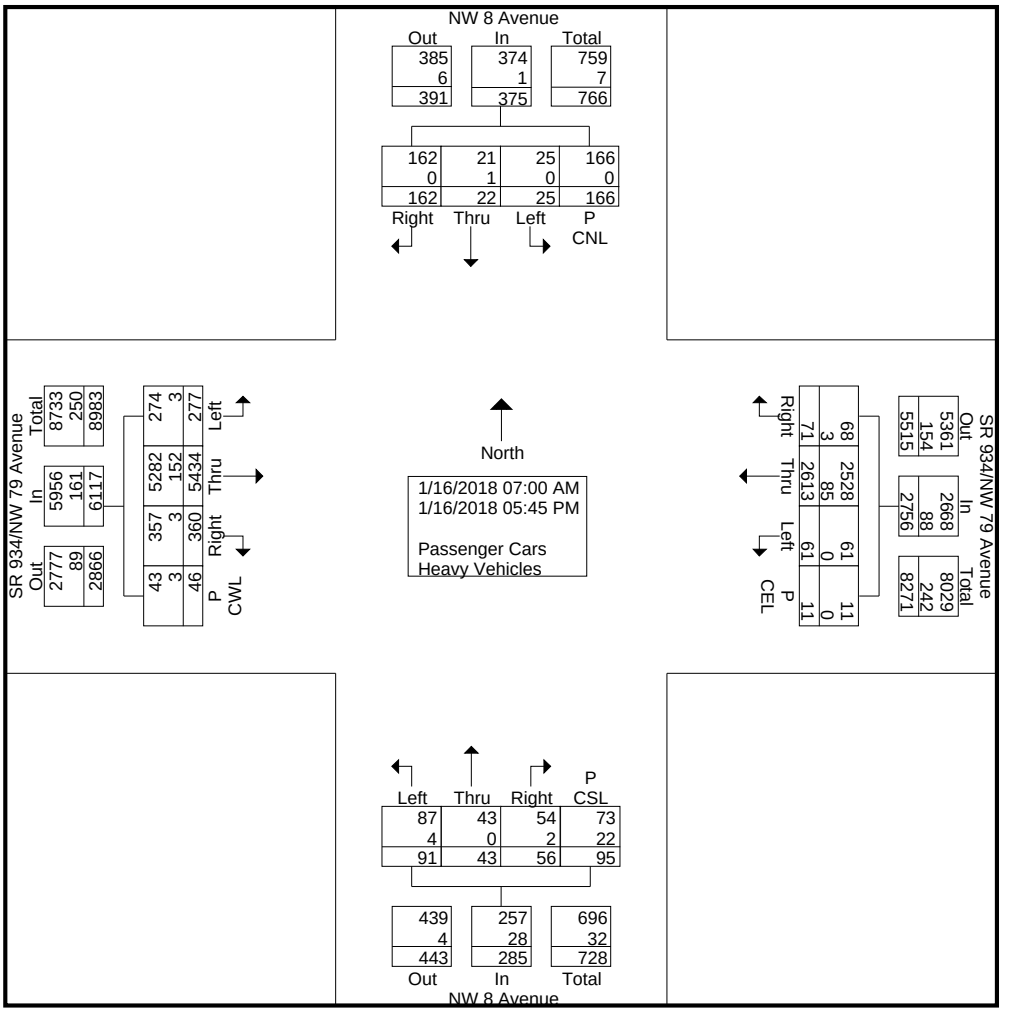
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



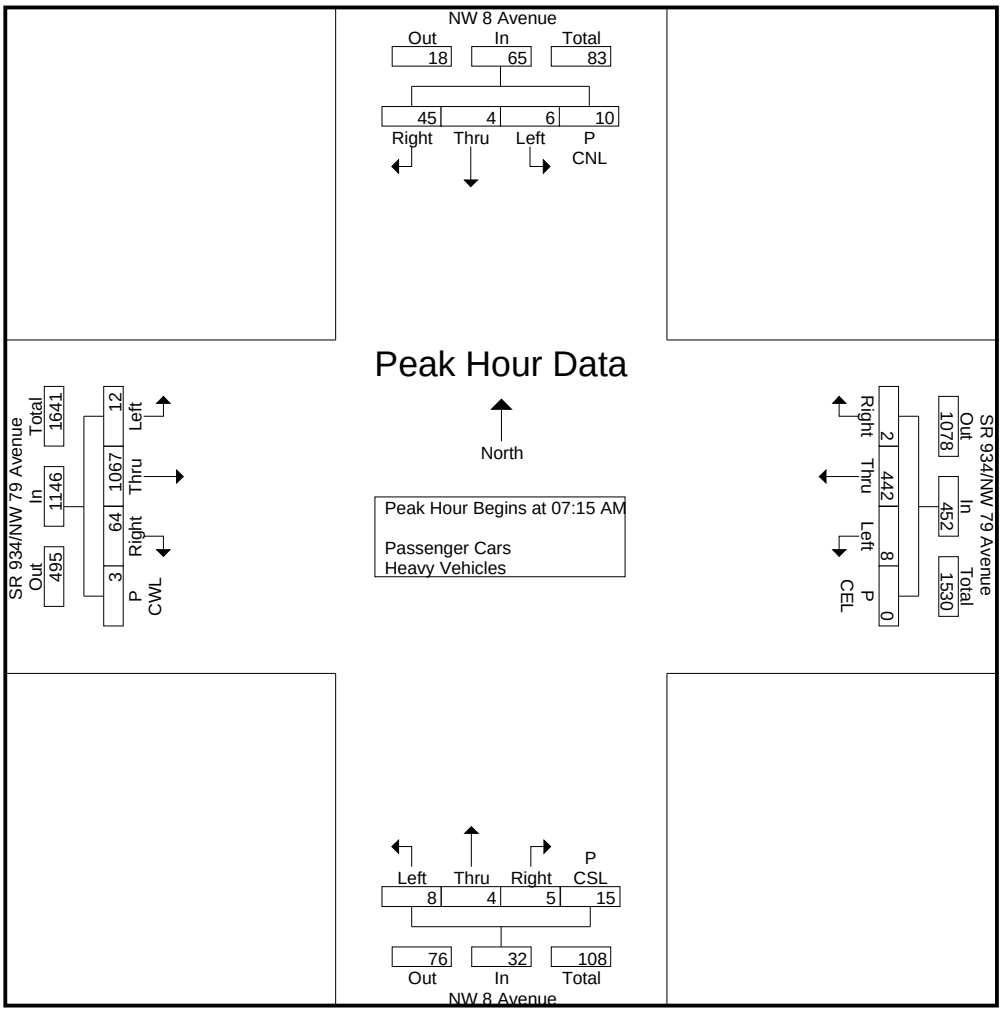
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Avenue

File Name : NW 79 Street at NW 8 Avenue
Site Code : 07900801
Start Date : 1/16/2018
Page No : 3

	NW 8 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 8 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	5	**1**	0	0	0	6	0	108	1	0	0	109	0	0	2	0	1	3	10	277	1	0	0	288	406
07:30 AM	**15**	1	1	**1**	**5**	**23**	**1**	106	**3**	0	0	110	1	1	**3**	0	**5**	10	20	**280**	1	0	1	**302**	**445**
07:45 AM	15	1	**3**	0	4	23	0	**116**	3	0	0	**119**	**2**	1	2	0	2	7	10	252	4	0	0	266	415
08:00 AM	10	1	2	0	0	13	1	112	1	0	0	114	2	**2**	1	**3**	4	**12**	**24**	258	**6**	0	**2**	290	429
Total Volume	45	4	6	1	9	65	2	442	8	0	0	452	5	4	8	3	12	32	64	1067	12	0	3	1146	1695
% App. Total	69.2	6.2	9.2	1.5	13.8		0.4	97.8	1.8	0	0		15.6	12.5	25	9.4	37.5		5.6	93.1	1	0	0.3		
PHF	.750	1.00	.500	.250	.450	.707	.500	.953	.667	.000	.000	.950	.625	.500	.667	.250	.600	.667	.667	.953	.500	.000	.375	.949	.952

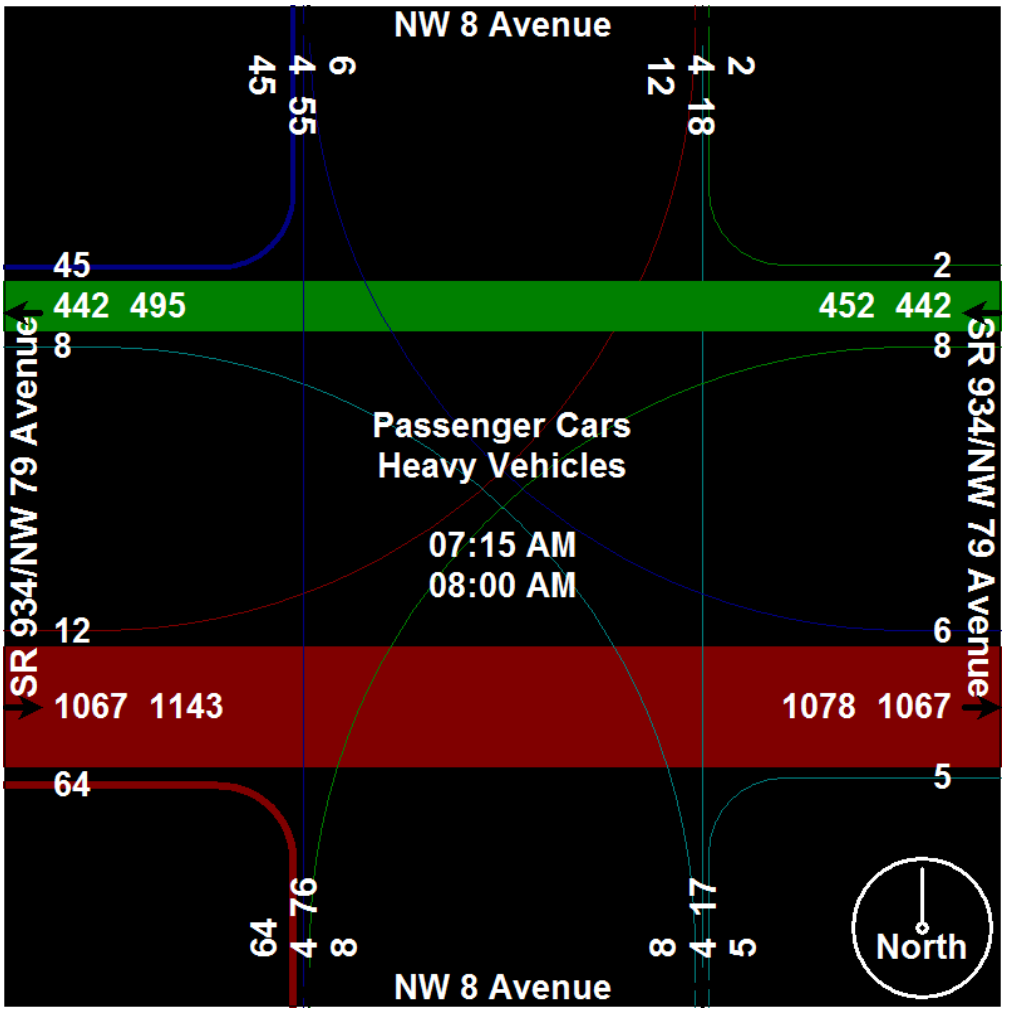


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Avenue

File Name : NW 79 Street at NW 8 Avenue
Site Code : 07900801
Start Date : 1/16/2018
Page No : 4



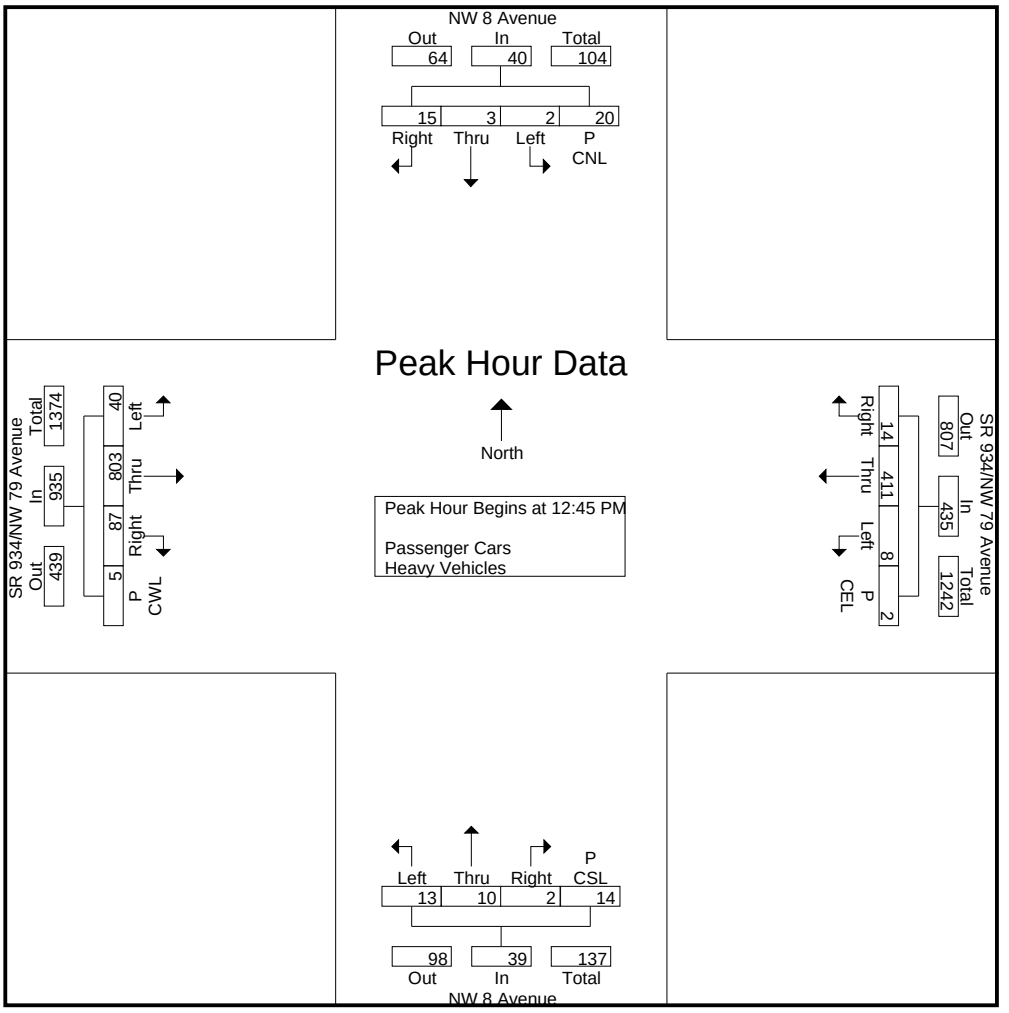
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Avenue

File Name : NW 79 Street at NW 8 Avenue
Site Code : 07900801
Start Date : 1/16/2018
Page No : 5

	NW 8 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 8 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P 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 12:45 PM																									
12:45 PM	3	**1**	0	0	**10**	**14**	5	107	2	0	0	114	**2**	3	**4**	0	3	**12**	15	**214**	8	0	1	**238**	378
01:00 PM	**5**	0	0	0	2	7	0	98	2	0	0	100	0	**4**	3	0	0	7	17	199	7	0	1	224	338
01:15 PM	2	1	**1**	0	6	10	3	92	1	0	**2**	98	0	0	2	**2**	**4**	8	25	205	6	0	**2**	238	354
01:30 PM	5	1	1	0	2	9	**6**	**114**	**3**	0	0	**123**	0	3	4	1	4	12	**30**	185	**19**	0	1	235	**379**
Total Volume	15	3	2	0	20	40	14	411	8	0	2	435	2	10	13	3	11	39	87	803	40	0	5	935	1449
% App. Total	37.5	7.5	5	0	50		3.2	94.5	1.8	0	0.5		5.1	25.6	33.3	7.7	28.2		9.3	85.9	4.3	0	0.5		
PHF	.750	.750	.500	.000	.500	.714	.583	.901	.667	.000	.250	.884	.250	.625	.813	.375	.688	.813	.725	.938	.526	.000	.625	.982	.956

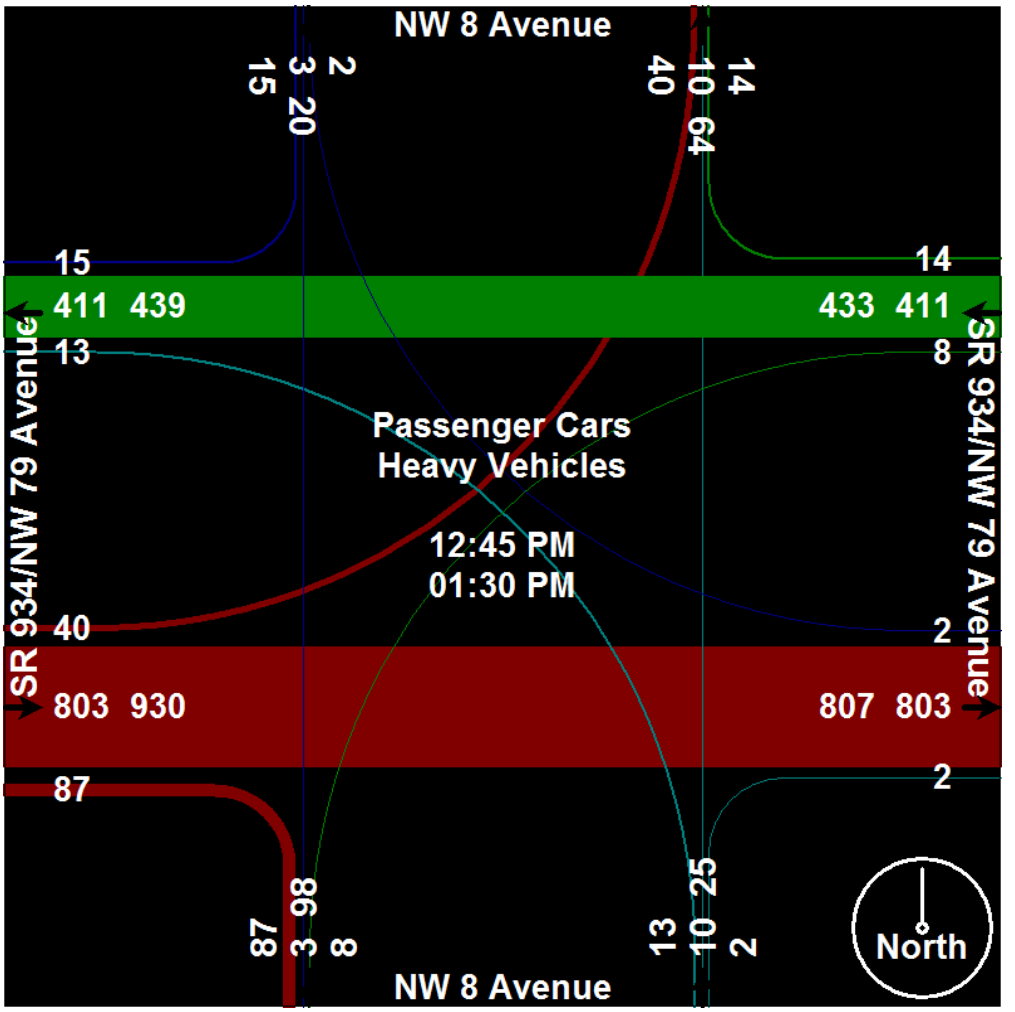


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Avenue

File Name : NW 79 Street at NW 8 Avenue
Site Code : 07900801
Start Date : 1/16/2018
Page No : 6



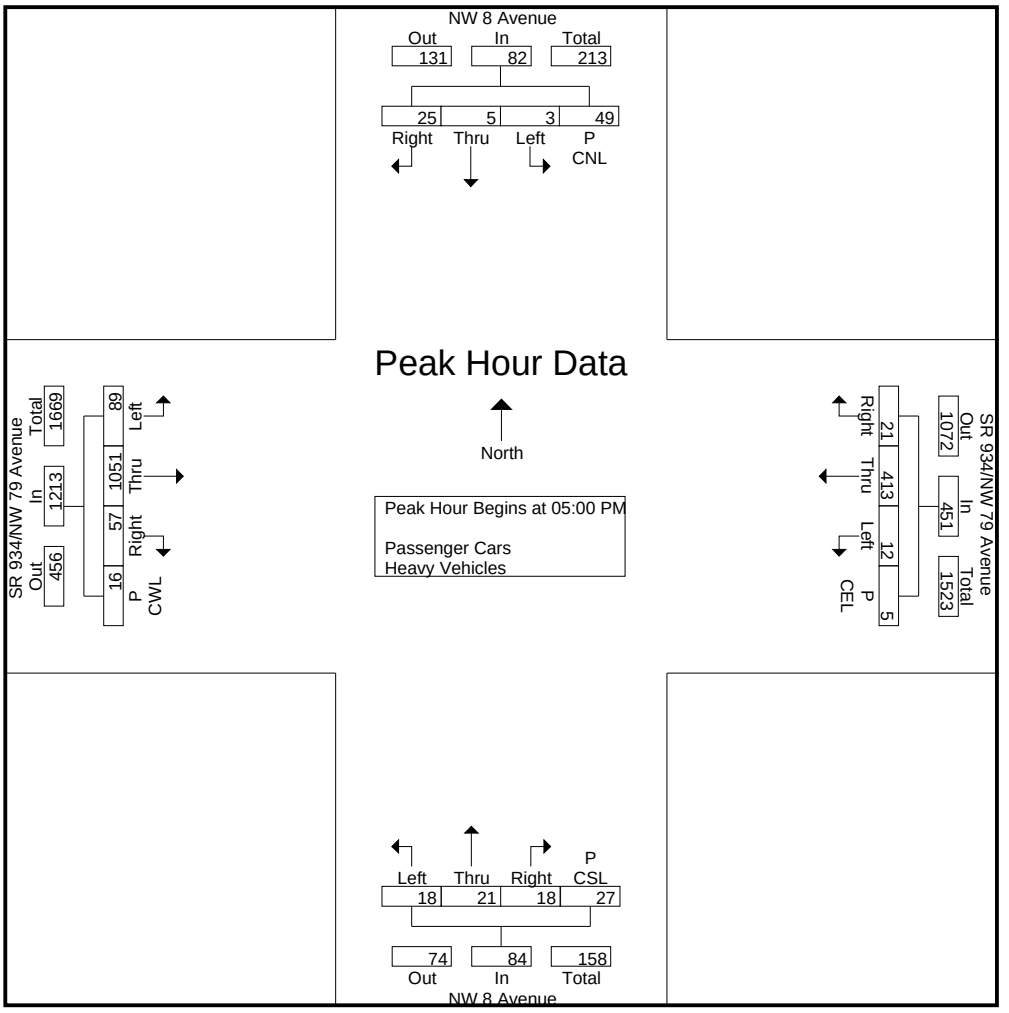
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Avenue

File Name : NW 79 Street at NW 8 Avenue
Site Code : 07900801
Start Date : 1/16/2018
Page No : 7

	NW 8 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 8 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P 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 05:00 PM																									
05:00 PM	**9**	**3**	**1**	**2**	12	**27**	**7**	107	**4**	0	**3**	121	**6**	5	4	**3**	**6**	**24**	10	244	20	0	2	276	448
05:15 PM	5	1	0	1	**15**	22	4	100	3	0	1	108	4	4	**7**	2	6	23	**17**	266	**29**	0	1	313	**466**
05:30 PM	5	0	1	0	9	15	4	90	2	0	1	97	3	**9**	5	0	2	19	14	**289**	24	0	2	**329**	460
05:45 PM	6	1	1	0	10	18	6	**116**	3	0	0	**125**	5	3	2	2	6	18	16	252	16	**2**	**9**	295	456
Total Volume	25	5	3	3	46	82	21	413	12	0	5	451	18	21	18	7	20	84	57	1051	89	2	14	1213	1830
% App. Total	30.5	6.1	3.7	3.7	56.1		4.7	91.6	2.7	0	1.1		21.4	25	21.4	8.3	23.8		4.7	86.6	7.3	0.2	1.2		
PHF	.694	.417	.750	.375	.767	.759	.750	.890	.750	.000	.417	.902	.750	.583	.643	.583	.833	.875	.838	.909	.767	.250	.389	.922	.982

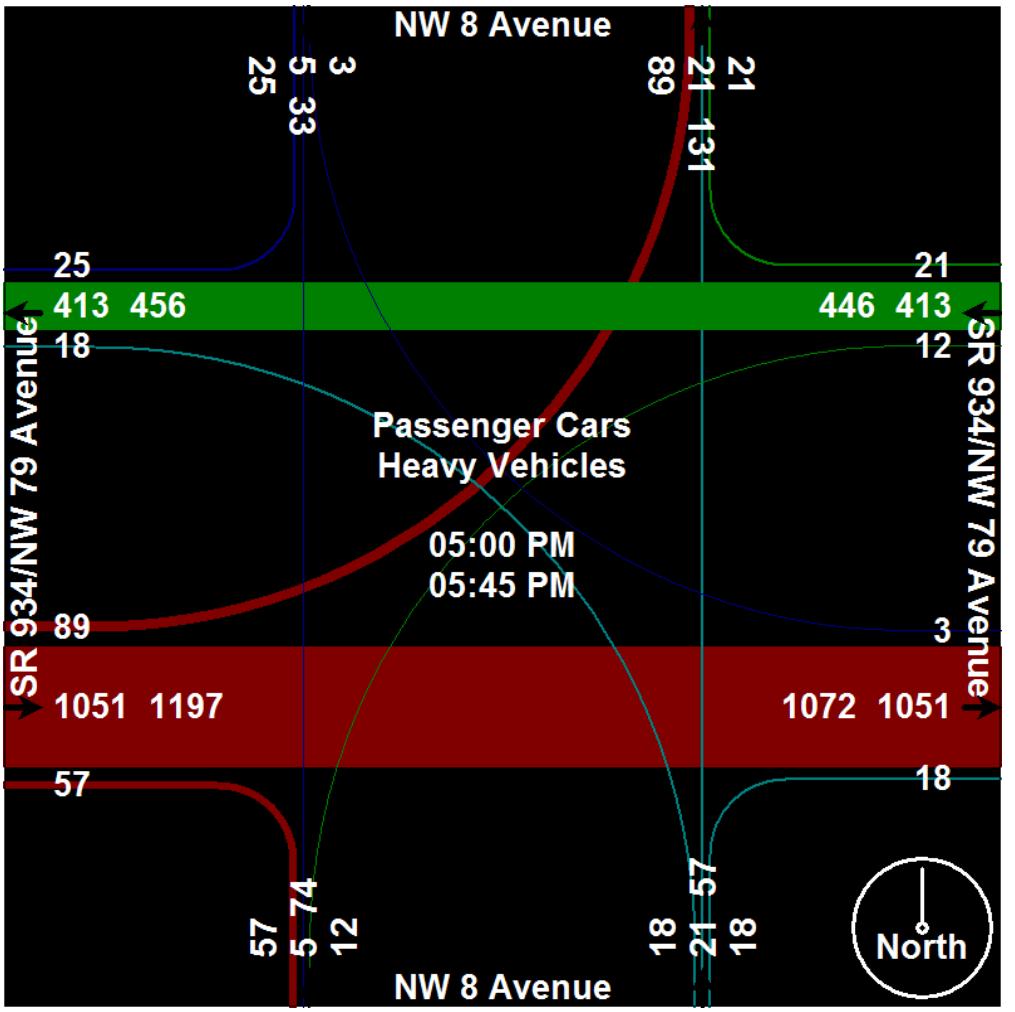


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Avenue

File Name : NW 79 Street at NW 8 Avenue
Site Code : 07900801
Start Date : 1/16/2018
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Court

File Name : NW 79 Street at NW 8 Court
Site Code : 07900801
Start Date : 1/16/2018
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 8 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 8 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	2	3	2	225	0	0	0	227	231
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	1	0	0	2	2	289	0	0	0	291	295
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	4	7	1	303	0	0	0	304	311
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4	1	266	0	0	0	267	272
Total	0	0	0	0	0	0	0	0	3	1	0	4	5	0	2	1	8	16	6	1083	0	0	0	1089	1109
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	1	1	5	0	283	0	0	0	283	291
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	242	0	0	0	242	244
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	6	1	235	0	0	0	236	242
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	222	0	0	0	222	227
Total	0	0	0	0	0	0	0	0	0	0	4	4	4	0	0	3	10	17	1	982	0	0	0	983	1004
*** BREAK ***																									
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	220	0	0	0	221	225
12:15 PM	0	0	0	0	0	0	0	0	1	0	1	2	2	0	1	1	4	8	2	201	0	0	1	204	214
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	4	6	0	195	0	0	2	197	205
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	3	4	1	234	0	0	0	235	240
Total	0	0	0	0	0	0	0	0	2	0	3	5	3	0	1	3	15	22	4	850	0	0	3	857	884
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	5	5	220	0	1	0	226	231
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	3	3	8	2	231	0	0	1	234	243
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	1	231	0	0	1	233	237
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	218	0	0	0	220	222
Total	0	0	0	0	0	0	0	0	0	0	1	1	5	0	0	6	8	19	10	900	0	1	2	913	933
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	239	0	0	0	239	239
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253	0	0	0	253	253
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	0	0	0	275	275
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4	4	1	262	0	0	0	263	268
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4	4	1	1029	0	0	0	1030	1035
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	6	9	1	275	0	0	0	276	285
05:15 PM	0	0	0	0	0	0	0	0	2	0	1	3	4	0	0	0	3	7	3	311	0	0	1	315	325
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	1	329	0	0	0	330	335
05:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	3	6	12	1	283	0	0	0	284	299
Total	0	0	0	0	0	0	0	0	5	0	1	6	8	0	0	7	18	33	6	1198	0	0	1	1205	1244
Grand Total	0	0	0	0	0	0	0	0	11	1	9	21	25	0	3	20	63	111	28	6042	0	1	6	6077	6209
Apprch %	0	0	0	0	0		0	0	52.4	4.8	42.9		22.5	0	2.7	18	56.8		0.5	99.4	0	0	0.1		
Total %	0	0	0	0	0	0	0	0	0.2	0	0.1	0.3	0.4	0	0	0.3	1	1.8	0.5	97.3	0	0	0.1	97.9	
Passenger Cars	0	0	0	0	0	0	0	0	11	1	9	21	25	0	3	20	63	111	28	5886	0	1	6	5921	6053
% Passenger Cars	0	0	0	0	0	0	0	0	100	100	100	100	100	0	100	100	100	100	100	97.4	0	100	100	97.4	97.5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	0	0	0	156	156
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.6	0	0	0	2.6	2.5

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

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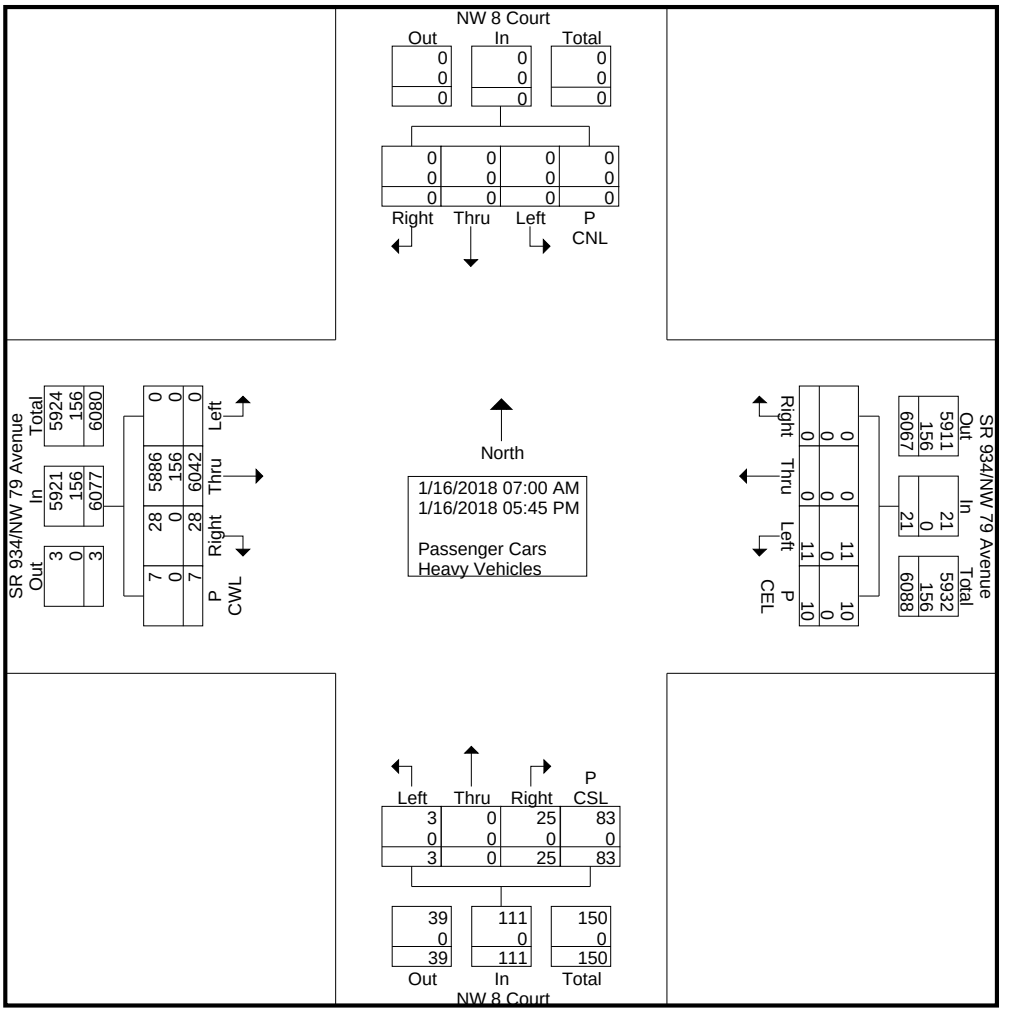


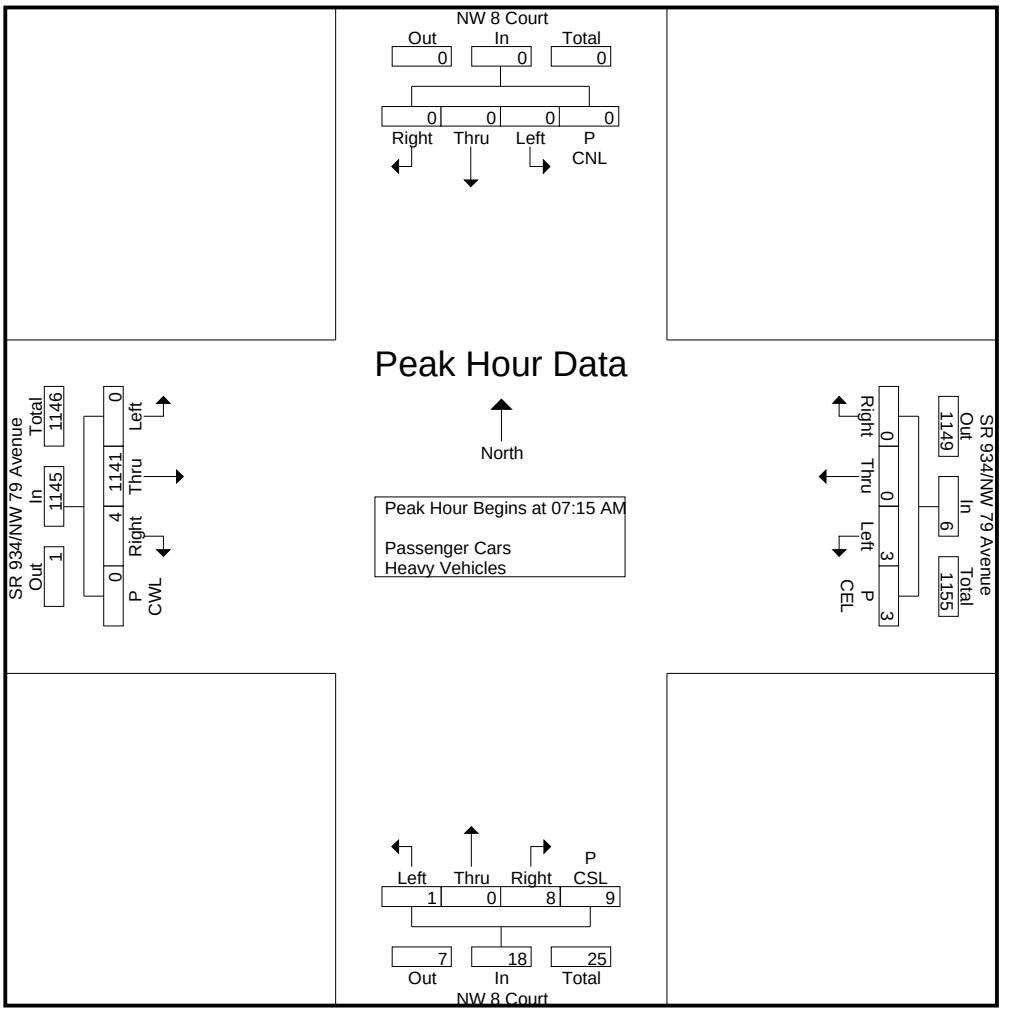
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Court

File Name : NW 79 Street at NW 8 Court
Site Code : 07900801
Start Date : 1/16/2018
Page No : 3

	NW 8 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 8 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	0	0	0	0	0	0	0	**2**	0	0	2	1	0	**1**	0	0	2	**2**	289	0	0	0	291	295
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	**1**	**4**	**7**	1	**303**	0	0	0	**304**	**311**
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4	1	266	0	0	0	267	272
08:00 AM	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**3**	0	0	1	1	5	0	283	0	0	0	283	291
Total Volume	0	0	0	0	0	0	0	0	3	0	3	6	8	0	1	2	7	18	4	1141	0	0	0	1145	1169
% App. Total	0	0	0	0	0		0	0	50	0	50		44.4	0	5.6	11.1	38.9		0.3	99.7	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.250	.500	.667	.000	.250	.500	.438	.643	.500	.941	.000	.000	.000	.942	.940

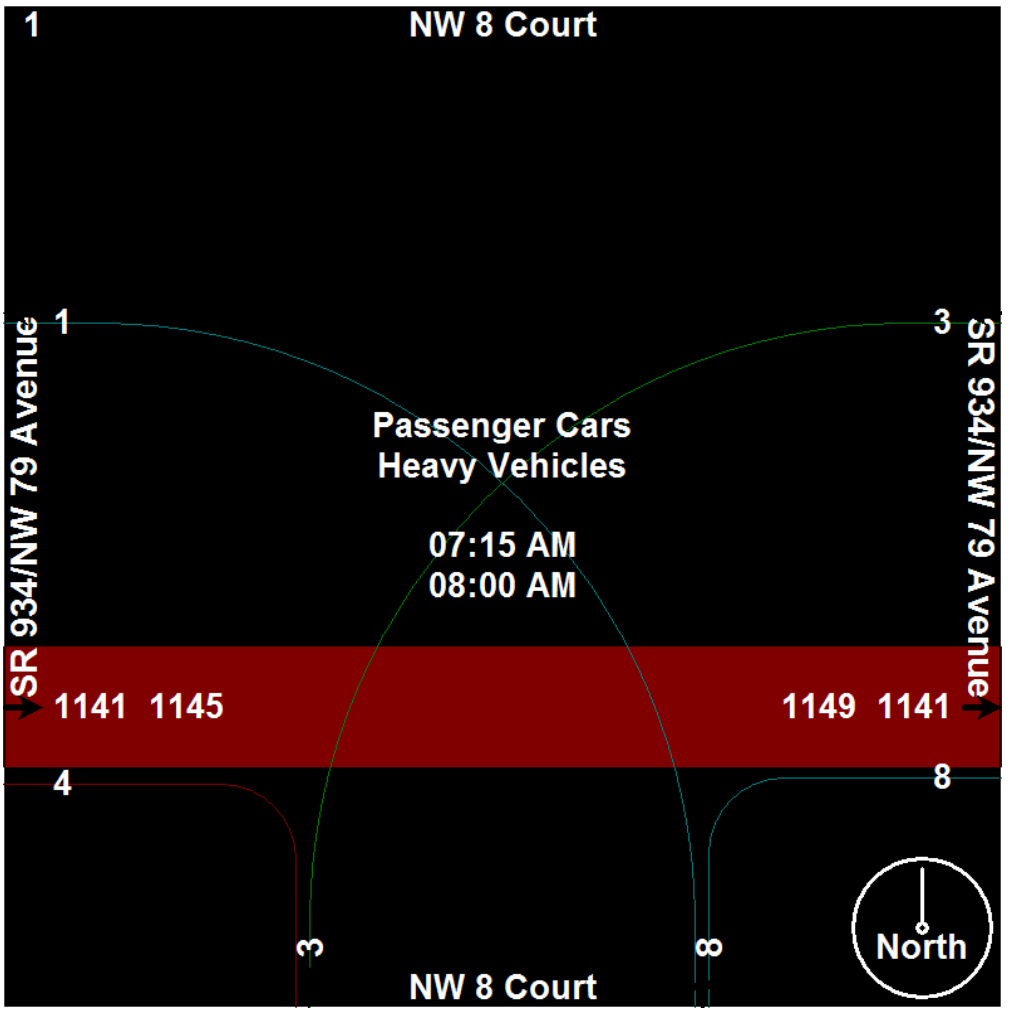


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Court

File Name : NW 79 Street at NW 8 Court
Site Code : 07900801
Start Date : 1/16/2018
Page No : 4



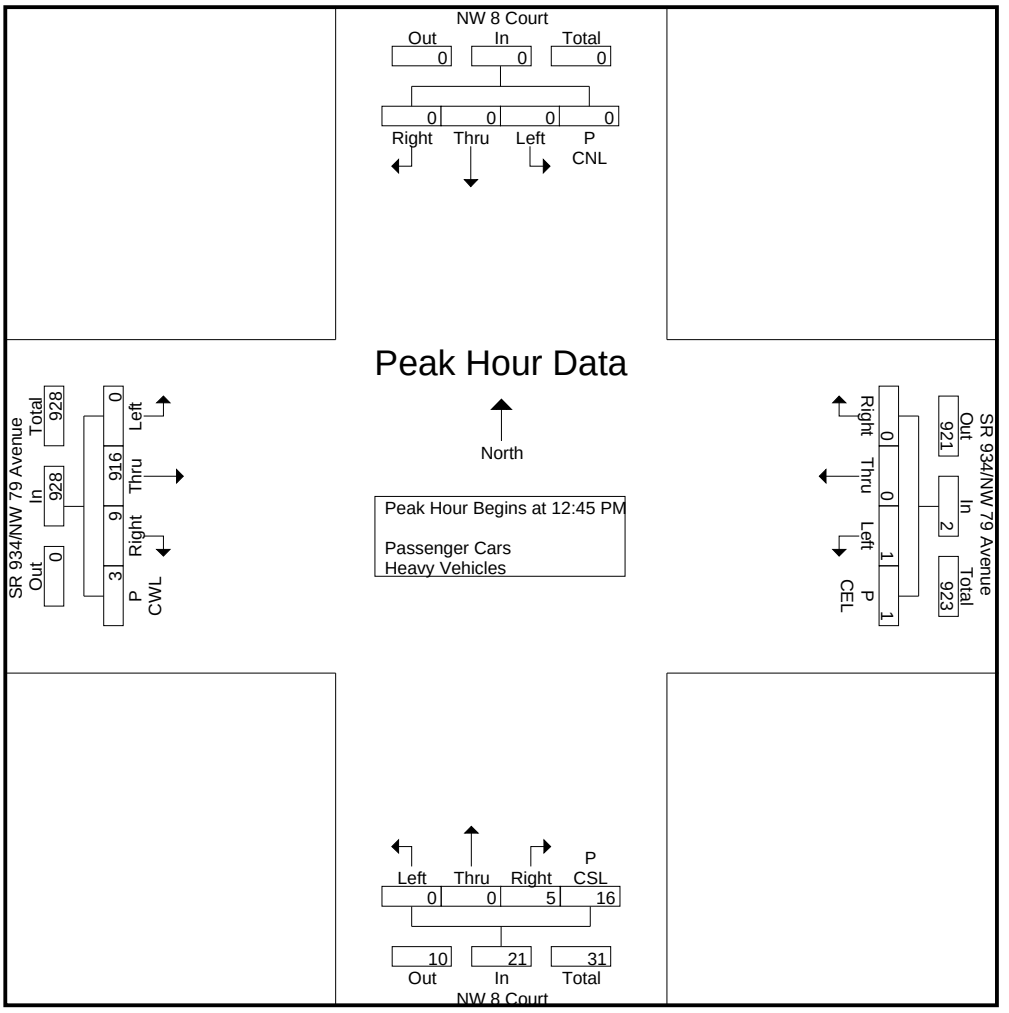
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Court

File Name : NW 79 Street at NW 8 Court
Site Code : 07900801
Start Date : 1/16/2018
Page No : 5

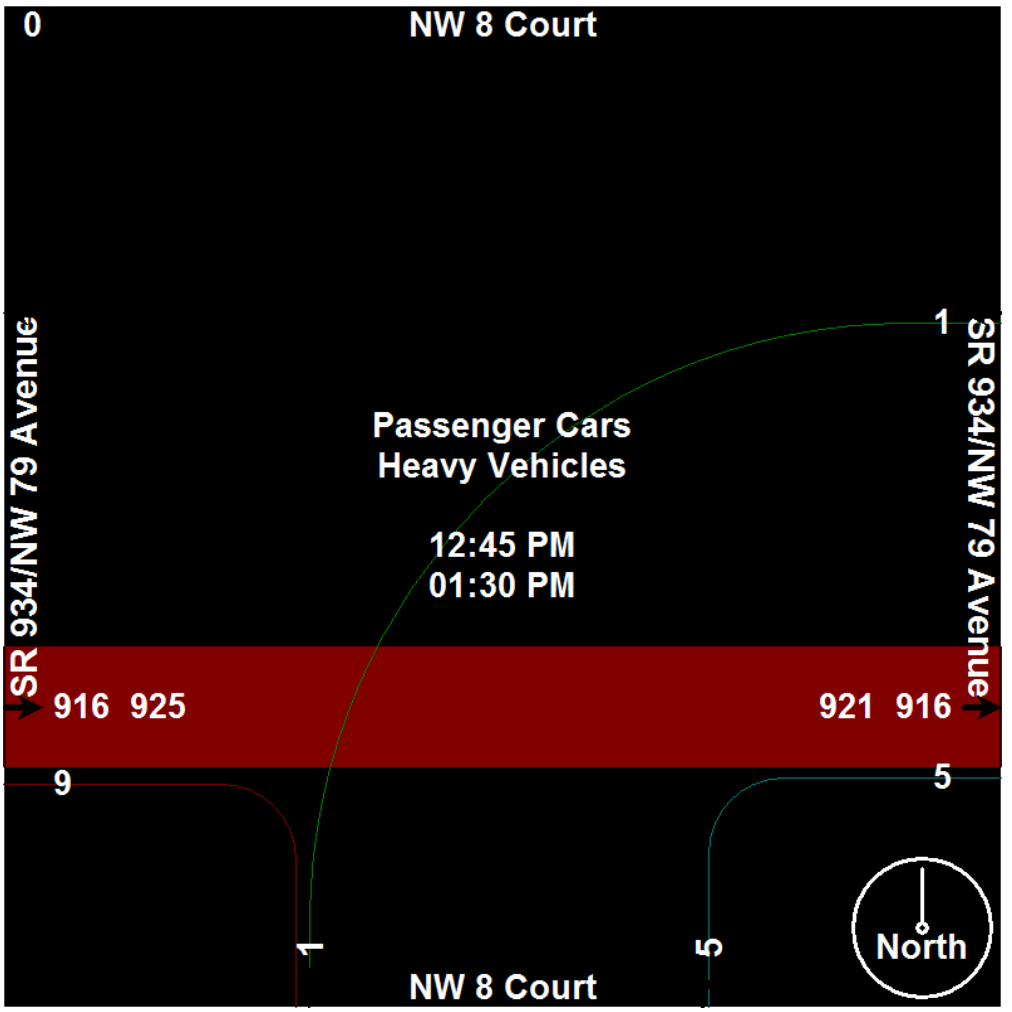
	NW 8 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 8 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:45 PM																									
12:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	1	**3**	4	1	**234**	0	0	0	**235**	240
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	1	1	5	**5**	220	0	**1**	0	226	231
01:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	2	0	0	**3**	3	**8**	2	231	0	0	**1**	234	**243**
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	1	231	0	0	1	233	237
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	5	0	0	6	10	21	9	916	0	1	2	928	951
% App. Total	0	0	0	0	0		0	0	50	0	50		23.8	0	0	28.6	47.6		1	98.7	0	0.1	0.2		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.417	.000	.000	.500	.833	.656	.450	.979	.000	.250	.500	.987	.978



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Court

File Name : NW 79 Street at NW 8 Court
Site Code : 07900801
Start Date : 1/16/2018
Page No : 6



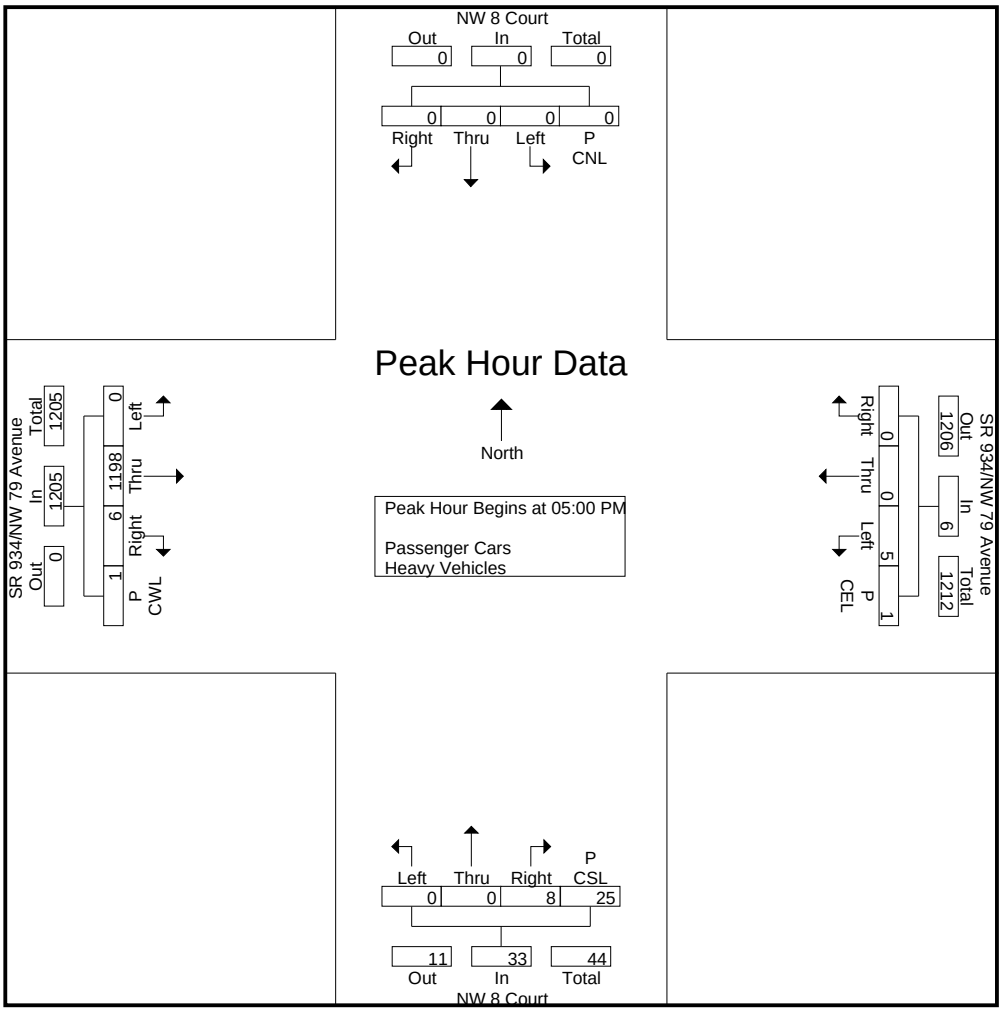
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Court

File Name : NW 79 Street at NW 8 Court
Site Code : 07900801
Start Date : 1/16/2018
Page No : 7

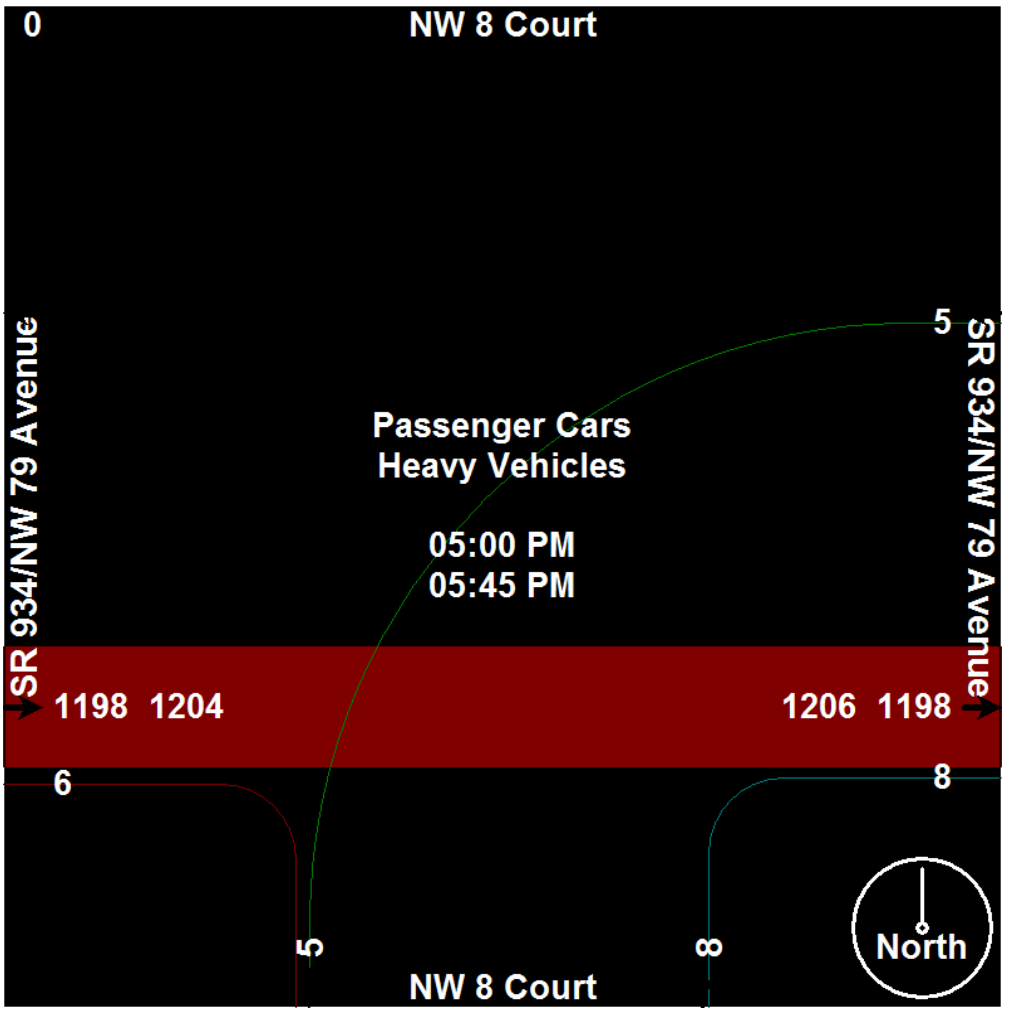
	NW 8 Court Southbound						SR 934/NW 79 Avenue Westbound						NW 8 Court Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	**6**	9	1	275	0	0	0	276	285
05:15 PM	0	0	0	0	0	0	0	0	2	0	**1**	**3**	**4**	0	0	0	3	7	**3**	311	0	0	**1**	315	325
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	1	**329**	0	0	0	**330**	**335**
05:45 PM	0	0	0	0	0	0	0	0	**3**	0	0	3	3	0	0	**3**	6	**12**	1	283	0	0	0	284	299
Total Volume	0	0	0	0	0	0	0	0	5	0	1	6	8	0	0	7	18	33	6	1198	0	0	1	1205	1244
% App. Total	0	0	0	0	0		0	0	83.3	0	16.7		24.2	0	0	21.2	54.5		0.5	99.4	0	0	0.1		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.250	.500	.500	.000	.000	.583	.750	.688	.500	.910	.000	.000	.250	.913	.928



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 8 Court

File Name : NW 79 Street at NW 8 Court
Site Code : 07900801
Start Date : 1/16/2018
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 9 Avenue

File Name : NW 79 Street at NW 9 Avenue
Site Code : 07900901
Start Date : 1/16/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 9 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 9 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	1	0	1	0	0	2	1	111	0	0	1	113	0	0	1	0	1	2	0	224	1	0	0	225	342
07:15 AM	0	0	1	0	0	1	1	116	0	0	2	119	2	0	4	0	1	7	1	283	4	0	1	289	416
07:30 AM	2	0	0	0	4	6	1	124	1	0	5	131	2	0	0	0	3	5	3	295	1	0	3	302	444
07:45 AM	2	0	2	0	1	5	0	126	2	1	3	132	2	0	0	0	1	3	4	268	4	0	0	276	416
Total	5	0	4	0	5	14	3	477	3	1	11	495	6	0	5	0	6	17	8	1070	10	0	4	1092	1618
08:00 AM	1	0	1	0	4	6	0	122	1	0	1	124	2	0	0	0	0	2	3	282	5	0	1	291	423
08:15 AM	1	0	1	1	2	5	1	108	0	0	3	112	1	0	0	0	2	3	2	236	3	0	0	241	361
08:30 AM	0	0	1	2	6	9	0	122	0	0	4	126	1	0	0	0	0	1	1	231	7	0	2	241	377
08:45 AM	1	0	0	0	6	7	1	118	1	0	3	123	1	0	1	0	0	2	1	226	6	0	0	233	365
Total	3	0	3	3	18	27	2	470	2	0	11	485	5	0	1	0	2	8	7	975	21	0	3	1006	1526
*** BREAK ***																									
12:00 PM	1	0	0	1	7	9	0	127	0	0	3	130	2	0	0	0	3	5	1	218	5	0	2	226	370
12:15 PM	4	0	0	0	8	12	1	122	2	0	2	127	0	0	0	1	1	2	2	208	6	0	2	218	359
12:30 PM	3	0	1	0	6	10	0	113	0	0	1	114	0	0	1	1	8	10	3	198	10	0	0	211	345
12:45 PM	0	0	0	0	3	3	6	109	0	1	0	116	2	0	1	0	1	4	3	231	5	0	1	240	363
Total	8	0	1	1	24	34	7	471	2	1	6	487	4	0	2	2	13	21	9	855	26	0	5	895	1437
01:00 PM	1	0	0	0	1	2	1	106	3	0	1	111	1	0	1	0	3	5	4	221	18	0	2	245	363
01:15 PM	4	0	1	0	2	7	0	98	1	0	0	99	3	0	0	2	6	11	2	226	12	0	3	243	360
01:30 PM	5	0	0	1	5	11	0	120	0	0	1	121	0	0	0	1	2	3	2	230	9	0	0	241	376
01:45 PM	1	0	1	0	10	12	0	123	0	0	0	123	0	0	1	1	2	4	2	223	7	0	0	232	371
Total	11	0	2	1	18	32	1	447	4	0	2	454	4	0	2	4	13	23	10	900	46	0	5	961	1470
*** BREAK ***																									
04:00 PM	2	0	0	2	5	9	0	125	0	0	6	131	3	0	3	2	5	13	5	236	8	1	1	251	404
04:15 PM	2	0	1	0	7	10	1	137	2	0	0	140	1	0	0	2	1	4	1	256	7	0	1	265	419
04:30 PM	2	0	0	4	6	12	1	136	0	0	0	137	0	0	1	0	4	5	4	279	15	0	0	298	452
04:45 PM	4	0	2	1	9	16	0	124	1	0	0	125	1	0	0	0	4	5	1	259	9	0	2	271	417
Total	10	0	3	7	27	47	2	522	3	0	6	533	5	0	4	4	14	27	11	1030	39	1	4	1085	1692
05:00 PM	2	0	0	4	6	12	1	117	1	0	1	120	1	0	0	5	5	11	2	281	13	0	0	296	439
05:15 PM	3	0	1	3	8	15	2	111	0	0	3	116	1	0	0	0	2	3	1	314	8	0	1	324	458
05:30 PM	0	0	1	5	10	16	0	99	1	0	1	101	2	0	0	0	4	6	2	332	15	0	1	350	473
05:45 PM	1	0	0	2	2	5	0	116	1	0	0	117	0	0	0	4	5	9	0	282	6	0	3	291	422
Total	6	0	2	14	26	48	3	443	3	0	5	454	4	0	0	9	16	29	5	1209	42	0	5	1261	1792
Grand Total	43	0	15	26	118	202	18	2830	17	2	41	2908	28	0	14	19	64	125	50	6039	184	1	26	6300	9535
Apprch %	21.3	0	7.4	12.9	58.4		0.6	97.3	0.6	0.1	1.4		22.4	0	11.2	15.2	51.2		0.8	95.9	2.9	0	0.4		
Total %	0.5	0	0.2	0.3	1.2	2.1	0.2	29.7	0.2	0	0.4	30.5	0.3	0	0.1	0.2	0.7	1.3	0.5	63.3	1.9	0	0.3	66.1	
Passenger Cars	43	0	15	26	118	202	17	2746	17	2	41	2823	28	0	14	19	64	125	50	5870	180	1	26	6127	9277
% Passenger Cars	100	0	100	100	100	100	94.4	97	100	100	100	97.1	100	0	100	100	100	100	100	97.2	97.8	100	100	97.3	97.3
Heavy Vehicles	0	0	0	0	0	0	1	84	0	0	0	85	0	0	0	0	0	0	0	169	4	0	0	173	258
% Heavy Vehicles	0	0	0	0	0	0	5.6	3	0	0	0	2.9	0	0	0	0	0	0	0	2.8	2.2	0	0	2.7	2.7

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

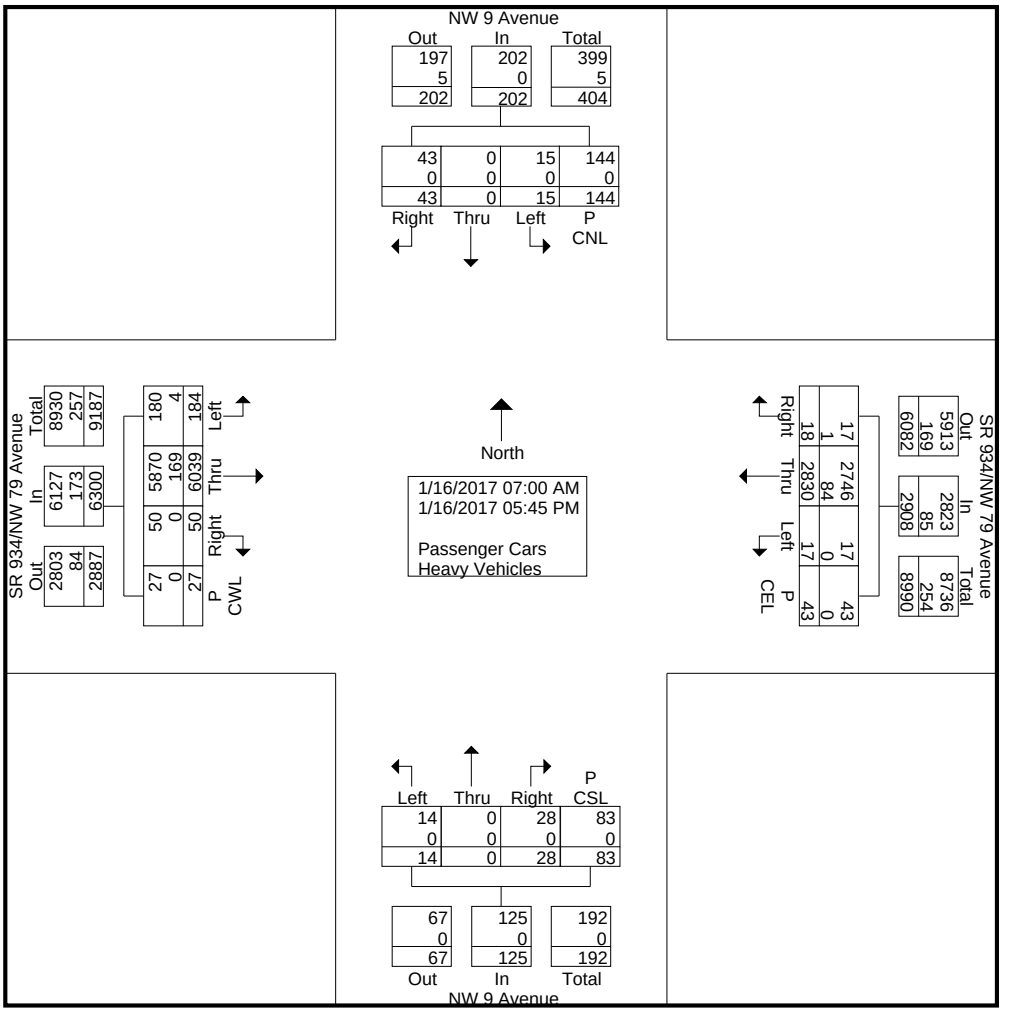
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



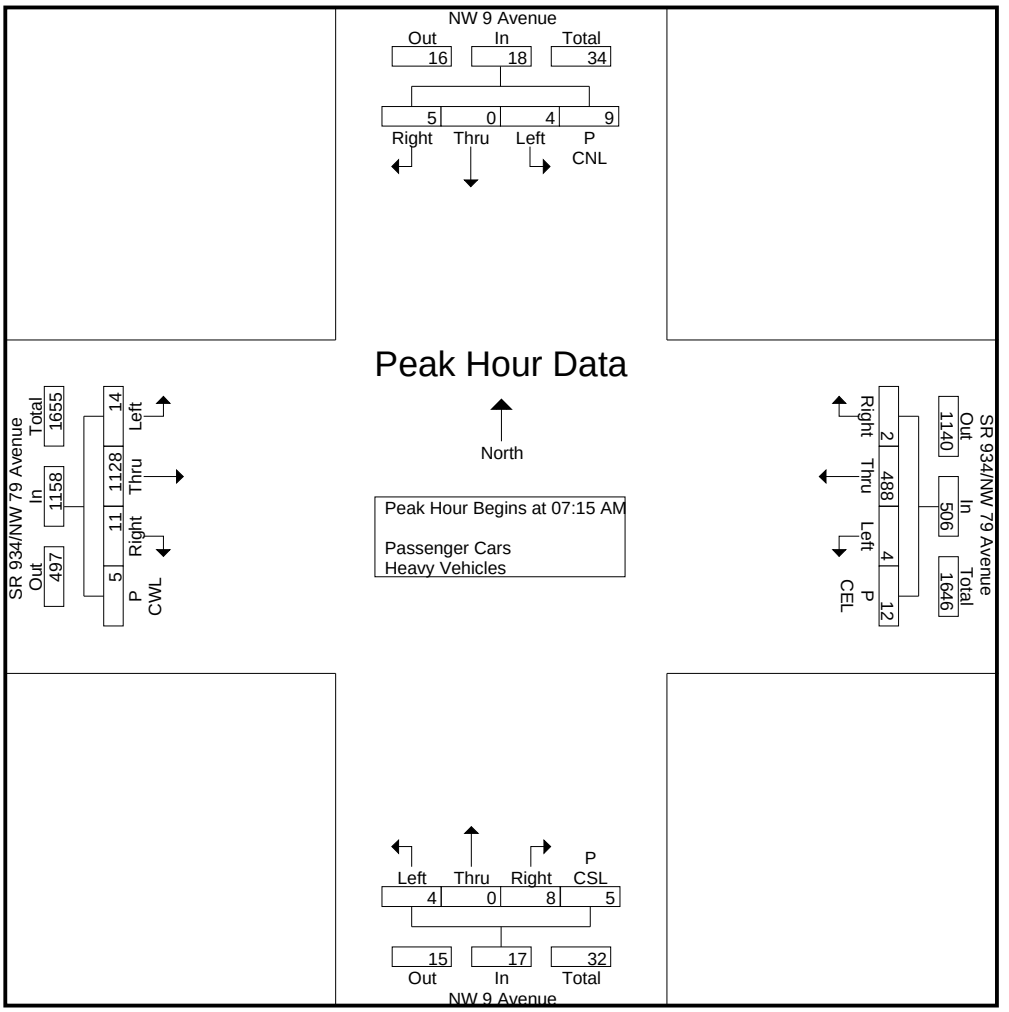
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 9 Avenue

File Name : NW 79 Street at NW 9 Avenue
Site Code : 07900901
Start Date : 1/16/2017
Page No : 3

	NW 9 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 9 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	0	1	0	0	1	**1**	116	0	0	2	119	**2**	0	**4**	0	1	**7**	1	283	4	0	1	289	416
07:30 AM	**2**	0	0	0	**4**	**6**	1	124	1	0	**5**	131	2	0	0	0	**3**	5	3	**295**	1	0	**3**	**302**	**444**
07:45 AM	2	0	**2**	0	1	5	0	**126**	**2**	**1**	3	**132**	2	0	0	0	1	3	**4**	268	4	0	0	276	416
08:00 AM	1	0	1	0	4	6	0	122	1	0	1	124	2	0	0	0	0	2	3	282	**5**	0	1	291	423
Total Volume	5	0	4	0	9	18	2	488	4	1	11	506	8	0	4	0	5	17	11	1128	14	0	5	1158	1699
% App. Total	27.8	0	22.2	0	50		0.4	96.4	0.8	0.2	2.2		47.1	0	23.5	0	29.4		0.9	97.4	1.2	0	0.4		
PHF	.625	.000	.500	.000	.563	.750	.500	.968	.500	.250	.550	.958	1.00	.000	.250	.000	.417	.607	.688	.956	.700	.000	.417	.959	.957

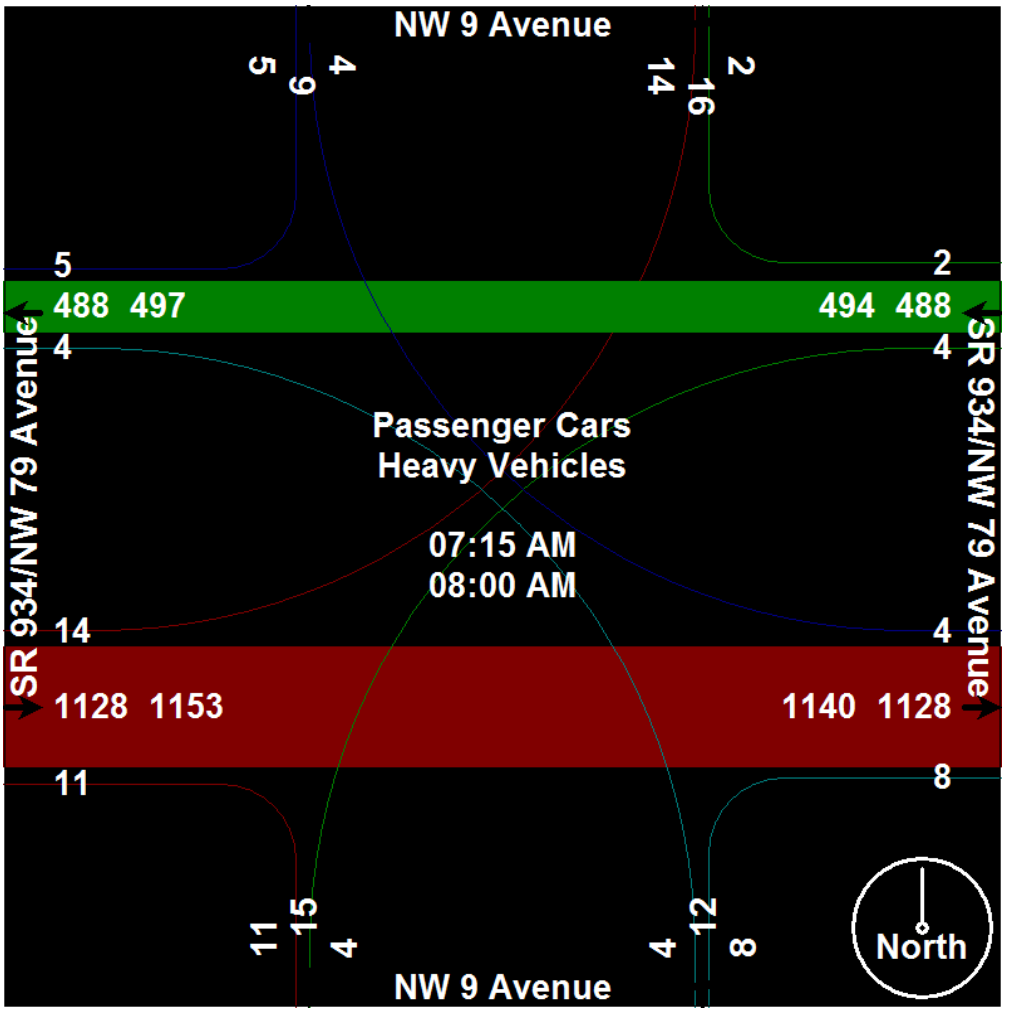


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 9 Avenue

File Name : NW 79 Street at NW 9 Avenue
Site Code : 07900901
Start Date : 1/16/2017
Page No : 4



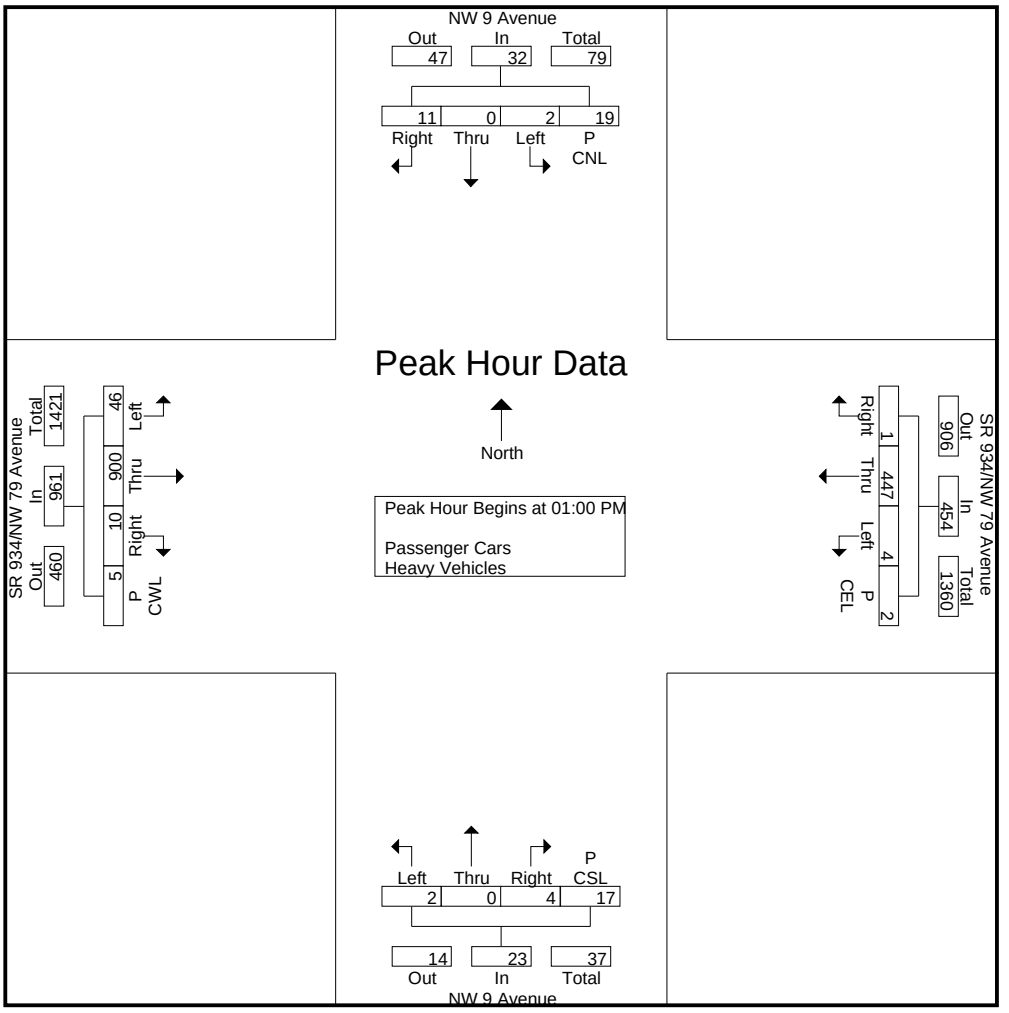
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 9 Avenue

File Name : NW 79 Street at NW 9 Avenue
Site Code : 07900901
Start Date : 1/16/2017
Page No : 5

	NW 9 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 9 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P 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 01:00 PM																									
01:00 PM	1	0	0	0	1	2	**1**	106	**3**	0	**1**	111	1	0	**1**	0	3	5	**4**	221	**18**	0	2	**245**	363
01:15 PM	4	0	**1**	0	2	7	0	98	1	0	0	99	**3**	0	0	**2**	**6**	**11**	2	226	12	0	**3**	243	360
01:30 PM	**5**	0	0	**1**	5	11	0	120	0	0	1	121	0	0	0	1	2	3	2	**230**	9	0	0	241	**376**
01:45 PM	1	0	1	0	**10**	**12**	0	**123**	0	0	0	**123**	0	0	1	1	2	4	2	223	7	0	0	232	371
Total Volume	11	0	2	1	18	32	1	447	4	0	2	454	4	0	2	4	13	23	10	900	46	0	5	961	1470
% App. Total	34.4	0	6.2	3.1	56.2		0.2	98.5	0.9	0	0.4		17.4	0	8.7	17.4	56.5		1	93.7	4.8	0	0.5		
PHF	.550	.000	.500	.250	.450	.667	.250	.909	.333	.000	.500	.923	.333	.000	.500	.500	.542	.523	.625	.978	.639	.000	.417	.981	.977



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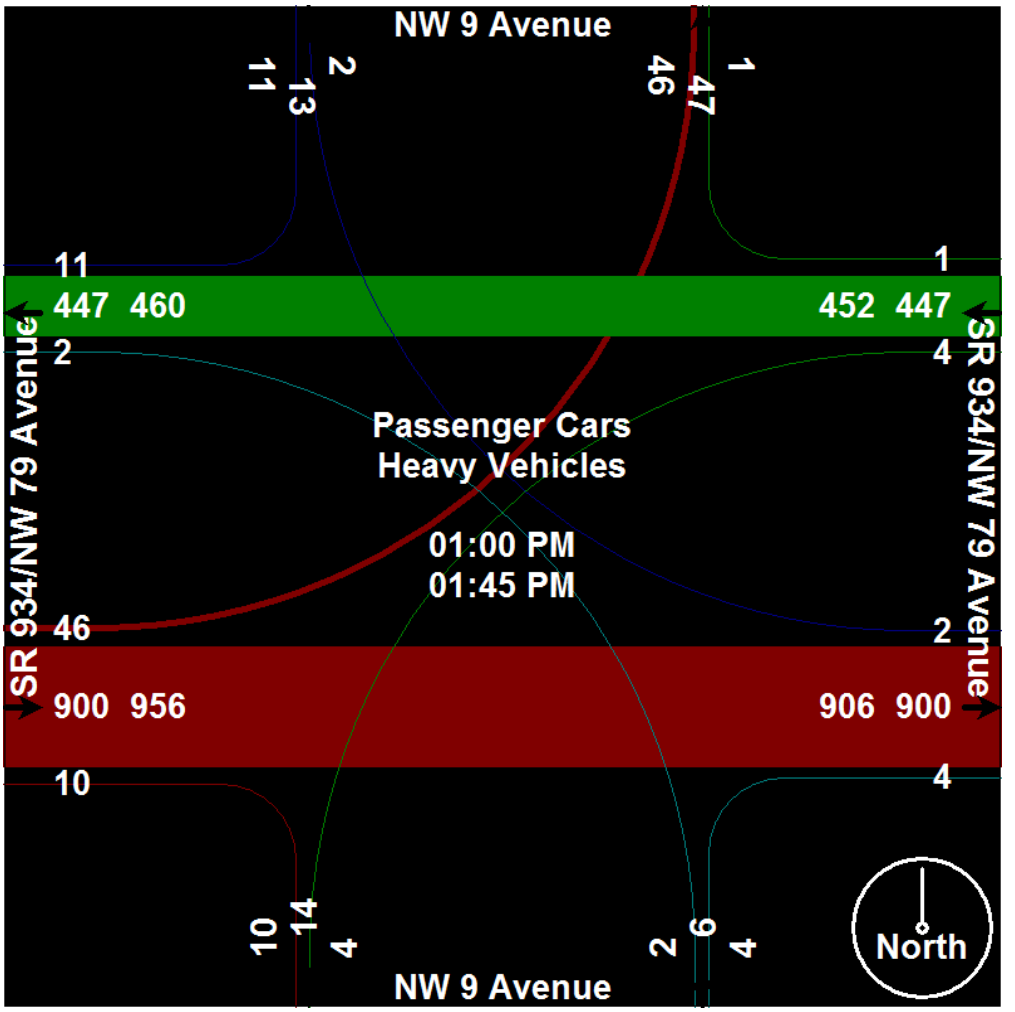
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 9 Avenue

File Name : NW 79 Street at NW 9 Avenue
Site Code : 07900901
Start Date : 1/16/2017
Page No : 6



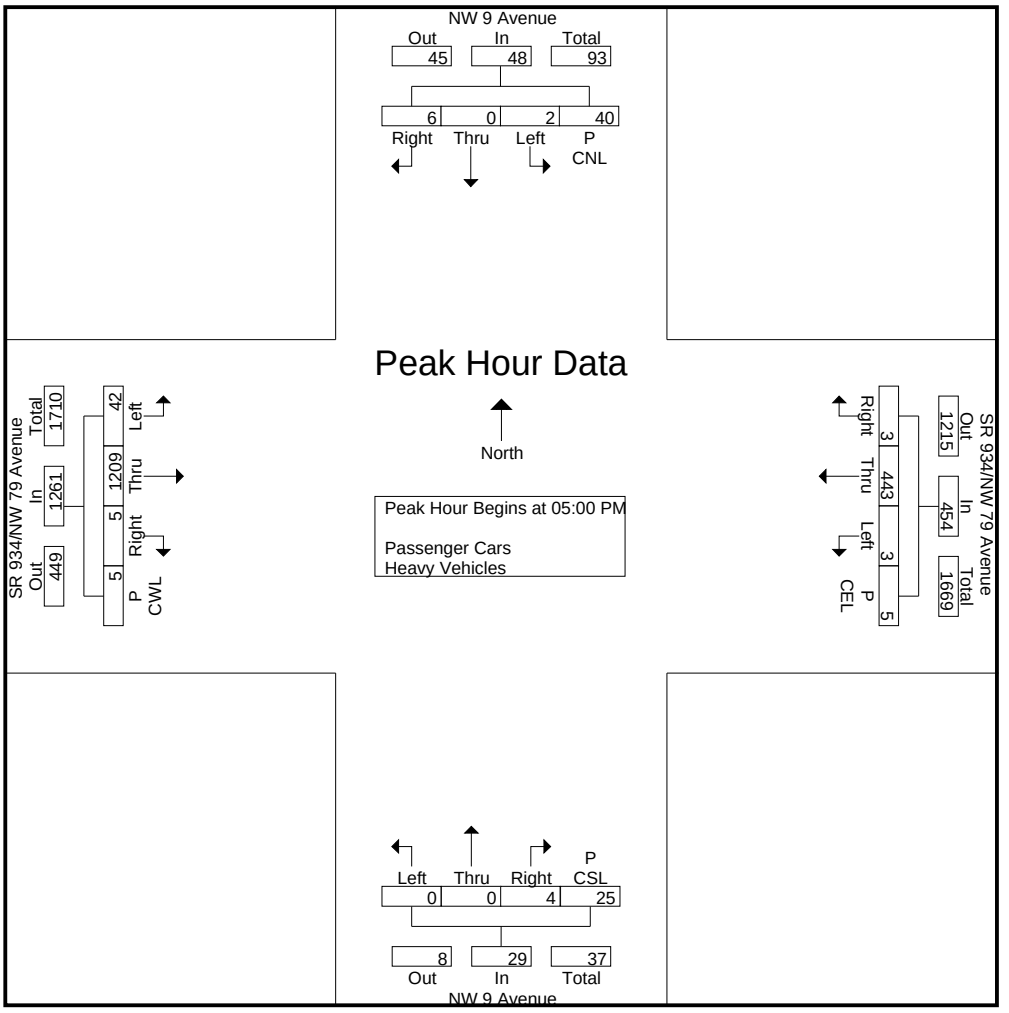
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 9 Avenue

File Name : NW 79 Street at NW 9 Avenue
Site Code : 07900901
Start Date : 1/16/2017
Page No : 7

	NW 9 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 9 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P 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 05:00 PM																									
05:00 PM	2	0	0	4	6	12	1	**117**	**1**	0	1	**120**	1	0	0	**5**	**5**	**11**	**2**	281	13	0	0	296	439
05:15 PM	**3**	0	**1**	3	8	15	**2**	111	0	0	**3**	116	1	0	0	0	2	3	1	314	8	0	1	324	458
05:30 PM	0	0	1	**5**	**10**	**16**	0	99	1	0	1	101	**2**	0	0	0	4	6	2	**332**	**15**	0	1	**350**	**473**
05:45 PM	1	0	0	2	2	5	0	116	1	0	0	117	0	0	0	4	5	9	0	282	6	0	**3**	291	422
Total Volume	6	0	2	14	26	48	3	443	3	0	5	454	4	0	0	9	16	29	5	1209	42	0	5	1261	1792
% App. Total	12.5	0	4.2	29.2	54.2		0.7	97.6	0.7	0	1.1		13.8	0	0	31	55.2		0.4	95.9	3.3	0	0.4		
PHF	.500	.000	.500	.700	.650	.750	.375	.947	.750	.000	.417	.946	.500	.000	.000	.450	.800	.659	.625	.910	.700	.000	.417	.901	.947



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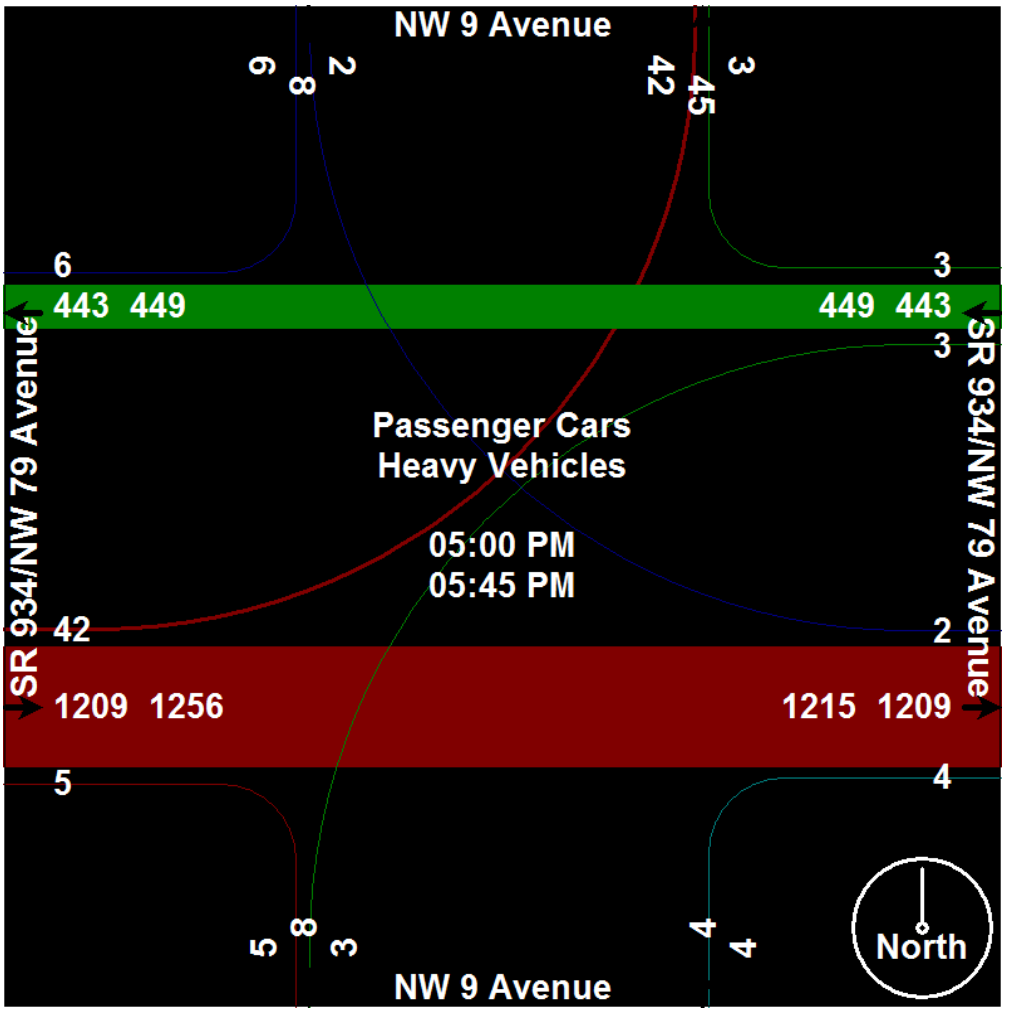
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 9 Avenue

File Name : NW 79 Street at NW 9 Avenue
Site Code : 07900901
Start Date : 1/16/2017
Page No : 8



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

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 10 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 10 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	2	1	6	1	6	16	0	113	2	0	0	115	4	2	4	0	0	10	2	219	1	0	0	222	363
07:15 AM	6	0	4	0	2	12	0	119	2	0	1	122	4	0	3	0	0	7	5	283	2	0	1	291	432
07:30 AM	4	2	6	1	3	16	2	125	3	0	0	130	4	0	4	0	0	8	7	283	1	0	1	292	446
07:45 AM	3	1	7	0	1	12	1	124	1	0	0	126	5	0	4	0	1	10	14	264	4	0	0	282	430
Total	15	4	23	2	12	56	3	481	8	0	1	493	17	2	15	0	1	35	28	1049	8	0	2	1087	1671
08:00 AM	11	0	3	0	3	17	1	120	1	0	0	122	4	1	7	0	2	14	12	281	7	1	0	301	454
08:15 AM	2	0	6	2	2	12	2	106	1	0	0	109	1	2	1	0	2	6	7	237	1	1	1	247	374
08:30 AM	7	0	5	0	2	14	2	120	2	0	0	124	2	0	1	0	2	5	8	228	2	0	0	238	381
08:45 AM	4	0	3	0	2	9	3	115	2	0	0	120	1	0	1	0	0	2	3	224	3	0	0	230	361
Total	24	0	17	2	9	52	8	461	6	0	0	475	8	3	10	0	6	27	30	970	13	2	1	1016	1570
*** BREAK ***																									
12:00 PM	10	6	4	2	2	24	2	128	1	0	0	131	1	0	0	0	1	2	3	220	10	0	0	233	390
12:15 PM	6	0	3	0	4	13	2	123	1	0	0	126	3	0	1	0	0	4	0	207	4	0	2	213	356
12:30 PM	3	0	1	1	7	12	2	112	1	0	1	116	5	2	6	1	1	15	3	203	8	0	3	217	360
12:45 PM	5	1	1	0	2	9	2	106	3	0	2	113	1	1	2	0	1	5	5	233	6	0	0	244	371
Total	24	7	9	3	15	58	8	469	6	0	3	486	10	3	9	1	3	26	11	863	28	0	5	907	1477
01:00 PM	10	0	1	1	5	17	0	110	1	0	0	111	1	0	2	0	0	3	4	238	5	0	3	250	381
01:15 PM	4	1	5	0	2	12	1	101	2	0	0	104	1	0	0	1	1	3	3	237	13	0	4	257	376
01:30 PM	3	0	3	1	7	14	2	121	1	0	0	124	4	1	2	1	1	9	2	230	18	0	1	251	398
01:45 PM	4	0	1	0	6	11	4	117	2	0	2	125	7	1	0	0	1	9	5	222	7	0	2	236	381
Total	21	1	10	2	20	54	7	449	6	0	2	464	13	2	4	2	3	24	14	927	43	0	10	994	1536
*** BREAK ***																									
04:00 PM	3	0	4	2	1	10	1	130	1	0	0	132	6	2	0	1	2	11	0	245	5	2	1	253	406
04:15 PM	7	0	5	0	3	15	1	137	0	0	0	138	0	1	0	2	0	3	6	255	11	0	0	272	428
04:30 PM	9	0	4	0	2	15	1	137	1	0	0	139	4	0	0	0	1	5	1	283	7	0	2	293	452
04:45 PM	7	1	3	0	0	11	4	122	2	0	0	128	0	0	8	0	1	9	5	262	6	0	0	273	421
Total	26	1	16	2	6	51	7	526	4	0	0	537	10	3	8	3	4	28	12	1045	29	2	3	1091	1707
05:00 PM	9	2	1	1	2	15	1	117	4	0	0	122	5	0	4	3	0	12	7	297	8	0	3	315	464
05:15 PM	9	1	0	2	4	16	2	109	2	0	0	113	4	2	5	3	0	14	6	313	9	0	1	329	472
05:30 PM	4	0	1	2	11	18	1	98	1	0	2	102	3	1	6	0	3	13	6	341	4	0	2	353	486
05:45 PM	4	0	5	2	4	15	1	111	4	0	0	116	4	0	2	3	4	13	4	285	5	0	1	295	439
Total	26	3	7	7	21	64	5	435	11	0	2	453	16	3	17	9	7	52	23	1236	26	0	7	1292	1861
Grand Total	136	16	82	18	83	335	38	2821	41	0	8	2908	74	16	63	15	24	192	118	6090	147	4	28	6387	9822
Apprch %	40.6	4.8	24.5	5.4	24.8		1.3	97	1.4	0	0.3		38.5	8.3	32.8	7.8	12.5		1.8	95.3	2.3	0.1	0.4		
Total %	1.4	0.2	0.8	0.2	0.8	3.4	0.4	28.7	0.4	0	0.1	29.6	0.8	0.2	0.6	0.2	0.2	2	1.2	62	1.5	0	0.3	65	
Passenger Cars	132	15	80	18	83	328	35	2734	37	0	8	2814	72	16	62	15	24	189	118	5916	144	4	28	6210	9541
% Passenger Cars	97.1	93.8	97.6	100	100	97.9	92.1	96.9	90.2	0	100	96.8	97.3	100	98.4	100	100	98.4	100	97.1	98	100	100	97.2	97.1
Heavy Vehicles	4	1	2	0	0	7	3	87	4	0	0	94	2	0	1	0	0	3	0	174	3	0	0	177	281
% Heavy Vehicles	2.9	6.2	2.4	0	0	2.1	7.9	3.1	9.8	0	0	3.2	2.7	0	1.6	0	0	1.6	0	2.9	2	0	0	2.8	2.9

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

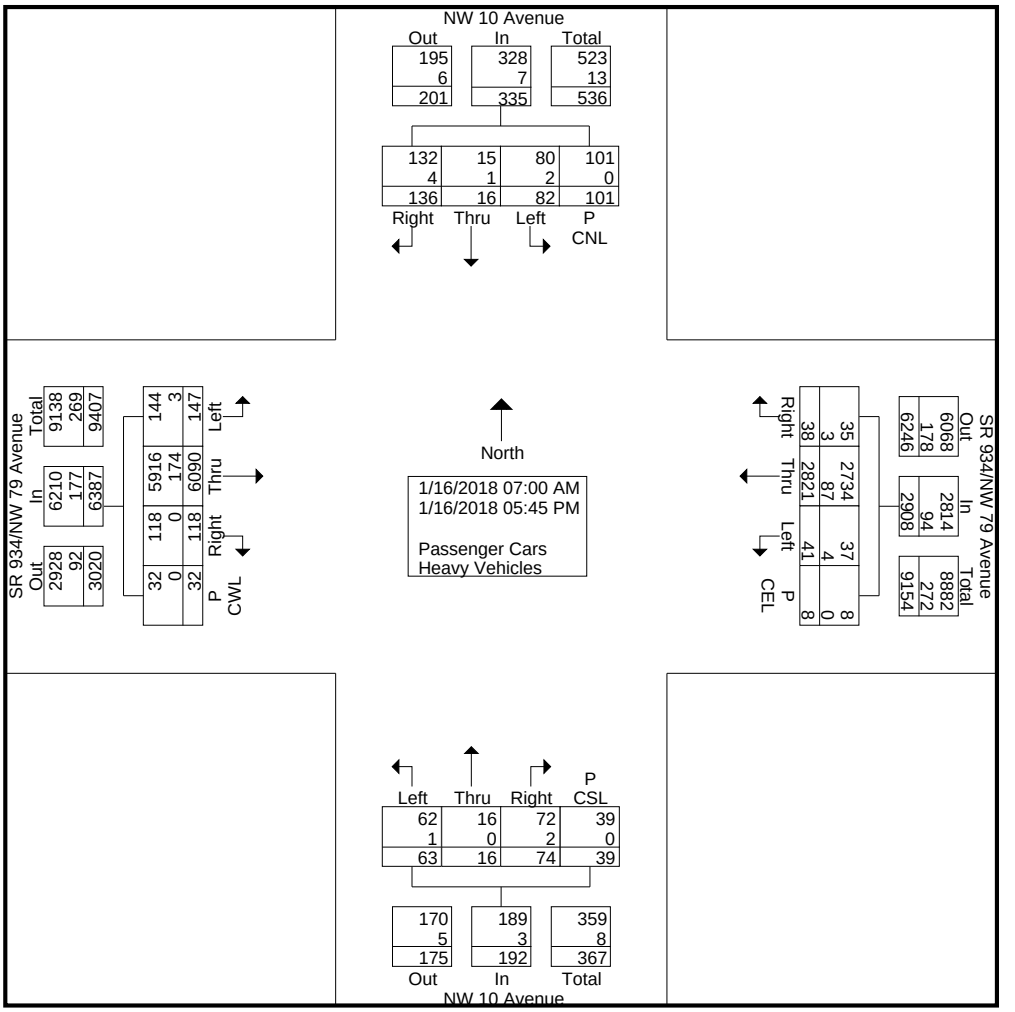
B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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



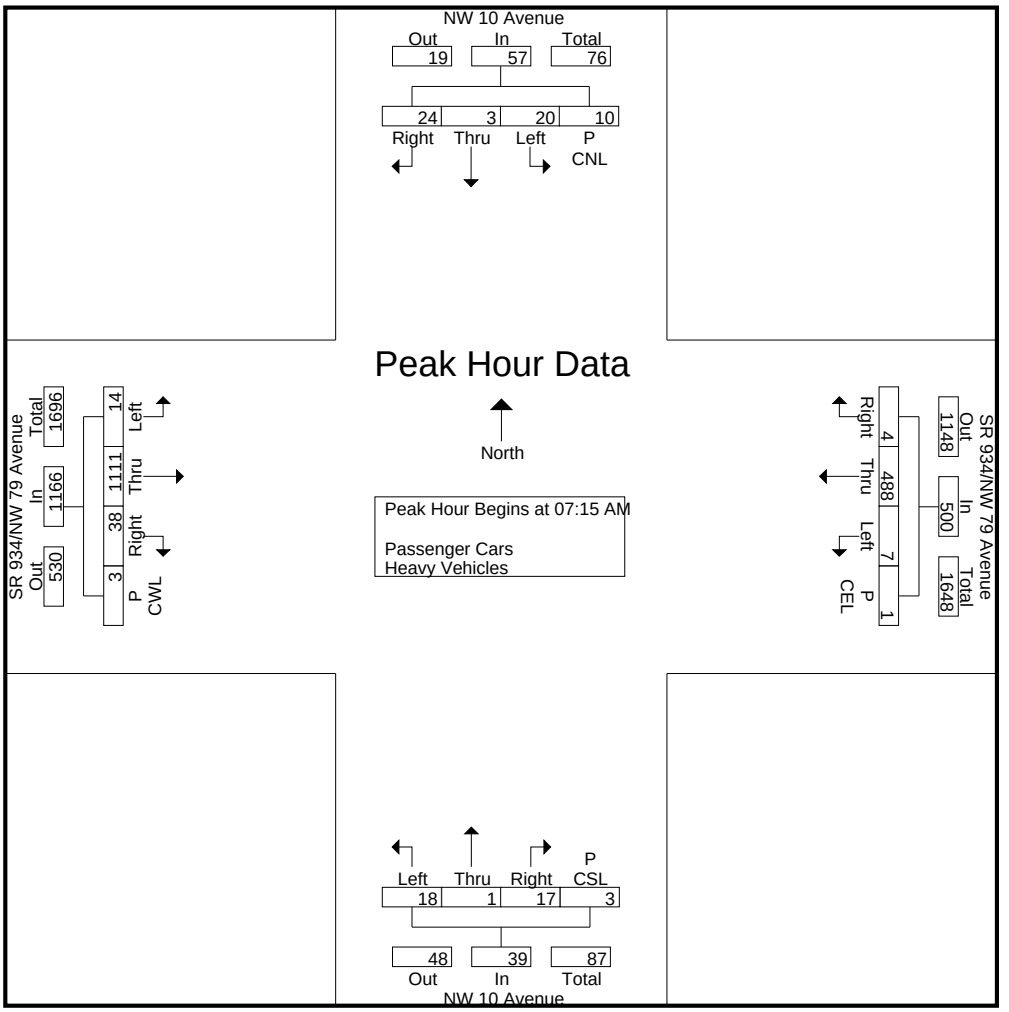
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 3

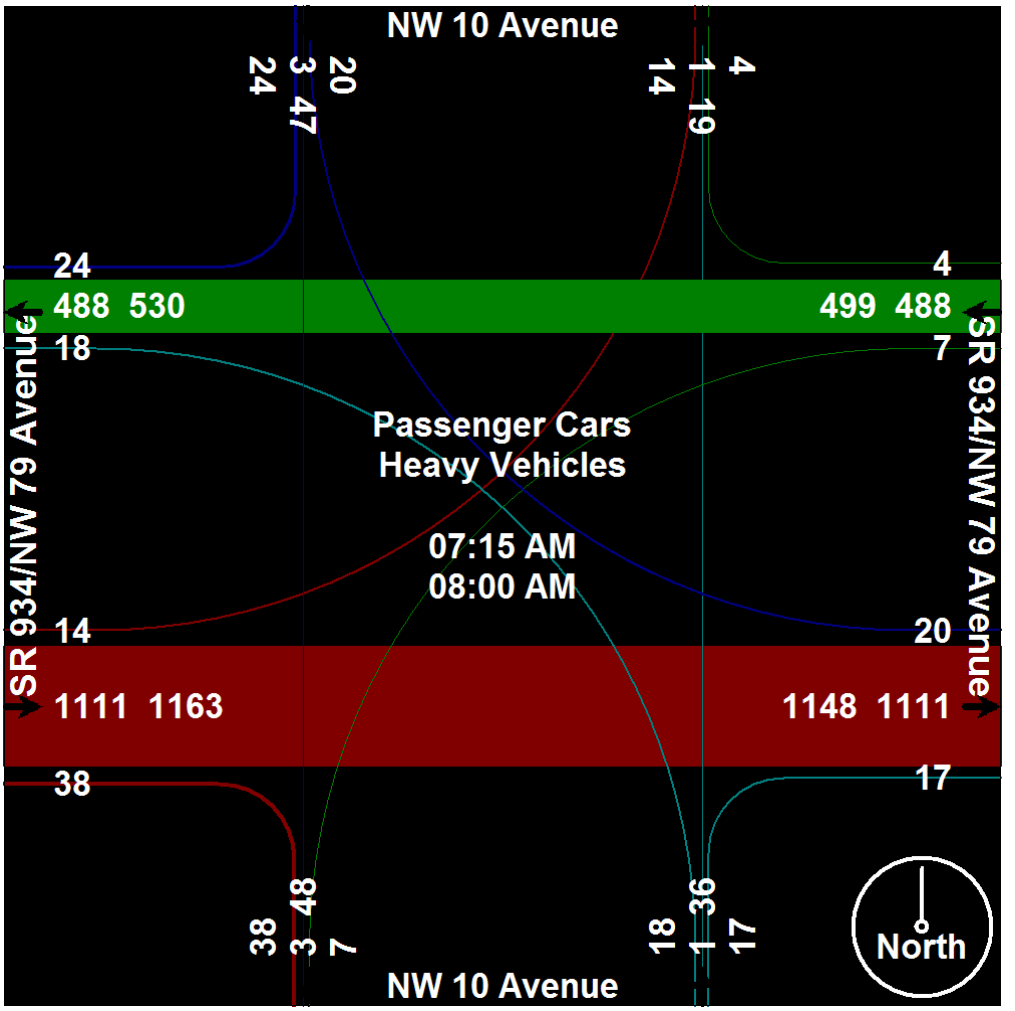
	NW 10 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 10 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	6	0	4	0	2	12	0	119	2	0	**1**	122	4	0	3	0	0	7	5	**283**	2	0	**1**	291	432
07:30 AM	4	**2**	6	**1**	**3**	16	**2**	**125**	**3**	0	0	**130**	4	0	4	0	0	8	7	283	1	0	1	292	446
07:45 AM	3	1	**7**	0	1	12	1	124	1	0	0	126	**5**	0	4	0	1	10	**14**	264	4	0	0	282	430
08:00 AM	**11**	0	3	0	3	**17**	1	120	1	0	0	122	4	**1**	**7**	0	**2**	**14**	12	281	**7**	**1**	0	**301**	**454**
Total Volume	24	3	20	1	9	57	4	488	7	0	1	500	17	1	18	0	3	39	38	1111	14	1	2	1166	1762
% App. Total	42.1	5.3	35.1	1.8	15.8		0.8	97.6	1.4	0	0.2		43.6	2.6	46.2	0	7.7		3.3	95.3	1.2	0.1	0.2		
PHF	.545	.375	.714	.250	.750	.838	.500	.976	.583	.000	.250	.962	.850	.250	.643	.000	.375	.696	.679	.981	.500	.250	.500	.968	.970



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 4



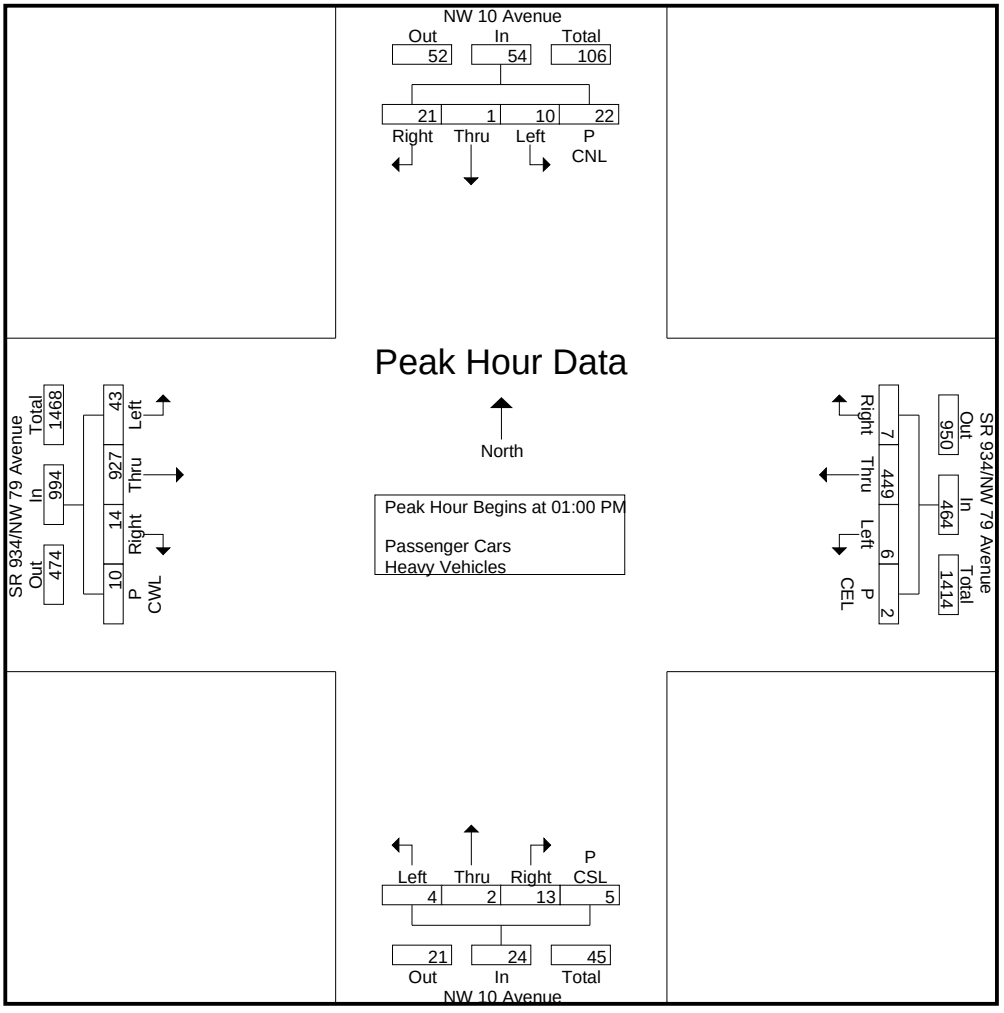
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 5

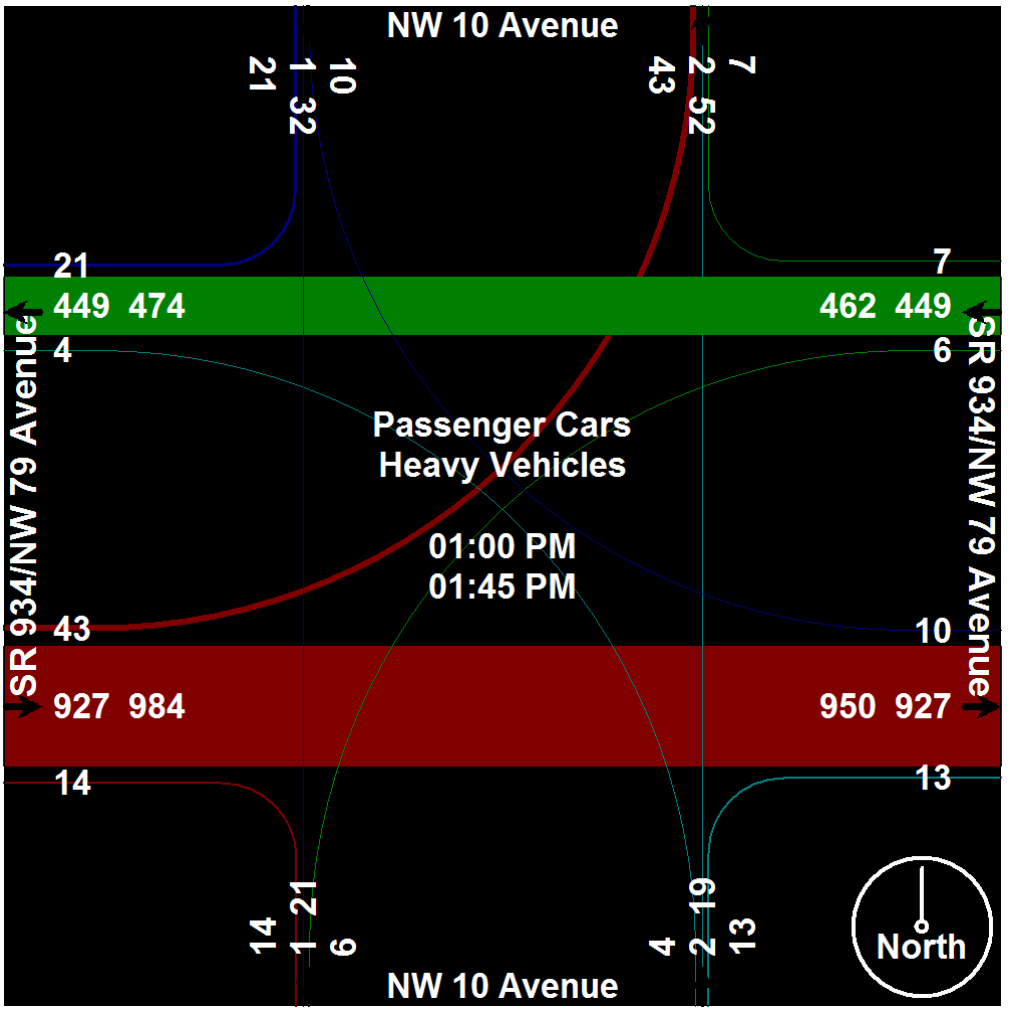
	NW 10 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 10 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 01:00 PM																									
01:00 PM	**10**	0	1	**1**	5	**17**	0	110	1	0	0	111	1	0	**2**	0	0	3	4	**238**	5	0	3	250	381
01:15 PM	4	**1**	**5**	0	2	12	1	101	**2**	0	0	104	1	0	0	**1**	**1**	3	3	237	13	0	**4**	**257**	376
01:30 PM	3	0	3	1	**7**	14	2	**121**	1	0	0	124	4	**1**	2	1	1	**9**	2	230	**18**	0	1	251	**398**
01:45 PM	4	0	1	0	6	11	**4**	117	2	0	**2**	**125**	**7**	1	0	0	1	9	**5**	222	7	0	2	236	381
Total Volume	21	1	10	2	20	54	7	449	6	0	2	464	13	2	4	2	3	24	14	927	43	0	10	994	1536
% App. Total	38.9	1.9	18.5	3.7	37		1.5	96.8	1.3	0	0.4		54.2	8.3	16.7	8.3	12.5		1.4	93.3	4.3	0	1		
PHF	.525	.250	.500	.500	.714	.794	.438	.928	.750	.000	.250	.928	.464	.500	.500	.500	.750	.667	.700	.974	.597	.000	.625	.967	.965



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 6



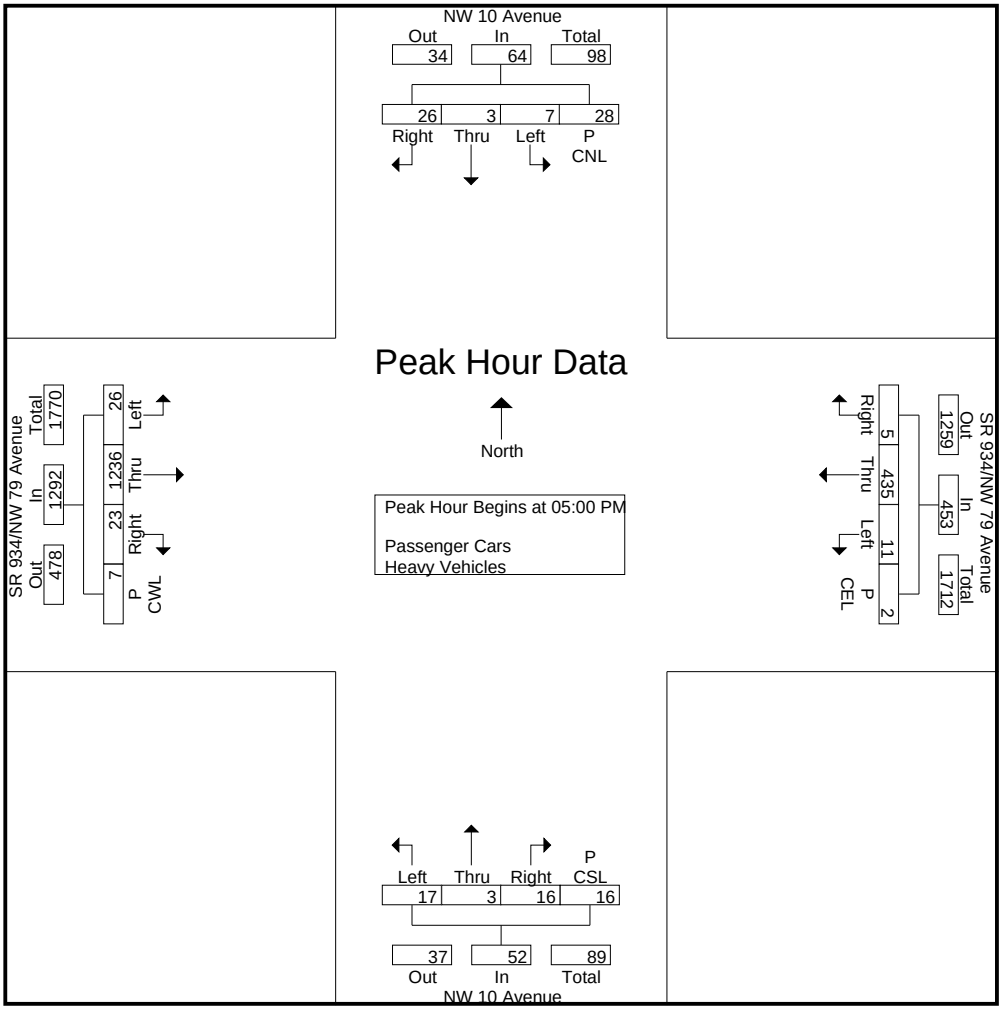
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 7

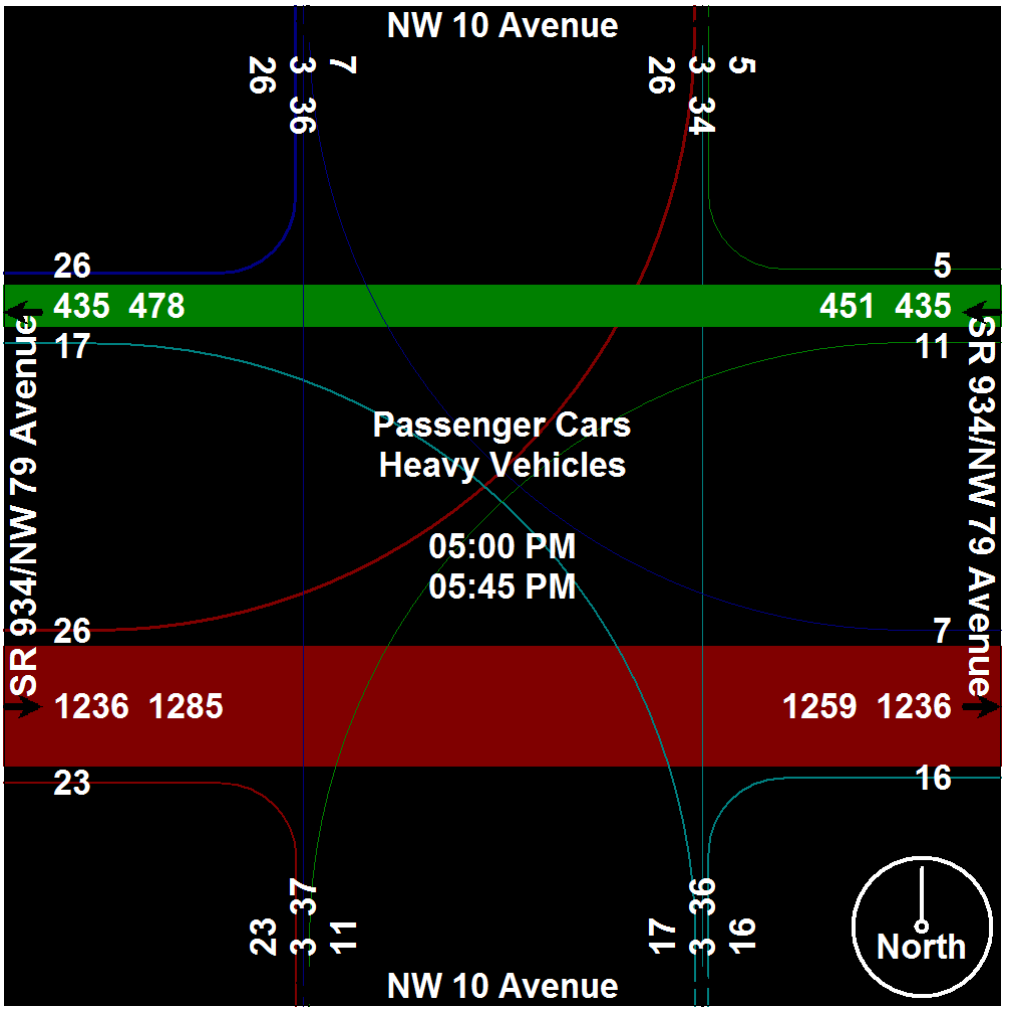
	NW 10 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 10 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	**9**	**2**	1	1	2	15	1	**117**	**4**	0	0	**122**	**5**	0	4	**3**	0	12	**7**	297	8	0	**3**	315	464
05:15 PM	9	1	0	**2**	4	16	**2**	109	2	0	0	113	4	**2**	5	3	0	**14**	6	313	**9**	0	1	329	472
05:30 PM	4	0	1	2	**11**	**18**	1	98	1	0	**2**	102	3	1	**6**	0	3	13	6	**341**	4	0	2	**353**	**486**
05:45 PM	4	0	**5**	2	4	15	1	111	4	0	0	116	4	0	2	3	**4**	13	4	285	5	0	1	295	439
Total Volume	26	3	7	7	21	64	5	435	11	0	2	453	16	3	17	9	7	52	23	1236	26	0	7	1292	1861
% App. Total	40.6	4.7	10.9	10.9	32.8		1.1	96	2.4	0	0.4		30.8	5.8	32.7	17.3	13.5		1.8	95.7	2	0	0.5		
PHF	.722	.375	.350	.875	.477	.889	.625	.929	.688	.000	.250	.928	.800	.375	.708	.750	.438	.929	.821	.906	.722	.000	.583	.915	.957



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 1

Groups Printed- Passenger Cars

	NW 10 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 10 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	2	1	6	1	6	16	0	109	2	0	0	111	4	2	4	0	0	10	2	211	1	0	0	214	351
07:15 AM	6	0	4	0	2	12	0	116	2	0	1	119	3	0	2	0	0	5	5	271	2	0	1	279	415
07:30 AM	4	2	6	1	3	16	1	117	3	0	0	121	4	0	4	0	0	8	7	274	1	0	1	283	428
07:45 AM	3	1	6	0	1	11	1	119	0	0	0	120	5	0	4	0	1	10	14	258	4	0	0	276	417
Total	15	4	22	2	12	55	2	461	7	0	1	471	16	2	14	0	1	33	28	1014	8	0	2	1052	1611
08:00 AM	11	0	3	0	3	17	1	116	1	0	0	118	4	1	7	0	2	14	12	261	7	1	0	281	430
08:15 AM	2	0	6	2	2	12	2	102	1	0	0	105	1	2	1	0	2	6	7	223	1	1	1	233	356
08:30 AM	6	0	4	0	2	12	2	118	2	0	0	122	2	0	1	0	2	5	8	218	2	0	0	228	367
08:45 AM	4	0	3	0	2	9	3	113	1	0	0	117	1	0	1	0	0	2	3	211	3	0	0	217	345
Total	23	0	16	2	9	50	8	449	5	0	0	462	8	3	10	0	6	27	30	913	13	2	1	959	1498
*** BREAK ***																									
12:00 PM	8	5	4	2	2	21	1	122	1	0	0	124	1	0	0	0	1	2	3	209	10	0	0	222	369
12:15 PM	5	0	3	0	4	12	1	119	1	0	0	121	3	0	1	0	0	4	0	200	4	0	2	206	343
12:30 PM	3	0	1	1	7	12	2	108	1	0	1	112	5	2	6	1	1	15	3	196	8	0	3	210	349
12:45 PM	5	1	1	0	2	9	2	100	3	0	2	107	1	1	2	0	1	5	5	227	6	0	0	238	359
Total	21	6	9	3	15	54	6	449	6	0	3	464	10	3	9	1	3	26	11	832	28	0	5	876	1420
01:00 PM	10	0	1	1	5	17	0	106	1	0	0	107	0	0	2	0	0	2	4	233	4	0	3	244	370
01:15 PM	4	1	5	0	2	12	1	97	1	0	0	99	1	0	0	1	1	3	3	230	13	0	4	250	364
01:30 PM	3	0	3	1	7	14	2	118	1	0	0	121	4	1	2	1	1	9	2	225	18	0	1	246	390
01:45 PM	4	0	1	0	6	11	4	113	2	0	2	121	7	1	0	0	1	9	5	213	7	0	2	227	368
Total	21	1	10	2	20	54	7	434	5	0	2	448	12	2	4	2	3	23	14	901	42	0	10	967	1492
*** BREAK ***																									
04:00 PM	3	0	4	2	1	10	1	127	1	0	0	129	6	2	0	1	2	11	0	241	5	2	1	249	399
04:15 PM	7	0	5	0	3	15	1	136	0	0	0	137	0	1	0	2	0	3	6	252	11	0	0	269	424
04:30 PM	9	0	4	0	2	15	1	131	1	0	0	133	4	0	0	0	1	5	1	276	6	0	2	285	438
04:45 PM	7	1	3	0	0	11	4	120	2	0	0	126	0	0	8	0	1	9	5	258	6	0	0	269	415
Total	26	1	16	2	6	51	7	514	4	0	0	525	10	3	8	3	4	28	12	1027	28	2	3	1072	1676
05:00 PM	9	2	1	1	2	15	1	115	4	0	0	120	5	0	4	3	0	12	7	295	7	0	3	312	459
05:15 PM	9	1	0	2	4	16	2	107	2	0	0	111	4	2	5	3	0	14	6	312	9	0	1	328	469
05:30 PM	4	0	1	2	11	18	1	96	1	0	2	100	3	1	6	0	3	13	6	339	4	0	2	351	482
05:45 PM	4	0	5	2	4	15	1	109	3	0	0	113	4	0	2	3	4	13	4	283	5	0	1	293	434
Total	26	3	7	7	21	64	5	427	10	0	2	444	16	3	17	9	7	52	23	1229	25	0	7	1284	1844
Grand Total	132	15	80	18	83	328	35	2734	37	0	8	2814	72	16	62	15	24	189	118	5916	144	4	28	6210	9541
Apprch %	40.2	4.6	24.4	5.5	25.3		1.2	97.2	1.3	0	0.3		38.1	8.5	32.8	7.9	12.7		1.9	95.3	2.3	0.1	0.5		
Total %	1.4	0.2	0.8	0.2	0.9	3.4	0.4	28.7	0.4	0	0.1	29.5	0.8	0.2	0.6	0.2	0.3	2	1.2	62	1.5	0	0.3	65.1	

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 10 Avenue

File Name : NW 79 Street at NW 10 Avenue
Site Code : 07901001
Start Date : 1/16/2018
Page No : 1

Groups Printed- Heavy Vehicles

	NW 10 Avenue Southbound						SR 934/NW 79 Avenue Westbound						NW 10 Avenue Northbound						SR 934/NW 79 Avenue Eastbound						
Start Time	Right	Thru	Left	B CNL	P CNL	App. Total	Right	Thru	Left	B CEL	P CEL	App. Total	Right	Thru	Left	B CSL	P CSL	App. Total	Right	Thru	Left	B CWL	P CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0	8	12
07:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	1	0	0	2	0	12	0	0	0	12	17
07:30 AM	0	0	0	0	0	0	1	8	0	0	0	9	0	0	0	0	0	0	0	9	0	0	0	9	18
07:45 AM	0	0	1	0	0	1	0	5	1	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	13
Total	0	0	1	0	0	1	1	20	1	0	0	22	1	0	1	0	0	2	0	35	0	0	0	35	60
08:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	20	0	0	0	20	24
08:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	14	0	0	0	14	18
08:30 AM	1	0	1	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	10	0	0	0	10	14
08:45 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	13	0	0	0	13	16
Total	1	0	1	0	0	2	0	12	1	0	0	13	0	0	0	0	0	0	0	57	0	0	0	57	72
*** BREAK ***																									
12:00 PM	2	1	0	0	0	3	1	6	0	0	0	7	0	0	0	0	0	0	0	11	0	0	0	11	21
12:15 PM	1	0	0	0	0	1	1	4	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	7	13
12:30 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	7	11
12:45 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	12
Total	3	1	0	0	0	4	2	20	0	0	0	22	0	0	0	0	0	0	0	31	0	0	0	31	57
01:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	0	5	1	0	0	6	11
01:15 PM	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	7	0	0	0	7	12
01:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	5	8
01:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0	9	13
Total	0	0	0	0	0	0	0	15	1	0	0	16	1	0	0	0	0	1	0	26	1	0	0	27	44
*** BREAK ***																									
04:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	7
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4
04:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	7	1	0	0	8	14
04:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	4	6
Total	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	18	1	0	0	19	31
05:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3	5
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
05:45 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5
Total	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	7	1	0	0	8	17
Grand Total	4	1	2	0	0	7	3	87	4	0	0	94	2	0	1	0	0	3	0	174	3	0	0	177	281
Apprch %	57.1	14.3	28.6	0	0		3.2	92.6	4.3	0	0		66.7	0	33.3	0	0		0	98.3	1.7	0	0		
Total %	1.4	0.4	0.7	0	0	2.5	1.1	31	1.4	0	0	33.5	0.7	0	0.4	0	0	1.1	0	61.9	1.1	0	0	63	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 13 Court

File Name : NW 79 Street at NW 13 Court
Site Code : 07901301
Start Date : 5/25/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 13 Court Southbound							SR 934/NW 79 Street Westbound							NW 13 Court Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru NW 81 Street	Thru NW 79 Street	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	3	0	0	0	0	1	4	0	108	102	0	0	1	211	0	0	0	0	0	0	0	0	284	0	0	0	0	284	499
07:15 AM	2	0	0	1	1	4	8	1	101	109	0	3	3	217	0	0	0	0	0	0	0	0	306	0	0	0	1	307	532
07:30 AM	2	0	0	0	0	4	6	1	95	130	0	0	1	227	0	0	0	0	0	0	0	0	350	0	0	0	5	355	588
07:45 AM	1	0	0	0	1	2	4	0	121	157	0	1	2	281	0	0	0	0	0	0	0	0	332	0	0	0	7	339	624
Total	8	0	0	1	2	11	22	2	425	498	0	4	7	936	0	0	0	0	0	0	0	0	1272	0	0	0	13	1285	2243
08:00 AM	4	0	0	3	0	1	8	1	99	133	0	0	1	234	0	0	0	0	0	0	0	0	302	0	0	0	2	304	546
08:15 AM	3	0	0	0	0	0	3	0	104	134	0	0	0	238	0	0	0	0	0	0	0	0	307	0	0	0	3	310	551
08:30 AM	4	0	0	1	0	0	5	1	102	121	0	0	0	224	0	0	0	0	0	0	0	0	309	0	0	0	1	310	539
08:45 AM	3	0	0	1	1	2	7	1	122	102	0	0	4	229	0	0	0	0	0	0	0	0	301	0	0	0	1	302	538
Total	14	0	0	5	1	3	23	3	427	490	0	0	5	925	0	0	0	0	0	0	0	0	1219	0	0	0	7	1226	2174
*** BREAK ***																													
12:00 PM	1	0	0	0	0	1	2	5	134	148	0	0	1	288	0	0	0	0	0	0	0	0	256	0	0	0	0	256	546
12:15 PM	2	0	0	0	1	2	5	1	158	151	0	0	1	311	0	0	0	0	0	0	0	0	233	0	0	0	3	236	552
12:30 PM	4	0	0	0	0	1	5	1	145	165	0	1	0	312	0	0	0	0	0	0	0	0	254	0	0	0	0	254	571
12:45 PM	0	0	0	1	0	1	2	1	135	164	0	0	2	302	0	0	0	0	0	0	0	0	247	0	0	0	0	247	551
Total	7	0	0	1	1	5	14	8	572	628	0	1	4	1213	0	0	0	0	0	0	0	0	990	0	0	0	3	993	2220
01:00 PM	4	0	0	0	0	2	6	0	152	129	0	0	1	282	0	0	0	0	0	0	0	0	242	0	0	0	0	242	530
01:15 PM	0	0	0	0	0	0	0	0	150	129	0	0	0	279	0	0	0	0	0	0	0	0	236	0	0	0	0	236	515
01:30 PM	2	0	0	0	1	1	4	1	145	137	0	1	2	286	0	0	0	0	0	0	0	0	241	0	0	0	2	243	533
01:45 PM	3	0	0	0	0	2	5	0	131	120	0	0	1	252	0	0	0	0	0	0	0	0	247	0	0	0	0	247	504
Total	9	0	0	0	1	5	15	1	578	515	0	1	4	1099	0	0	0	0	0	0	0	0	966	0	0	0	2	968	2082
*** BREAK ***																													
04:00 PM	1	0	0	0	0	1	2	0	184	134	0	1	0	319	0	0	0	0	0	0	0	0	273	0	0	0	0	273	594
04:15 PM	3	0	0	0	0	1	4	0	172	181	0	0	1	354	0	0	0	0	0	0	0	0	277	0	0	0	1	278	636
04:30 PM	3	0	0	0	1	0	4	0	169	199	0	1	0	369	0	0	0	0	0	0	0	0	260	0	0	0	1	261	634
04:45 PM	2	0	0	0	0	2	4	1	162	206	0	0	1	370	0	0	0	0	0	0	0	0	256	0	0	0	1	257	631
Total	9	0	0	0	1	4	14	1	687	720	0	2	2	1412	0	0	0	0	0	0	0	0	1066	0	0	0	3	1069	2495
05:00 PM	2	0	0	0	0	1	3	2	179	157	0	0	1	339	0	0	0	0	0	0	0	0	283	0	0	0	0	283	625
05:15 PM	3	0	0	5	3	3	14	1	157	209	0	2	4	373	0	0	0	0	0	0	0	0	281	0	0	0	2	283	670
05:30 PM	5	0	0	0	1	0	6	2	172	221	0	1	0	396	0	0	0	0	0	0	0	0	277	0	0	0	0	277	679
05:45 PM	4	0	0	0	0	0	4	2	148	214	0	0	0	364	0	0	0	0	0	0	0	0	258	0	0	0	0	258	626
Total	14	0	0	5	4	4	27	7	656	801	0	3	5	1472	0	0	0	0	0	0	0	0	1099	0	0	0	2	1101	2600
Grand Total	61	0	0	12	10	32	115	22	3345	3652	0	11	27	7057	0	0	0	0	0	0	0	0	6612	0	0	0	30	6642	13814
Apprch %	53	0	0	10.4	8.7	27.8		0.3	47.4	51.8	0	0.2	0.4		0	0	0	0	0	0		0	99.5	0	0	0	0.5		
Total %	0.4	0	0	0.1	0.1	0.2	0.8	0.2	24.2	26.4	0	0.1	0.2	51.1	0	0	0	0	0	0	0	0	47.9	0	0	0	0.2	48.1	
Passenger Cars	61	0	0	12	10	32	115	22	3224	3567	0	11	27	6851	0	0	0	0	0	0	0	0	6291	0	0	0	30	6321	13287
% Passenger Cars	100	0	0	100	100	100	100	100	96.4	97.7	0	100	100	97.1	0	0	0	0	0	0	0	0	95.1	0	0	0	100	95.2	96.2
Heavy Vehicles	0	0	0	0	0	0	0	0	121	85	0	0	0	206	0	0	0	0	0	0	0	0	321	0	0	0	0	321	527
% Heavy Vehicles	0	0	0	0	0	0	0	0	3.6	2.3	0	0	0	2.9	0	0	0	0	0	0	0	0	4.9	0	0	0	0	4.8	3.8

P CNL: Pedestrians Crossing North Leg

P CNL: Pedestrians Crossing North Leg Out Cross Walk

P CEL:Pedestrians Crossing East Leg

P CEL:Pedestrians Crossing East Leg Out Cross Walk

P CSL:Pedestrians Crossing South Leg

P CSL:Pedestrians Crossing South Leg Out Cross Walk

P CWL:Pedestrians Crossing West Leg

P CWL:Pedestrians Crossing West Leg Out Cross Walk

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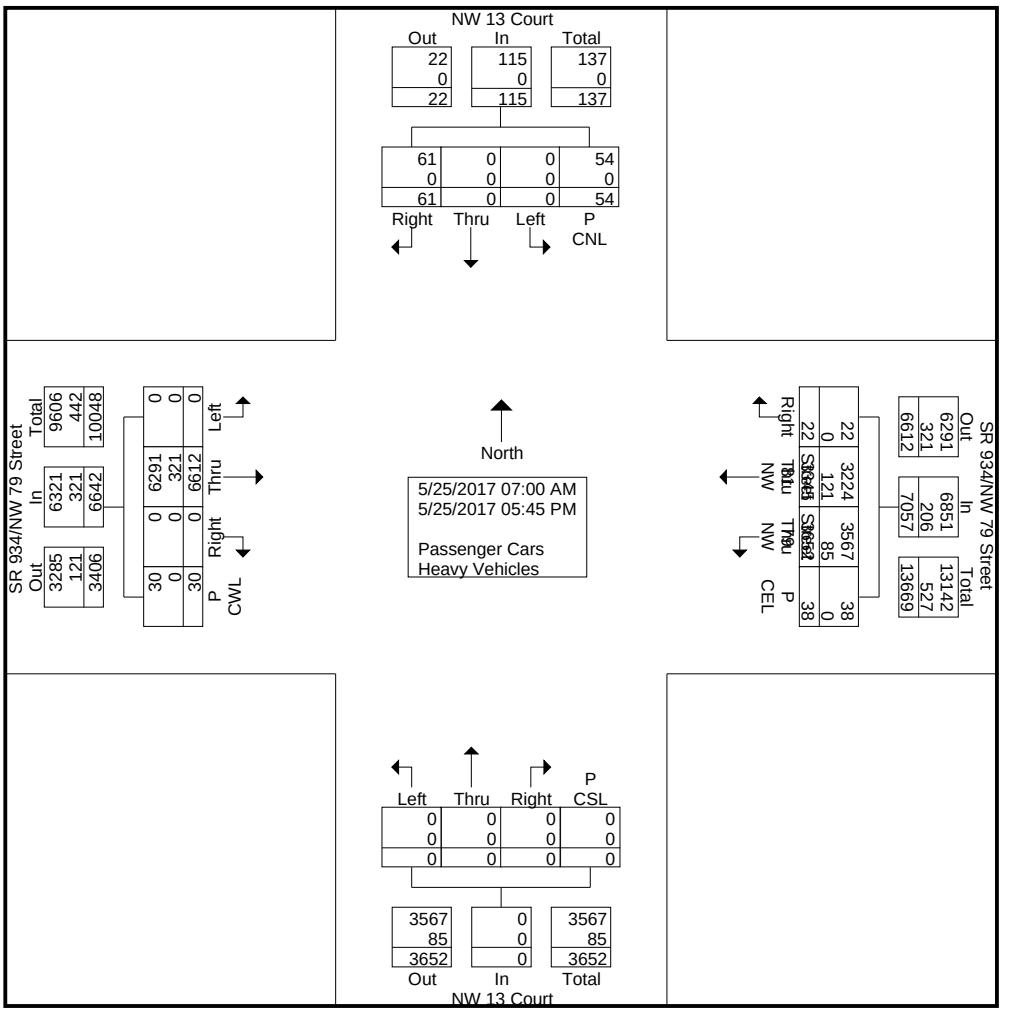
9594 NW 41st Street, Suite 201, Miami, Florida 33178

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg



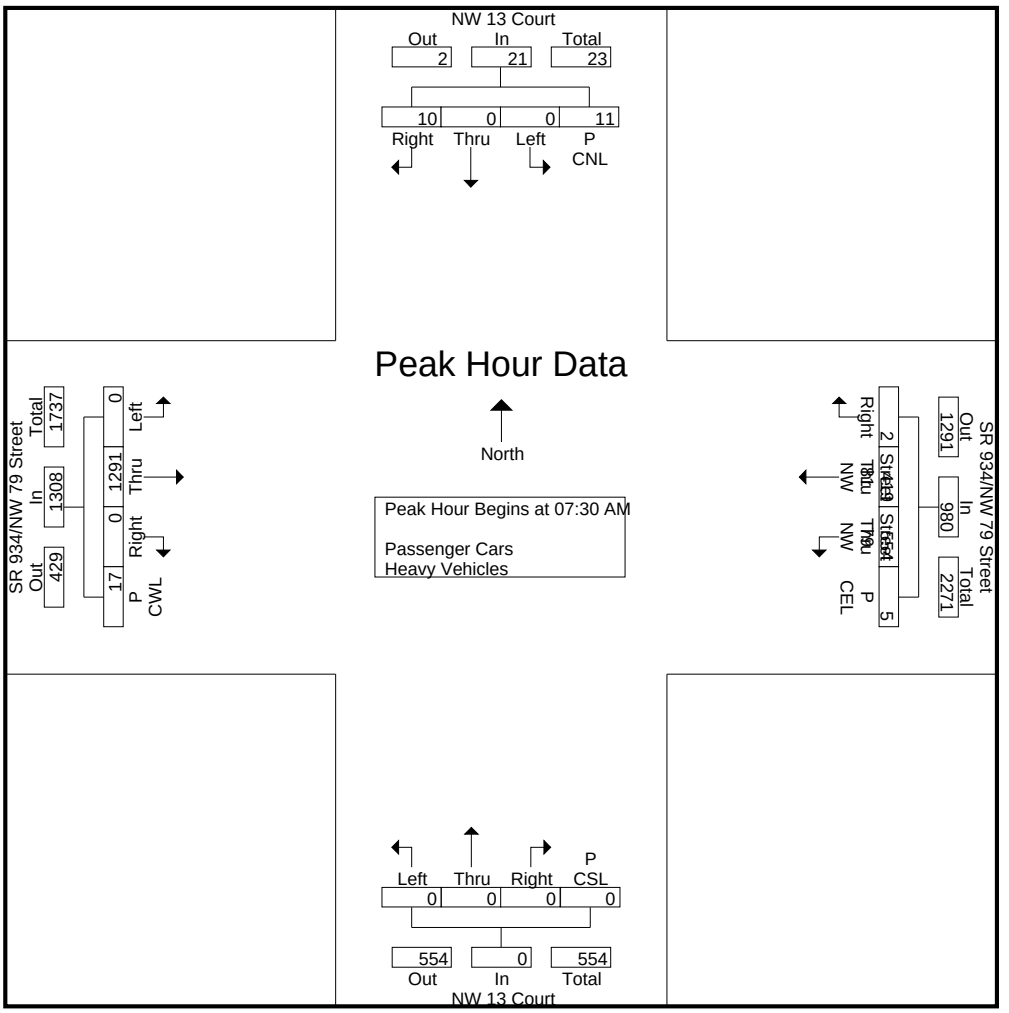
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 13 Court

File Name : NW 79 Street at NW 13 Court
Site Code : 07901301
Start Date : 5/25/2017
Page No : 3

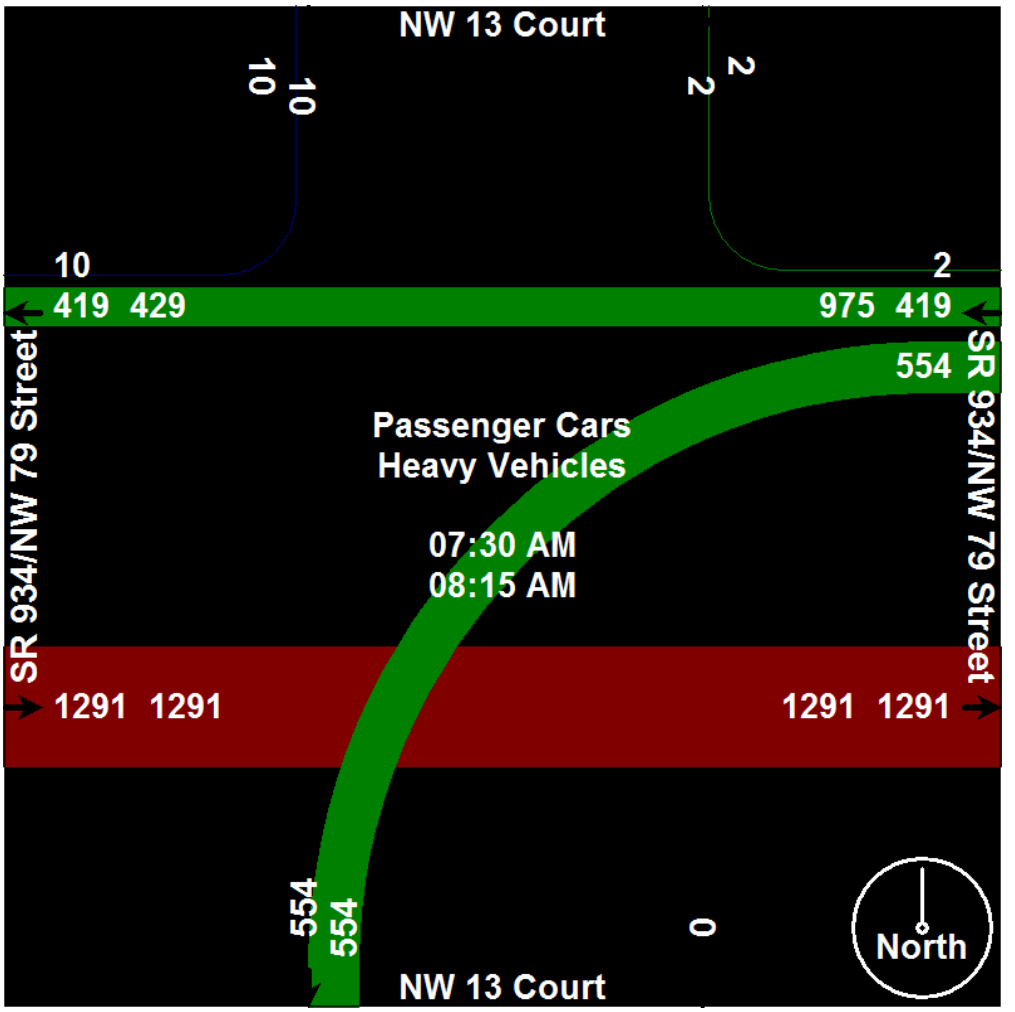
	NW 13 Court Southbound							SR 934/NW 79 Street Westbound							NW 13 Court Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru NW 81 Street	Thru NW 79 Street	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 07:30 AM																												
07:30 AM	2	0	0	0	0	**4**	6	**1**	95	130	0	0	1	227	0	0	0	0	0	0	0	0	**350**	0	0	0	5	**355**	588
07:45 AM	1	0	0	0	**1**	2	4	0	**121**	**157**	0	**1**	**2**	**281**	0	0	0	0	0	0	0	0	332	0	0	0	**7**	339	**624**
08:00 AM	**4**	0	0	**3**	0	1	**8**	1	99	133	0	0	1	234	0	0	0	0	0	0	0	0	302	0	0	0	2	304	546
08:15 AM	3	0	0	0	0	0	3	0	104	134	0	0	0	238	0	0	0	0	0	0	0	0	307	0	0	0	3	310	551
Total Volume	10	0	0	3	1	7	21	2	419	554	0	1	4	980	0	0	0	0	0	0	0	0	1291	0	0	0	17	1308	2309
% App. Total	47.6	0	0	14.3	4.8	33.3		0.2	42.8	56.5	0	0.1	0.4		0	0	0	0	0	0		0	98.7	0	0	0	1.3		
PHF	.625	.000	.000	.250	.250	.438	.656	.500	.866	.882	.000	.250	.500	.872	.000	.000	.000	.000	.000	.000	.000	.000	.922	.000	.000	.000	.607	.921	.925



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 13 Court

File Name : NW 79 Street at NW 13 Court
Site Code : 07901301
Start Date : 5/25/2017
Page No : 4



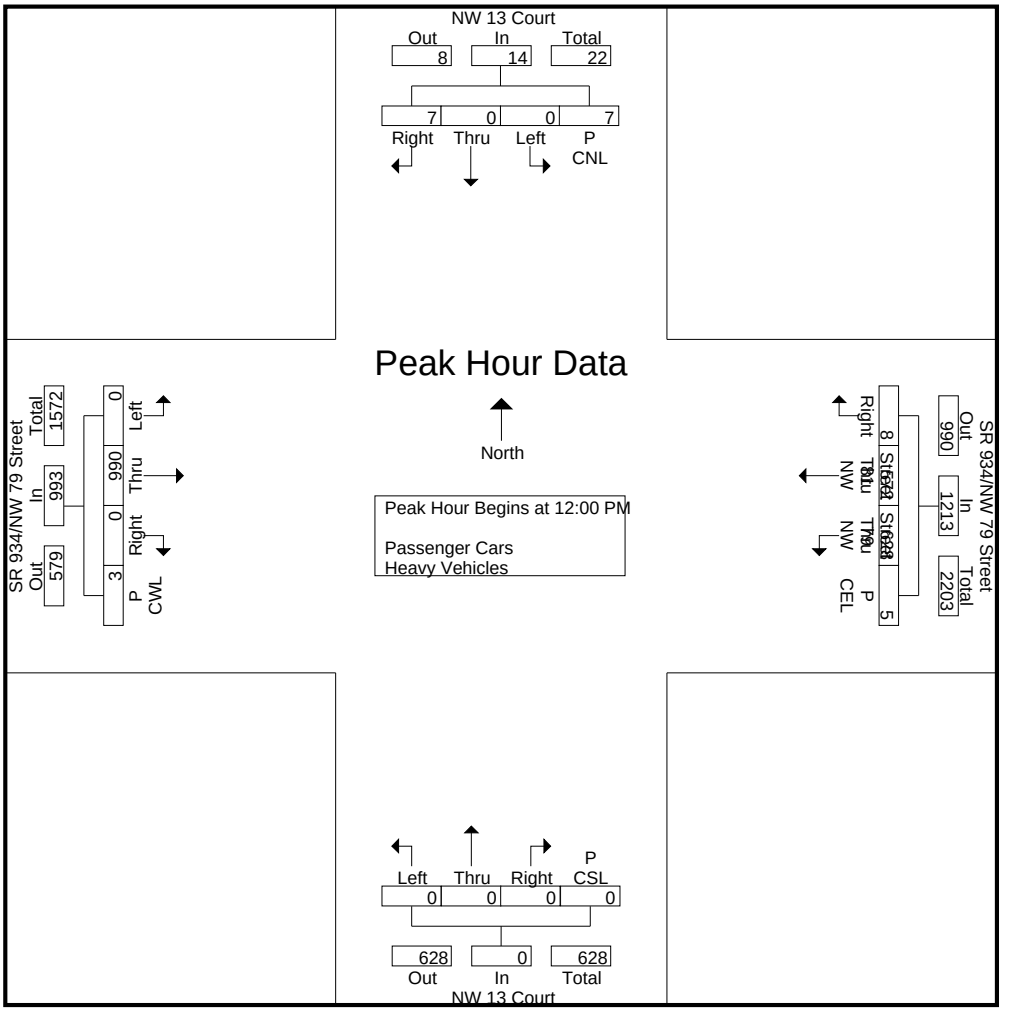
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 13 Court

File Name : NW 79 Street at NW 13 Court
Site Code : 07901301
Start Date : 5/25/2017
Page No : 5

	NW 13 Court Southbound							SR 934/NW 79 Street Westbound							NW 13 Court Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru NW 81 Street	Thru NW 79 Street	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	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	1	0	0	0	0	1	2	**5**	134	148	0	0	1	288	0	0	0	0	0	0	0	0	**256**	0	0	0	0	**256**	546
12:15 PM	2	0	0	0	**1**	**2**	**5**	1	**158**	151	0	0	1	311	0	0	0	0	0	0	0	0	233	0	0	0	**3**	236	552
12:30 PM	**4**	0	0	0	0	1	5	1	145	**165**	0	**1**	0	**312**	0	0	0	0	0	0	0	0	254	0	0	0	0	254	**571**
12:45 PM	0	0	0	**1**	0	1	2	1	135	164	0	0	**2**	302	0	0	0	0	0	0	0	0	247	0	0	0	0	247	551
Total Volume	7	0	0	1	1	5	14	8	572	628	0	1	4	1213	0	0	0	0	0	0	0	0	990	0	0	0	3	993	2220
% App. Total	50	0	0	7.1	7.1	35.7		0.7	47.2	51.8	0	0.1	0.3		0	0	0	0	0	0		0	99.7	0	0	0	0.3		
PHF	.438	.000	.000	.250	.250	.625	.700	.400	.905	.952	.000	.250	.500	.972	.000	.000	.000	.000	.000	.000	.000	.000	.967	.000	.000	.000	.250	.970	.972



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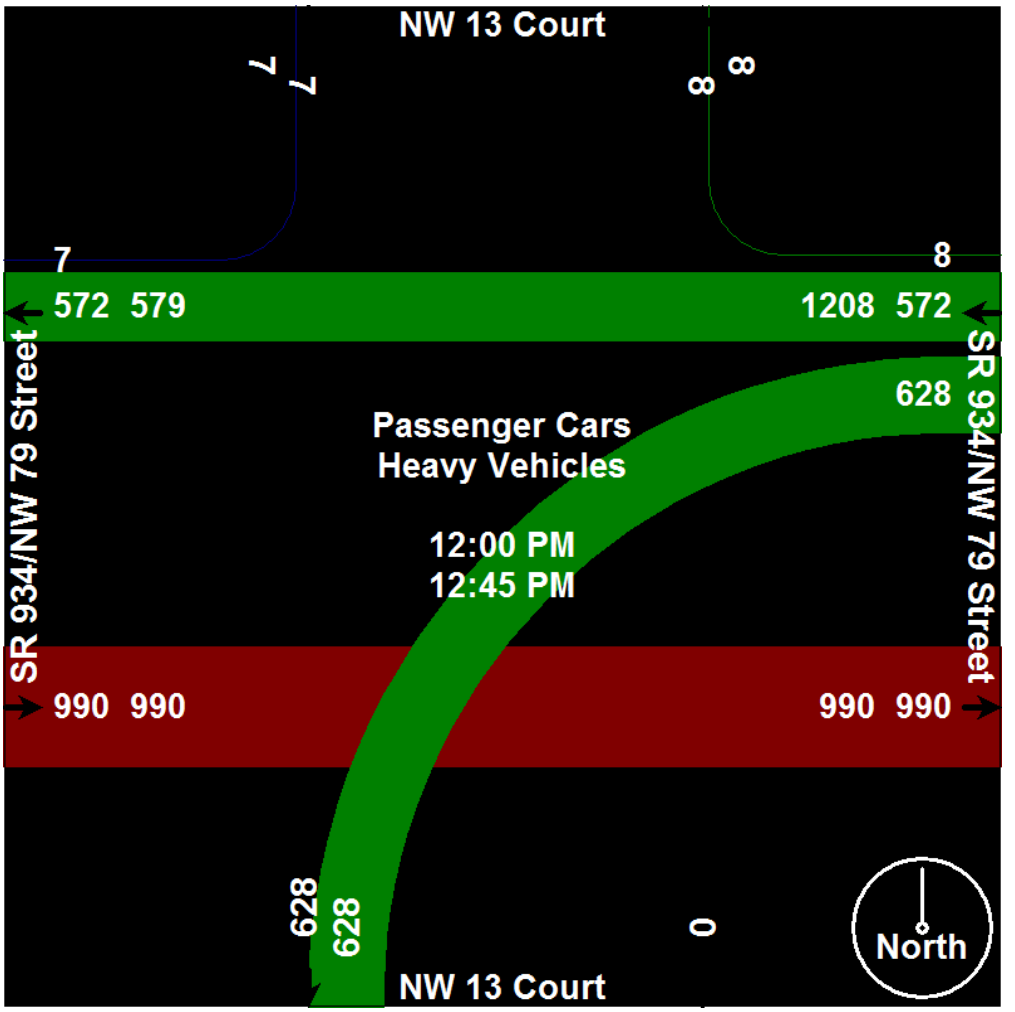
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 13 Court

File Name : NW 79 Street at NW 13 Court
Site Code : 07901301
Start Date : 5/25/2017
Page No : 6



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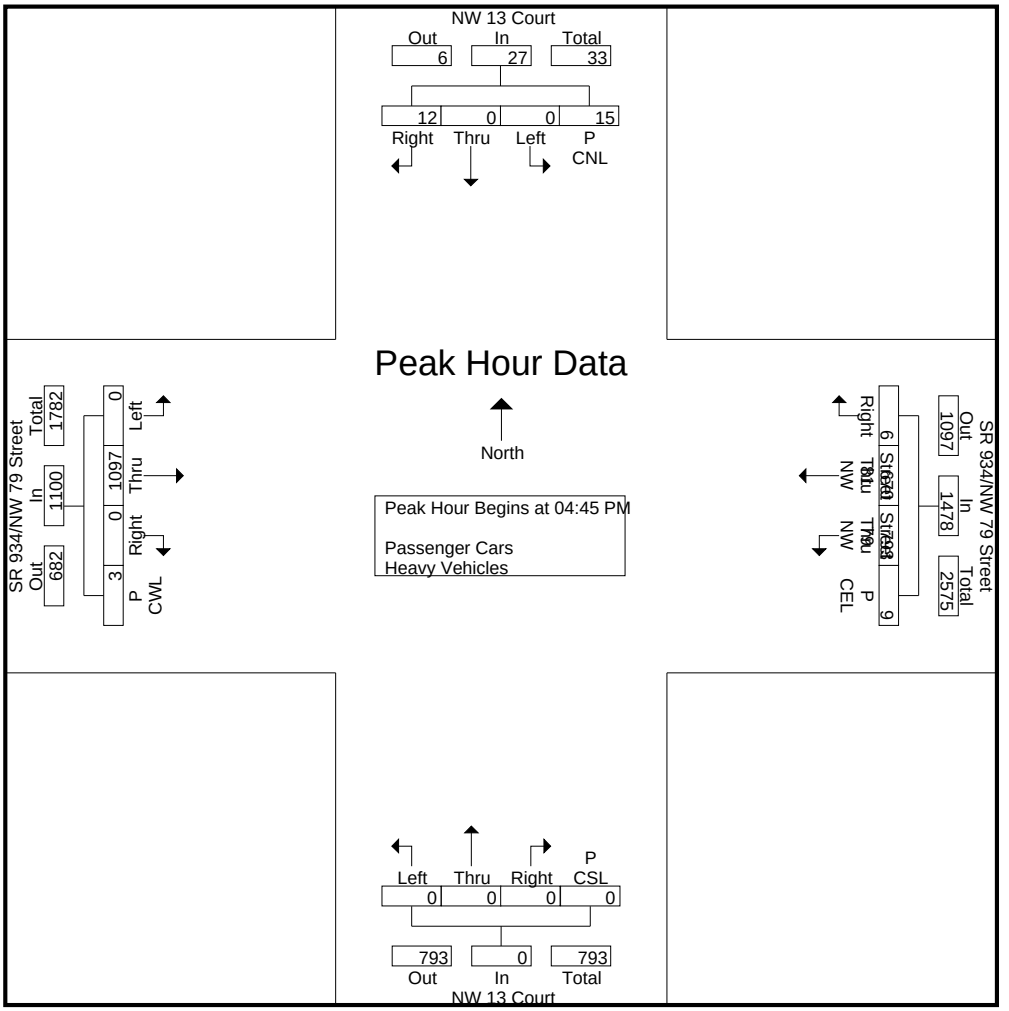
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 13 Court

File Name : NW 79 Street at NW 13 Court
Site Code : 07901301
Start Date : 5/25/2017
Page No : 7

	NW 13 Court Southbound							SR 934/NW 79 Street Westbound							NW 13 Court Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru NW 81 Street	Thru NW 79 Street	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	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 04:45 PM																												
04:45 PM	2	0	0	0	0	2	4	1	162	206	0	0	1	370	0	0	0	0	0	0	0	0	256	0	0	0	1	257	631
05:00 PM	2	0	0	0	0	1	3	**2**	**179**	157	0	0	1	339	0	0	0	0	0	0	0	0	**283**	0	0	0	0	**283**	625
05:15 PM	3	0	0	**5**	**3**	**3**	**14**	1	157	209	0	**2**	**4**	373	0	0	0	0	0	0	0	0	281	0	0	0	**2**	283	670
05:30 PM	**5**	0	0	0	1	0	6	2	172	**221**	0	1	0	**396**	0	0	0	0	0	0	0	0	277	0	0	0	0	277	**679**
Total Volume	12	0	0	5	4	6	27	6	670	793	0	3	6	1478	0	0	0	0	0	0	0	0	1097	0	0	0	3	1100	2605
% App. Total	44.4	0	0	18.5	14.8	22.2		0.4	45.3	53.7	0	0.2	0.4		0	0	0	0	0	0		0	99.7	0	0	0	0.3		
PHF	.600	.000	.000	.250	.333	.500	.482	.750	.936	.897	.000	.375	.375	.933	.000	.000	.000	.000	.000	.000	.000	.000	.969	.000	.000	.000	.375	.972	.959

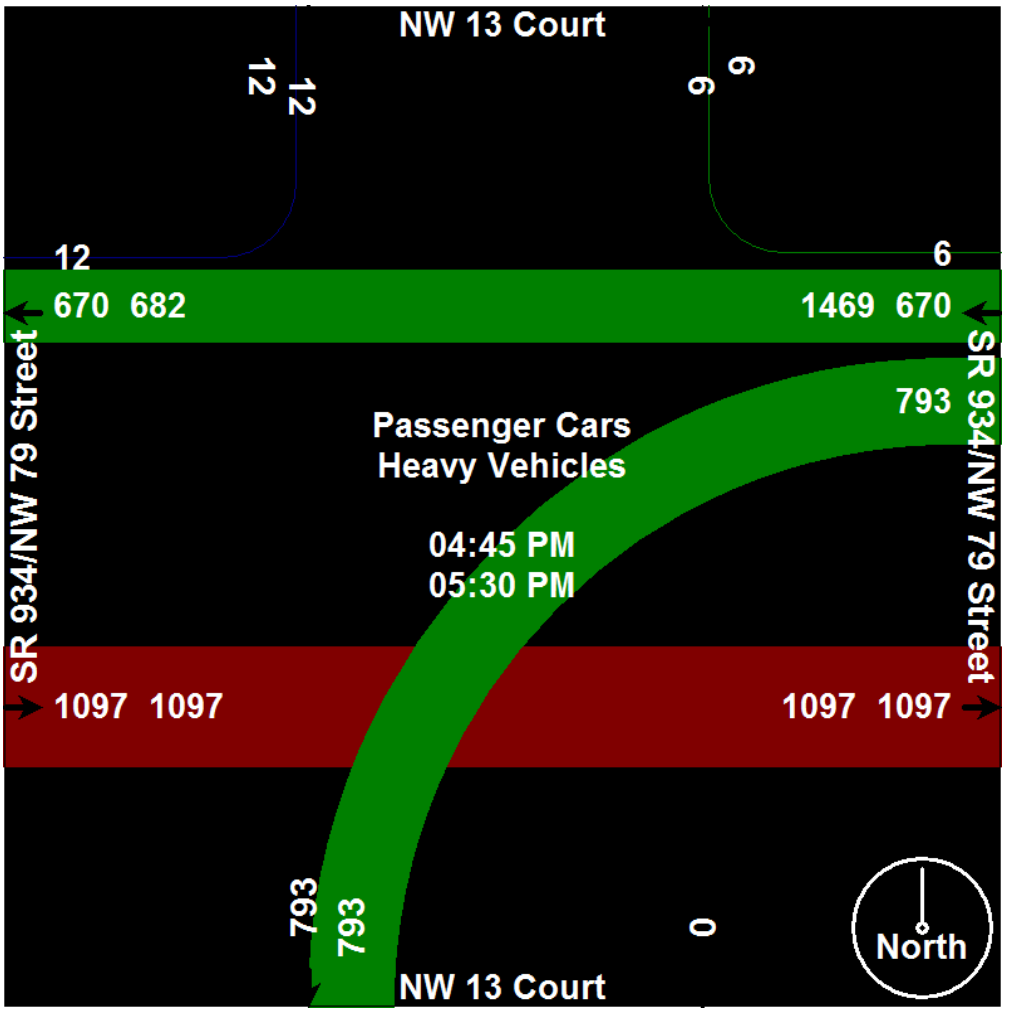


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 13 Court

File Name : NW 79 Street at NW 13 Court
Site Code : 07901301
Start Date : 5/25/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 14 Place

File Name : NW 79 Street at NW 14 Pl
Site Code : 07901501
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

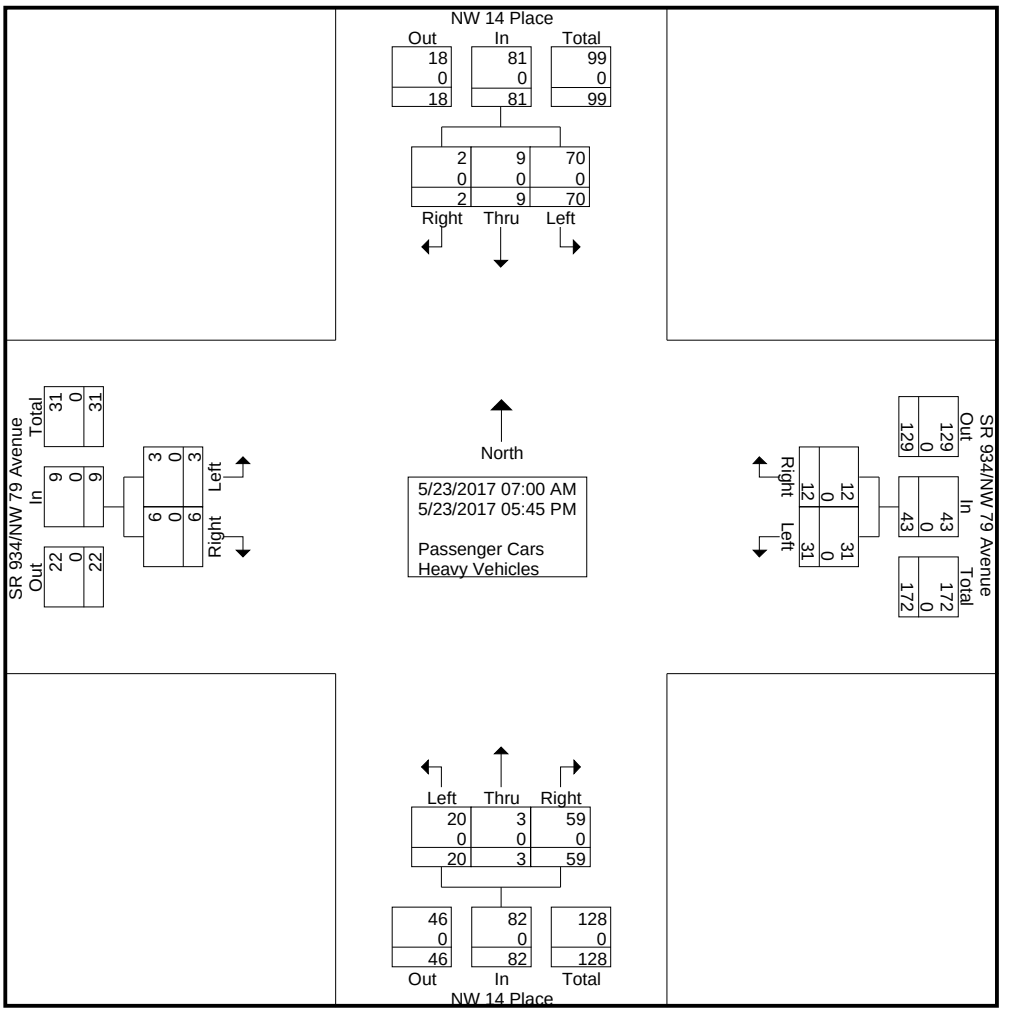
	NW 14 Place Southbound				SR 934/NW 79 Avenue Westbound			NW 14 Place Northbound				SR 934/NW 79 Avenue Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2
07:15 AM	0	0	6	6	0	0	0	1	0	0	1	0	0	0	7
07:30 AM	0	0	7	7	0	0	0	2	0	0	2	0	0	0	9
07:45 AM	1	1	7	9	0	0	0	0	0	0	0	0	0	0	9
Total	1	1	20	22	0	0	0	5	0	0	5	0	0	0	27
08:00 AM	0	2	8	10	0	0	0	5	0	1	6	0	1	1	17
08:15 AM	0	0	10	10	0	0	0	0	1	1	2	0	0	0	12
08:30 AM	1	0	10	11	3	2	5	0	0	1	1	3	0	3	20
08:45 AM	0	2	12	14	0	0	0	4	0	0	4	0	0	0	18
Total	1	4	40	45	3	2	5	9	1	3	13	3	1	4	67
*** BREAK ***															
12:00 PM	0	1	3	4	1	2	3	0	0	0	0	0	1	1	8
12:15 PM	0	1	2	3	0	1	1	2	0	1	3	0	0	0	7
12:30 PM	0	1	1	2	1	2	3	2	0	1	3	0	0	0	8
12:45 PM	0	0	2	2	2	2	4	4	0	1	5	1	0	1	12
Total	0	3	8	11	4	7	11	8	0	3	11	1	1	2	35
01:00 PM	0	0	0	0	0	2	2	5	0	1	6	0	0	0	8
01:15 PM	0	0	0	0	0	1	1	1	1	2	4	0	0	0	5
01:30 PM	0	1	0	1	1	1	2	3	1	1	5	1	0	1	9
01:45 PM	0	0	0	0	0	1	1	1	0	0	1	0	0	0	2
Total	0	1	0	1	1	5	6	10	2	4	16	1	0	1	24
*** BREAK ***															
04:00 PM	0	0	0	0	1	1	2	2	0	2	4	0	1	1	7
04:15 PM	0	0	0	0	0	1	1	2	0	0	2	1	0	1	4
04:30 PM	0	0	0	0	0	1	1	3	0	0	3	0	0	0	4
04:45 PM	0	0	0	0	2	2	4	8	0	0	8	0	0	0	12
Total	0	0	0	0	3	5	8	15	0	2	17	1	1	2	27
05:00 PM	0	0	2	2	0	0	0	4	0	2	6	0	0	0	8
05:15 PM	0	0	0	0	1	7	8	1	0	4	5	0	0	0	13
05:30 PM	0	0	0	0	0	3	3	3	0	2	5	0	0	0	8
05:45 PM	0	0	0	0	0	2	2	4	0	0	4	0	0	0	6
Total	0	0	2	2	1	12	13	12	0	8	20	0	0	0	35
Grand Total	2	9	70	81	12	31	43	59	3	20	82	6	3	9	215
Apprch %	2.5	11.1	86.4		27.9	72.1		72	3.7	24.4		66.7	33.3		
Total %	0.9	4.2	32.6	37.7	5.6	14.4	20	27.4	1.4	9.3	38.1	2.8	1.4	4.2	
Passenger Cars	2	9	70	81	12	31	43	59	3	20	82	6	3	9	215
% Passenger Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 14 Place

File Name : NW 79 Street at NW 14 Pl
Site Code : 07901501
Start Date : 5/23/2017
Page No : 2



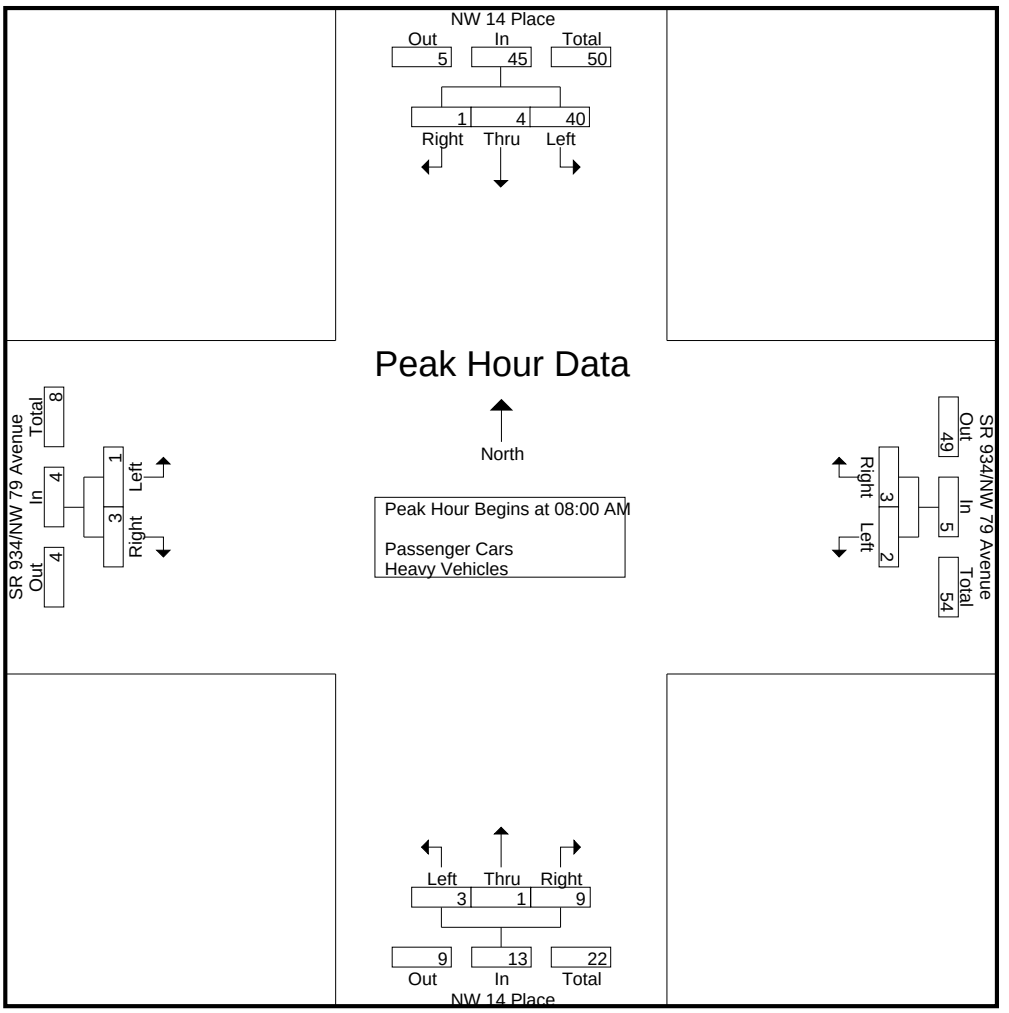
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 14 Place

File Name : NW 79 Street at NW 14 Pl
Site Code : 07901501
Start Date : 5/23/2017
Page No : 3

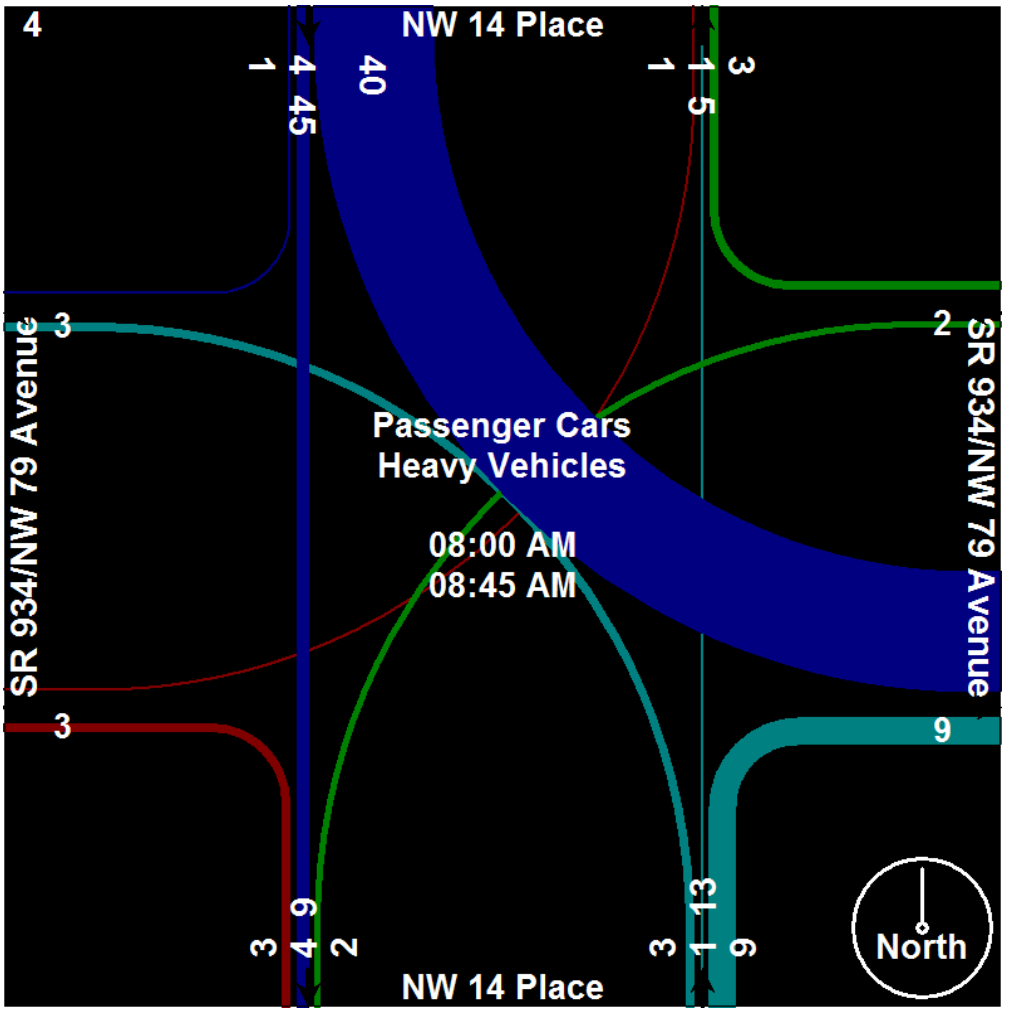
	NW 14 Place Southbound				SR 934/NW 79 Avenue Westbound			NW 14 Place Northbound				SR 934/NW 79 Avenue Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	0	**2**	8	10	0	0	0	**5**	0	**1**	**6**	0	**1**	1	17
08:15 AM	0	0	10	10	0	0	0	0	**1**	1	2	0	0	0	12
08:30 AM	**1**	0	10	11	**3**	**2**	**5**	0	0	1	1	**3**	0	**3**	**20**
08:45 AM	0	2	**12**	**14**	0	0	0	4	0	0	4	0	0	0	18
Total Volume	1	4	40	45	3	2	5	9	1	3	13	3	1	4	67
% App. Total	2.2	8.9	88.9		60	40		69.2	7.7	23.1		75	25		
PHF	.250	.500	.833	.804	.250	.250	.250	.450	.250	.750	.542	.250	.250	.333	.838



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 14 Place

File Name : NW 79 Street at NW 14 Pl
Site Code : 07901501
Start Date : 5/23/2017
Page No : 4



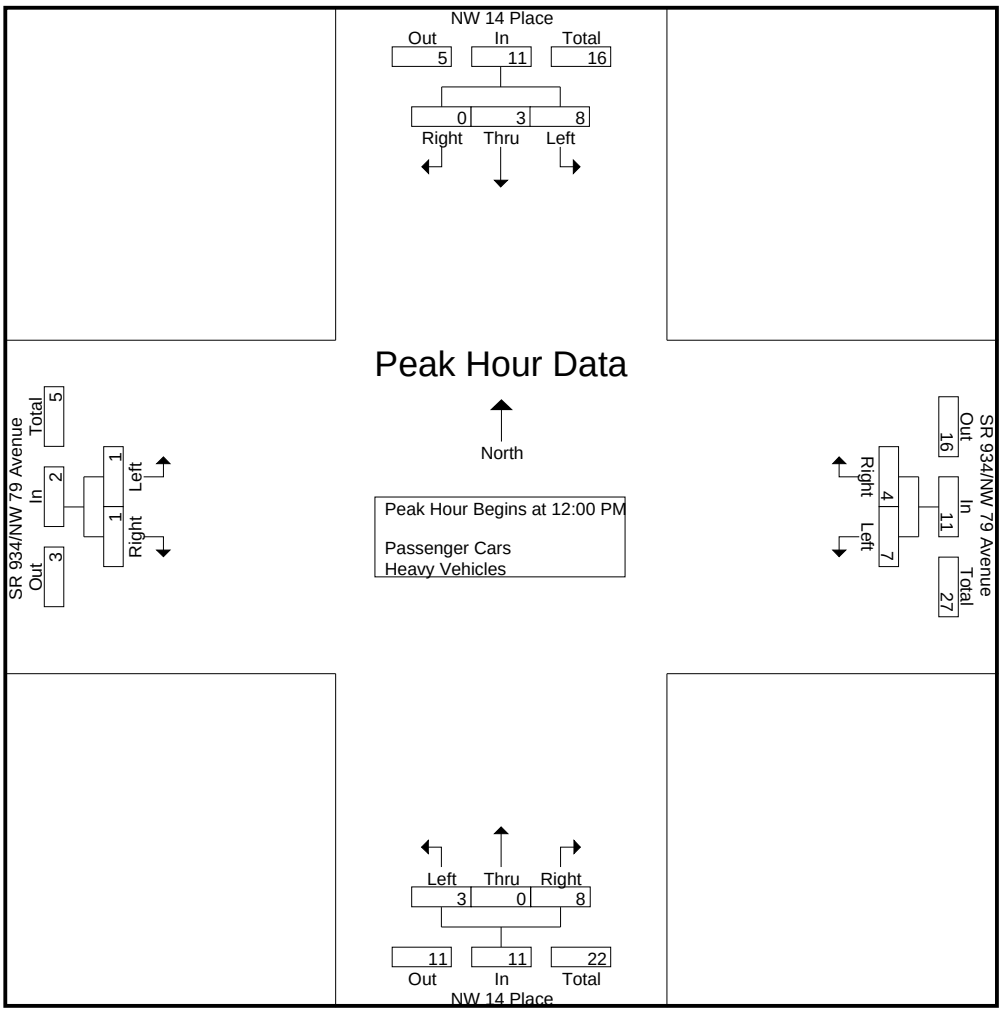
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 14 Place

File Name : NW 79 Street at NW 14 Pl
Site Code : 07901501
Start Date : 5/23/2017
Page No : 5

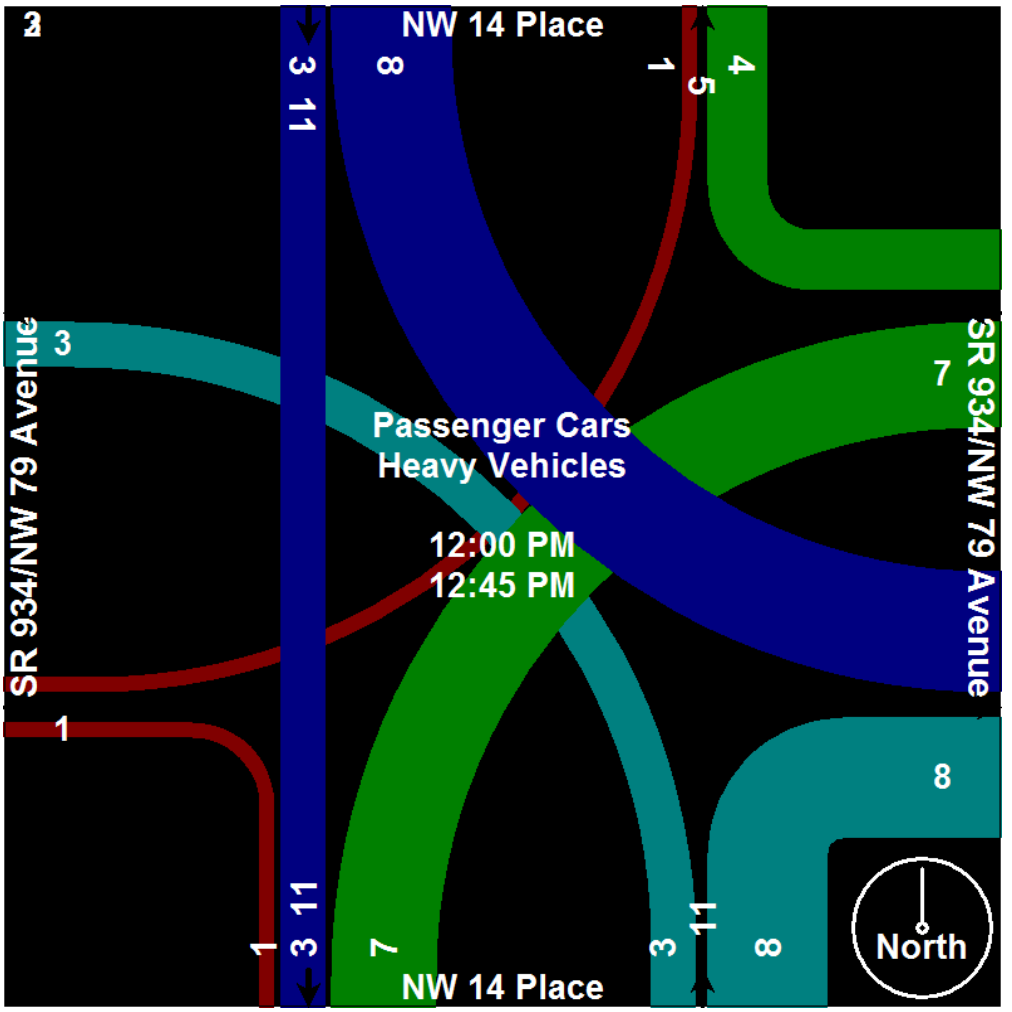
	NW 14 Place Southbound				SR 934/NW 79 Avenue Westbound			NW 14 Place Northbound				SR 934/NW 79 Avenue Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 12:00 PM															
12:00 PM	0	**1**	**3**	**4**	1	**2**	3	0	0	0	0	0	**1**	**1**	8
12:15 PM	0	1	2	3	0	1	1	2	0	**1**	3	0	0	0	7
12:30 PM	0	1	1	2	1	2	3	2	0	1	3	0	0	0	8
12:45 PM	0	0	2	2	**2**	2	**4**	**4**	0	1	**5**	**1**	0	1	**12**
Total Volume	0	3	8	11	4	7	11	8	0	3	11	1	1	2	35
% App. Total	0	27.3	72.7		36.4	63.6		72.7	0	27.3		50	50		
PHF	.000	.750	.667	.688	.500	.875	.688	.500	.000	.750	.550	.250	.250	.500	.729



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 14 Place

File Name : NW 79 Street at NW 14 Pl
Site Code : 07901501
Start Date : 5/23/2017
Page No : 6



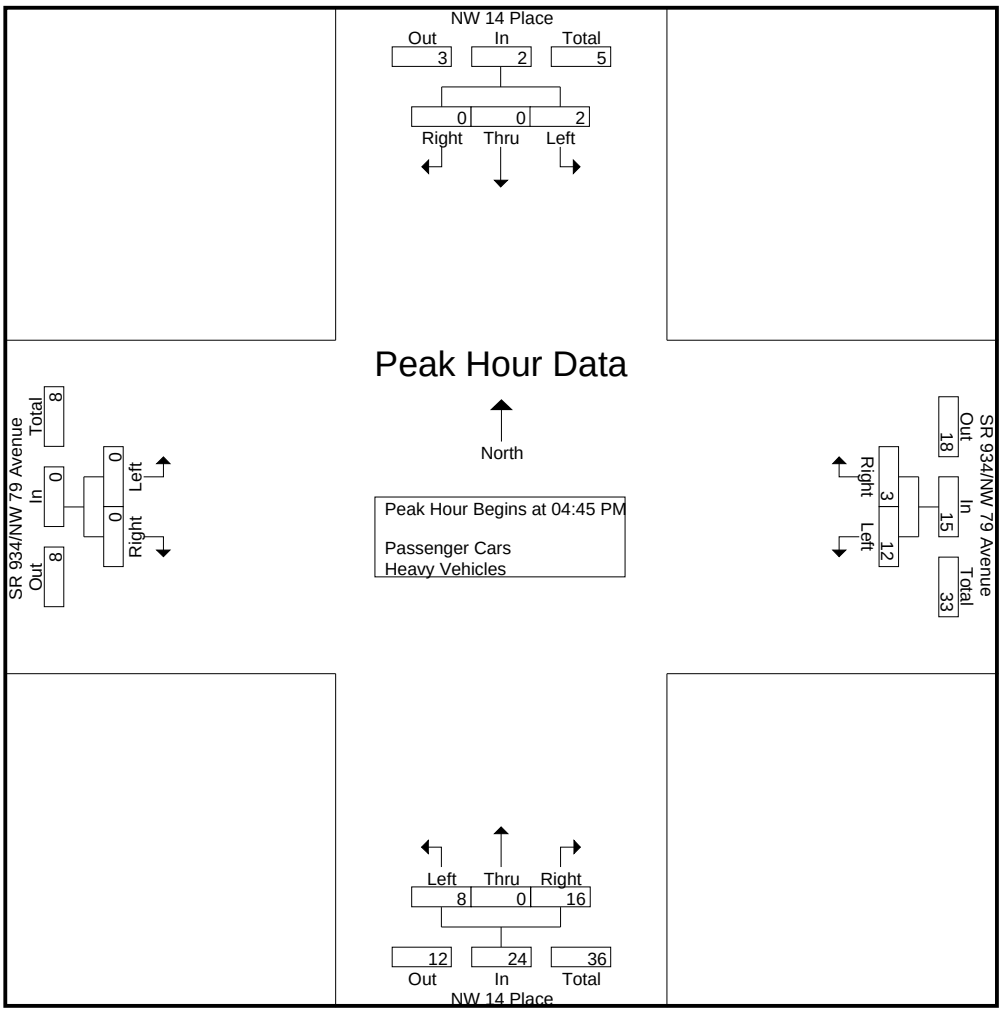
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 14 Place

File Name : NW 79 Street at NW 14 Pl
Site Code : 07901501
Start Date : 5/23/2017
Page No : 7

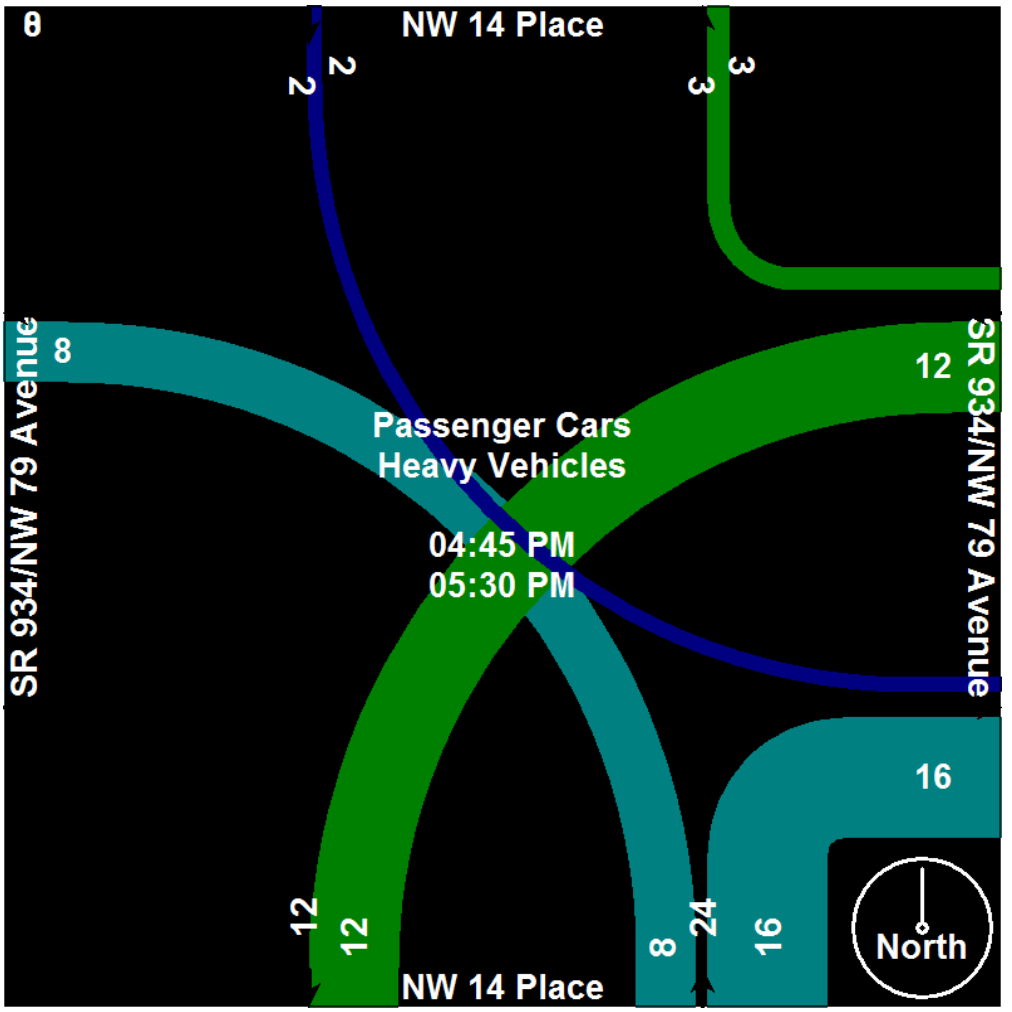
	NW 14 Place Southbound				SR 934/NW 79 Avenue Westbound			NW 14 Place Northbound				SR 934/NW 79 Avenue Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:45 PM															
04:45 PM	0	0	0	0	**2**	2	4	**8**	0	0	**8**	0	0	0	12
05:00 PM	0	0	**2**	**2**	0	0	0	4	0	2	6	0	0	0	8
05:15 PM	0	0	0	0	1	**7**	**8**	1	0	**4**	5	0	0	0	**13**
05:30 PM	0	0	0	0	0	3	3	3	0	2	5	0	0	0	8
Total Volume	0	0	2	2	3	12	15	16	0	8	24	0	0	0	41
% App. Total	0	0	100		20	80		66.7	0	33.3		0	0		
PHF	.000	.000	.250	.250	.375	.429	.469	.500	.000	.500	.750	.000	.000	.000	.788



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 14 Place

File Name : NW 79 Street at NW 14 Pl
Site Code : 07901501
Start Date : 5/23/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 15 Avenue

File Name : NW 79 Street at NW 15 Avenue
Site Code : 07901501
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

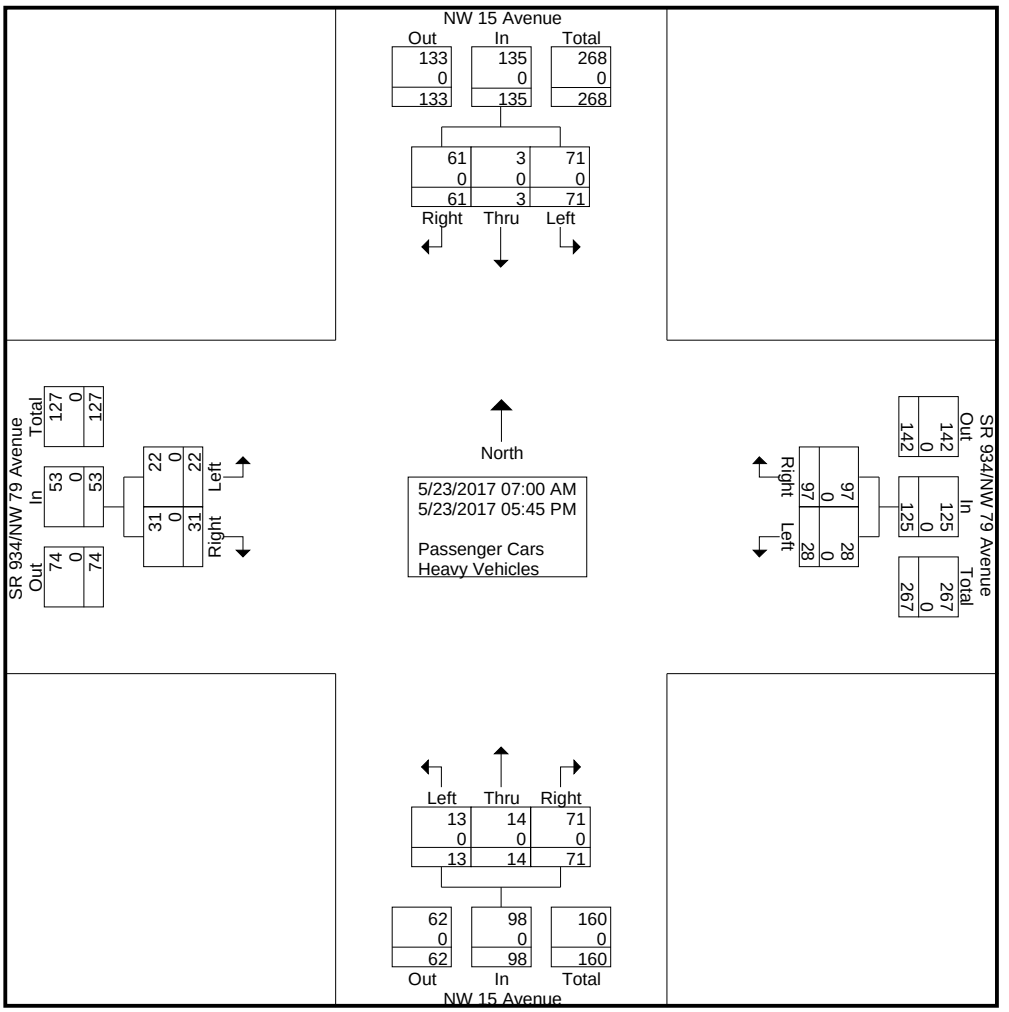
	NW 15 Avenue Southbound				SR 934/NW 79 Avenue Westbound			NW 15 Avenue Northbound				SR 934/NW 79 Avenue Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
07:00 AM	3	0	2	5	2	1	3	1	0	0	1	0	1	1	10
07:15 AM	3	0	2	5	1	0	1	3	0	0	3	1	1	2	11
07:30 AM	1	0	4	5	3	1	4	0	1	0	1	2	2	4	14
07:45 AM	3	0	5	8	4	0	4	3	0	0	3	1	1	2	17
Total	10	0	13	23	10	2	12	7	1	0	8	4	5	9	52
08:00 AM	1	0	6	7	6	2	8	2	0	0	2	2	2	4	21
08:15 AM	4	1	7	12	5	1	6	2	0	1	3	0	1	1	22
08:30 AM	3	0	7	10	3	1	4	2	0	0	2	3	0	3	19
08:45 AM	2	0	3	5	2	1	3	4	1	1	6	2	0	2	16
Total	10	1	23	34	16	5	21	10	1	2	13	7	3	10	78
*** BREAK ***															
12:00 PM	2	0	2	4	2	2	4	2	0	1	3	2	0	2	13
12:15 PM	2	0	4	6	1	1	2	3	1	0	4	2	0	2	14
12:30 PM	2	0	2	4	0	0	0	2	0	0	2	2	0	2	8
12:45 PM	2	0	1	3	1	0	1	3	0	0	3	1	1	2	9
Total	8	0	9	17	4	3	7	10	1	1	12	7	1	8	44
01:00 PM	2	0	1	3	3	1	4	2	0	0	2	3	1	4	13
01:15 PM	2	0	3	5	1	4	5	4	1	0	5	1	1	2	17
01:30 PM	4	0	4	8	1	1	2	2	1	1	4	1	0	1	15
01:45 PM	5	0	3	8	1	2	3	1	0	0	1	1	1	2	14
Total	13	0	11	24	6	8	14	9	2	1	12	6	3	9	59
*** BREAK ***															
04:00 PM	2	0	3	5	4	1	5	3	1	1	5	0	0	0	15
04:15 PM	2	0	2	4	8	2	10	5	1	0	6	1	1	2	22
04:30 PM	1	0	1	2	6	1	7	3	0	0	3	0	1	1	13
04:45 PM	2	1	2	5	11	1	12	9	0	0	9	0	2	2	28
Total	7	1	8	16	29	5	34	20	2	1	23	1	4	5	78
05:00 PM	5	0	2	7	12	0	12	2	1	1	4	1	2	3	26
05:15 PM	4	0	1	5	9	2	11	4	3	1	8	1	1	2	26
05:30 PM	2	0	2	4	6	1	7	2	1	2	5	3	3	6	22
05:45 PM	2	1	2	5	5	2	7	7	2	4	13	1	0	1	26
Total	13	1	7	21	32	5	37	15	7	8	30	6	6	12	100
Grand Total	61	3	71	135	97	28	125	71	14	13	98	31	22	53	411
Apprch %	45.2	2.2	52.6		77.6	22.4		72.4	14.3	13.3		58.5	41.5		
Total %	14.8	0.7	17.3	32.8	23.6	6.8	30.4	17.3	3.4	3.2	23.8	7.5	5.4	12.9	
Passenger Cars	61	3	71	135	97	28	125	71	14	13	98	31	22	53	411
% Passenger Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 15 Avenue

File Name : NW 79 Street at NW 15 Avenue
Site Code : 07901501
Start Date : 5/23/2017
Page No : 2



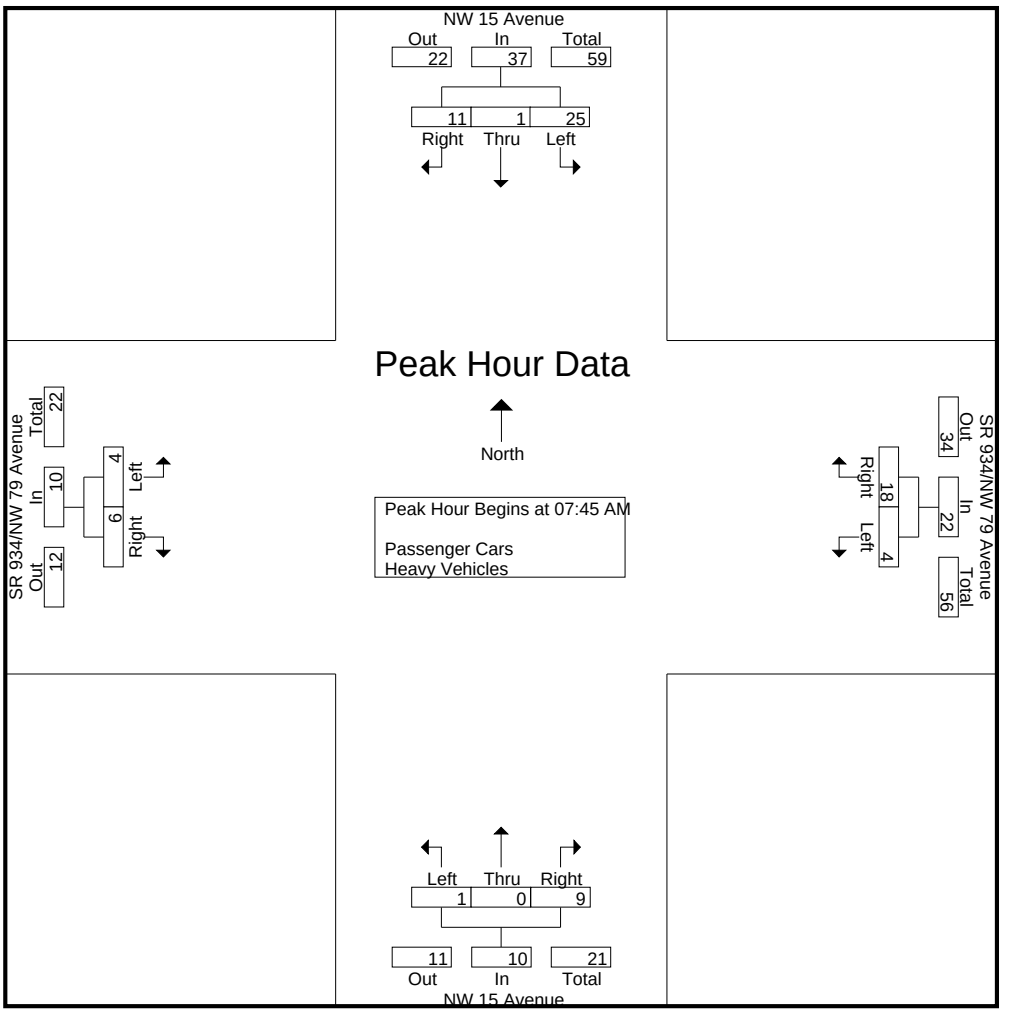
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 15 Avenue

File Name : NW 79 Street at NW 15 Avenue
Site Code : 07901501
Start Date : 5/23/2017
Page No : 3

	NW 15 Avenue Southbound				SR 934/NW 79 Avenue Westbound			NW 15 Avenue Northbound				SR 934/NW 79 Avenue Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	3	0	5	8	4	0	4	**3**	0	0	**3**	1	1	2	17
08:00 AM	1	0	6	7	**6**	**2**	**8**	2	0	0	2	2	**2**	**4**	21
08:15 AM	**4**	**1**	**7**	**12**	5	1	6	2	0	**1**	3	0	1	1	**22**
08:30 AM	3	0	7	10	3	1	4	2	0	0	2	**3**	0	3	19
Total Volume	11	1	25	37	18	4	22	9	0	1	10	6	4	10	79
% App. Total	29.7	2.7	67.6		81.8	18.2		90	0	10		60	40		
PHF	.688	.250	.893	.771	.750	.500	.688	.750	.000	.250	.833	.500	.500	.625	.898

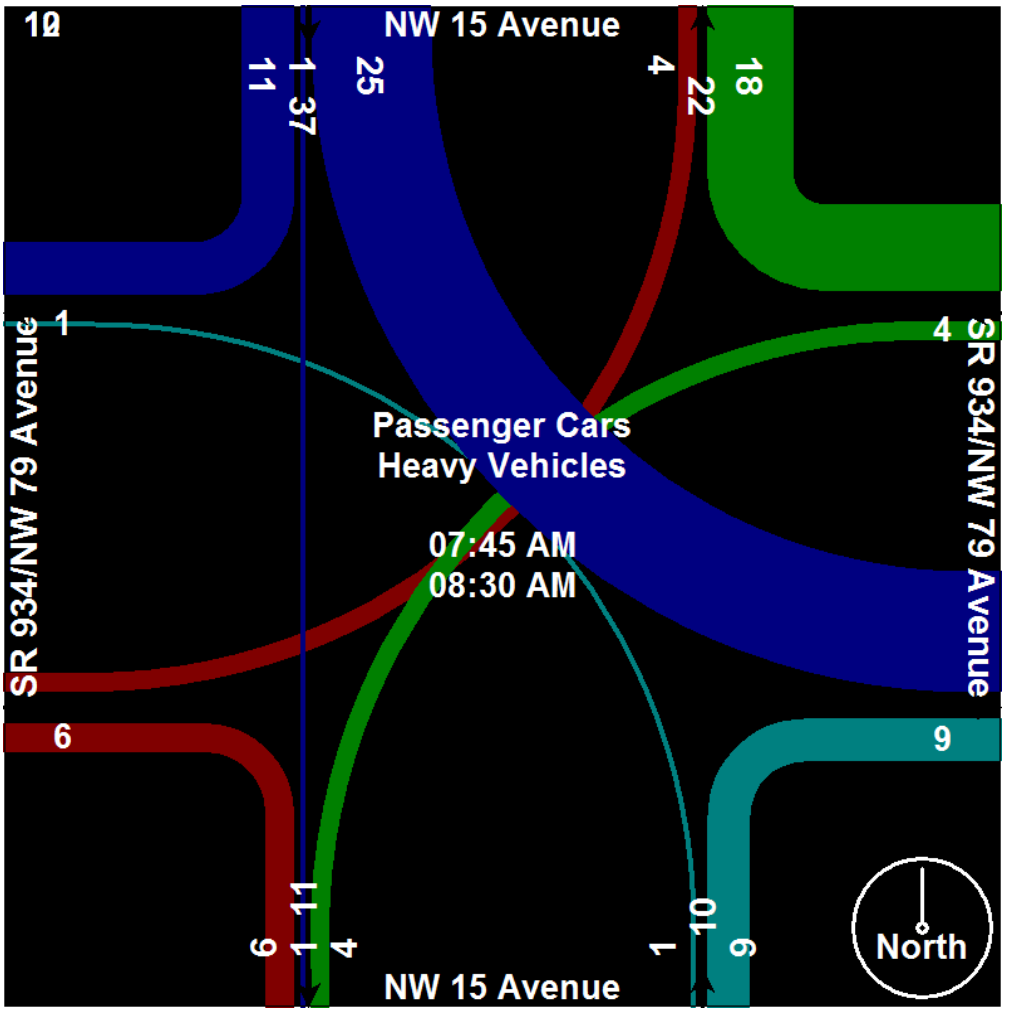


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 15 Avenue

File Name : NW 79 Street at NW 15 Avenue
Site Code : 07901501
Start Date : 5/23/2017
Page No : 4



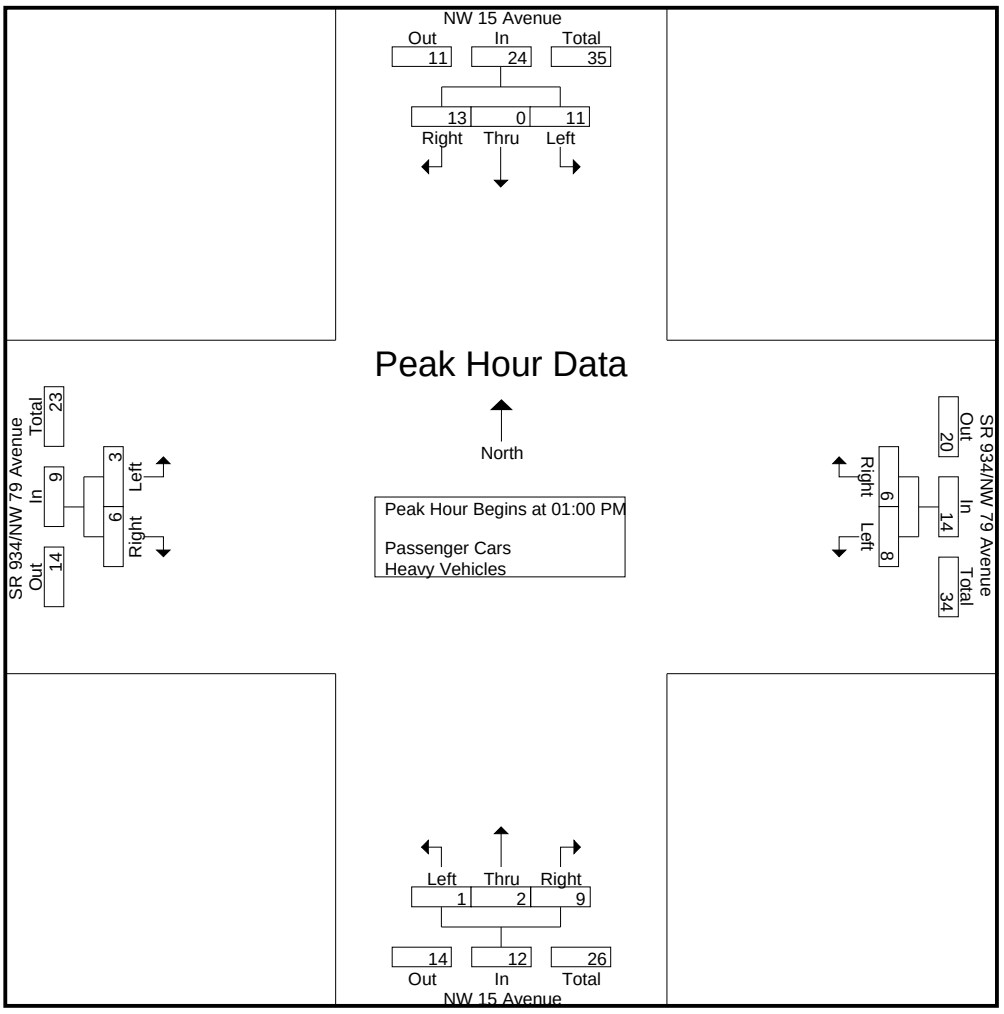
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 15 Avenue

File Name : NW 79 Street at NW 15 Avenue
Site Code : 07901501
Start Date : 5/23/2017
Page No : 5

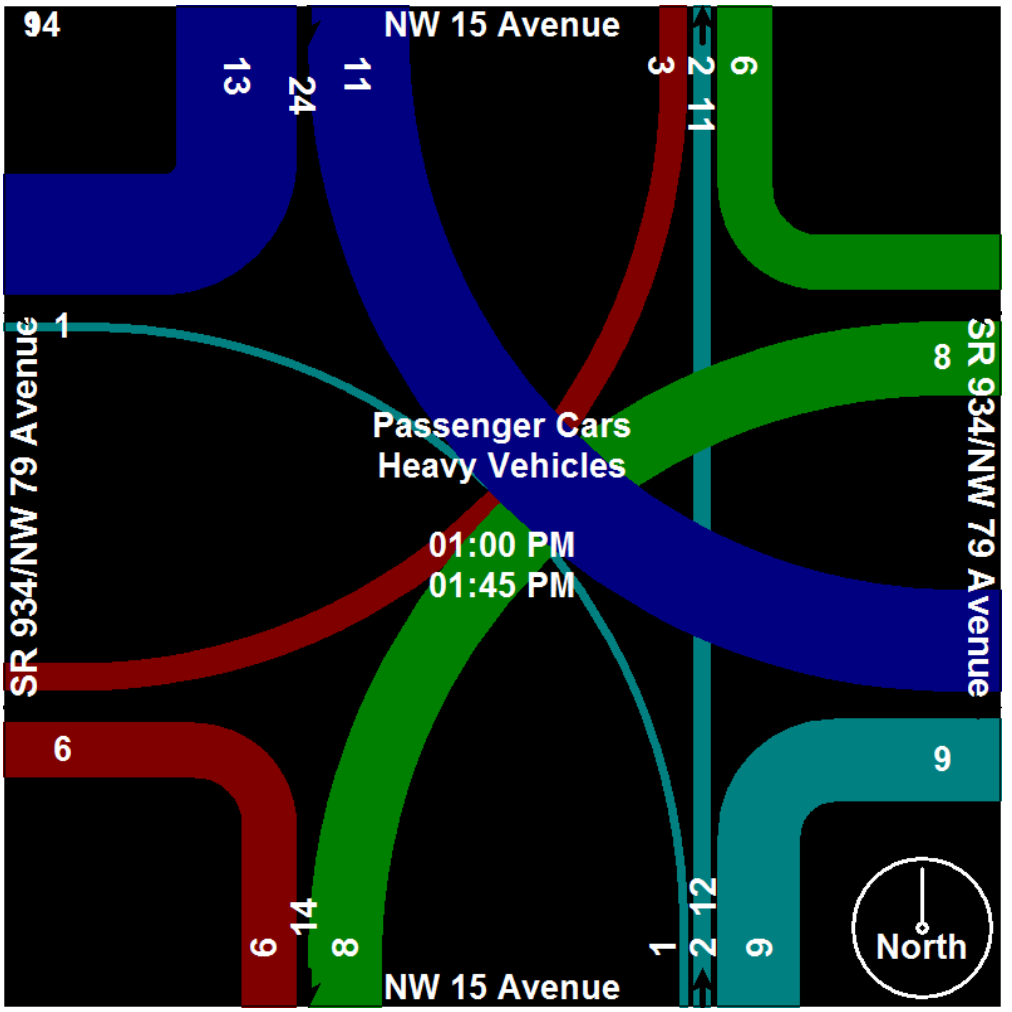
	NW 15 Avenue Southbound				SR 934/NW 79 Avenue Westbound			NW 15 Avenue Northbound				SR 934/NW 79 Avenue Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 01:00 PM															
01:00 PM	2	0	1	3	**3**	1	4	2	0	0	2	**3**	**1**	**4**	13
01:15 PM	2	0	3	5	1	**4**	**5**	**4**	**1**	0	**5**	1	1	2	**17**
01:30 PM	4	0	**4**	**8**	1	1	2	2	1	**1**	4	1	0	1	15
01:45 PM	**5**	0	3	8	1	2	3	1	0	0	1	1	1	2	14
Total Volume	13	0	11	24	6	8	14	9	2	1	12	6	3	9	59
% App. Total	54.2	0	45.8		42.9	57.1		75	16.7	8.3		66.7	33.3		
PHF	.650	.000	.688	.750	.500	.500	.700	.563	.500	.250	.600	.500	.750	.563	.868



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 15 Avenue

File Name : NW 79 Street at NW 15 Avenue
Site Code : 07901501
Start Date : 5/23/2017
Page No : 6



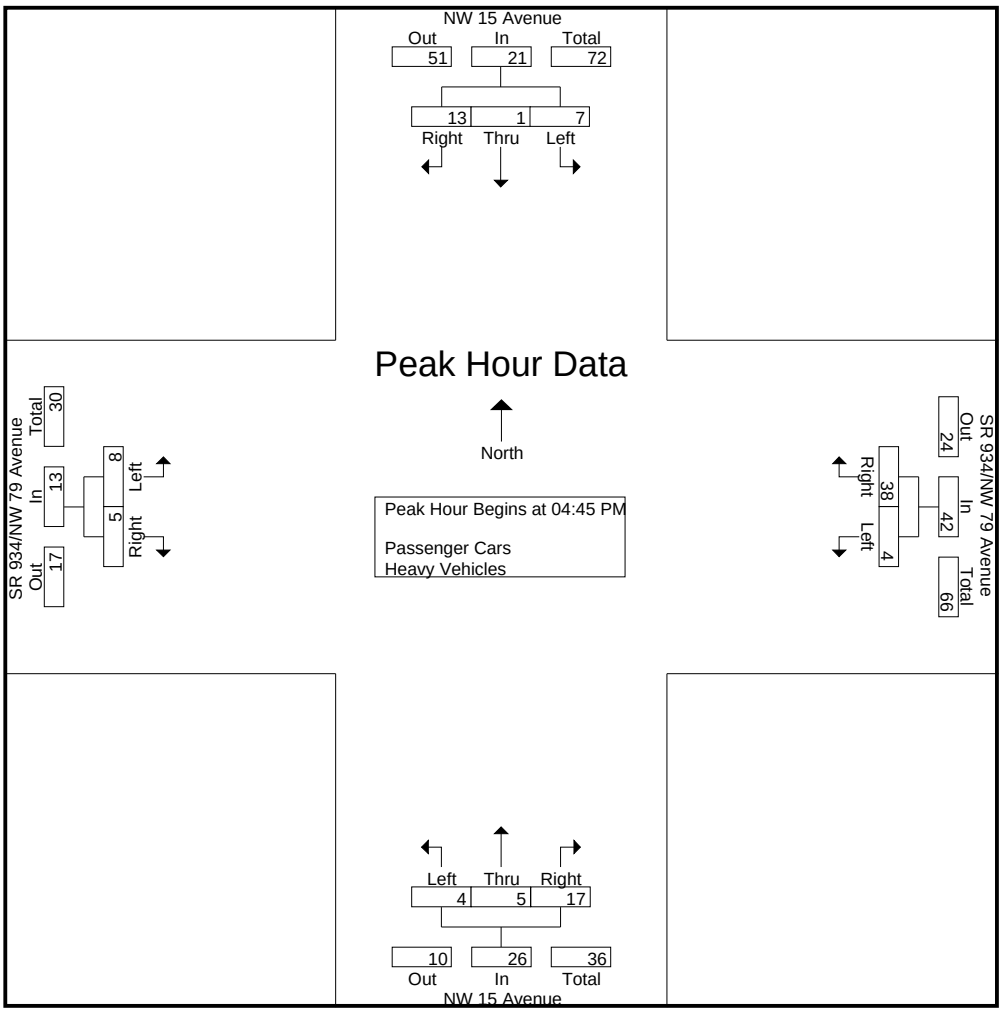
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 15 Avenue

File Name : NW 79 Street at NW 15 Avenue
Site Code : 07901501
Start Date : 5/23/2017
Page No : 7

	NW 15 Avenue Southbound				SR 934/NW 79 Avenue Westbound			NW 15 Avenue Northbound				SR 934/NW 79 Avenue Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	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 04:45 PM															
04:45 PM	2	**1**	**2**	5	11	1	**12**	**9**	0	0	**9**	0	2	2	**28**
05:00 PM	**5**	0	2	**7**	**12**	0	12	2	1	1	4	1	2	3	26
05:15 PM	4	0	1	5	9	**2**	11	4	**3**	1	8	1	1	2	26
05:30 PM	2	0	2	4	6	1	7	2	1	**2**	5	**3**	**3**	**6**	22
Total Volume	13	1	7	21	38	4	42	17	5	4	26	5	8	13	102
% App. Total	61.9	4.8	33.3		90.5	9.5		65.4	19.2	15.4		38.5	61.5		
PHF	.650	.250	.875	.750	.792	.500	.875	.472	.417	.500	.722	.417	.667	.542	.911

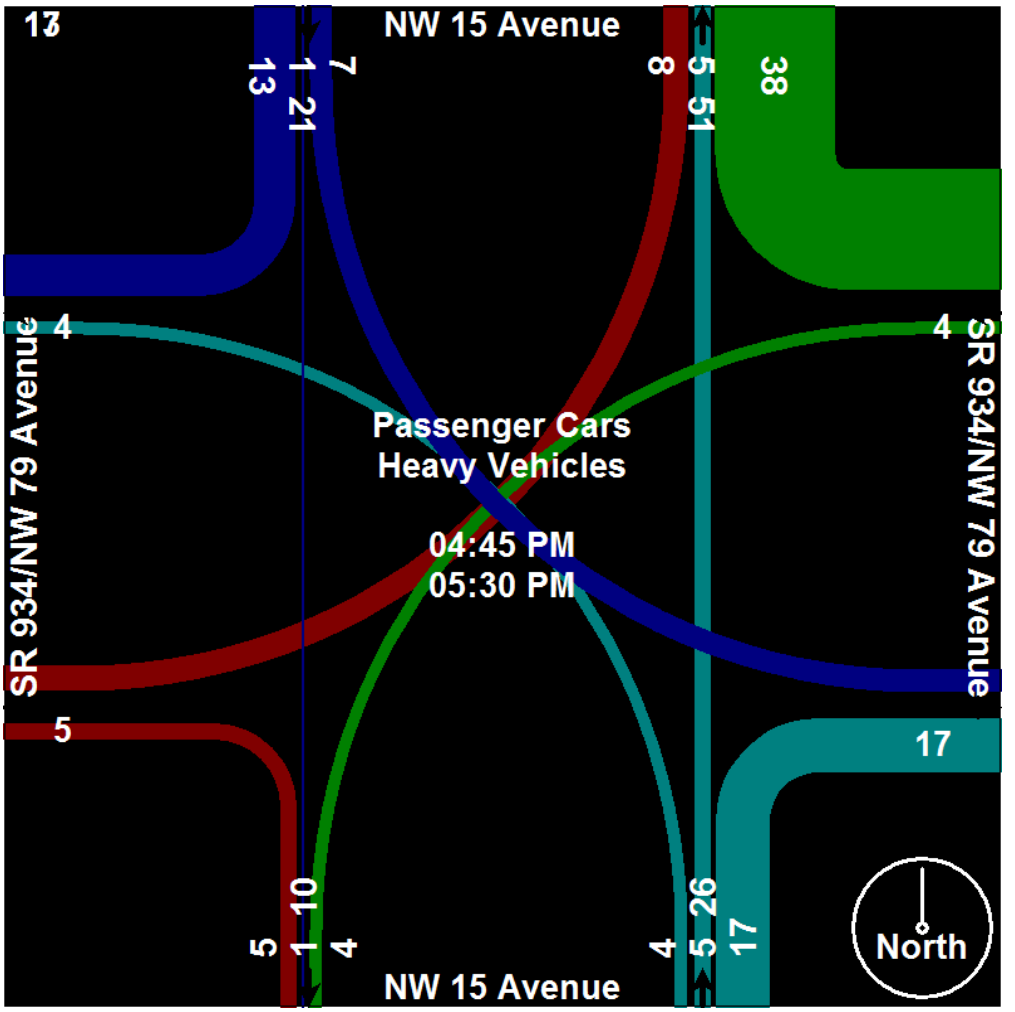


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 15 Avenue

File Name : NW 79 Street at NW 15 Avenue
Site Code : 07901501
Start Date : 5/23/2017
Page No : 8



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue

File Name : NW 79 Street at NW 17 Ave
Site Code : 07901701
Start Date : 5/25/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 17 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 17 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	24	178	50	3	0	0	255	21	156	31	0	0	0	208	17	99	16	1	1	0	134	30	228	10	0	1	0	269	866
07:15 AM	18	176	40	0	0	0	234	20	170	26	0	0	1	217	12	99	31	0	0	0	142	35	258	18	0	0	0	311	904
07:30 AM	16	242	68	0	0	1	327	21	178	26	0	0	0	225	19	84	25	0	2	0	130	41	270	23	0	0	3	337	1019
07:45 AM	15	247	63	0	1	2	328	30	226	37	0	0	0	293	17	114	33	0	0	2	166	27	247	33	0	0	3	310	1097
Total	73	843	221	3	1	3	1144	92	730	120	0	0	1	943	65	396	105	1	3	2	572	133	1003	84	0	1	6	1227	3886
08:00 AM	14	234	53	0	0	1	302	24	193	23	0	0	0	240	12	98	26	0	1	0	137	44	229	28	0	0	0	301	980
08:15 AM	13	226	56	0	0	0	295	21	195	34	0	1	0	251	13	132	34	0	1	0	180	35	245	31	0	1	1	313	1039
08:30 AM	15	185	57	0	0	0	257	22	176	34	0	0	1	233	19	96	22	0	0	0	137	33	229	29	0	1	3	295	922
08:45 AM	18	187	63	0	0	1	269	26	172	25	0	0	0	223	18	87	32	0	0	1	138	42	214	22	1	0	1	280	910
Total	60	832	229	0	0	2	1123	93	736	116	0	1	1	947	62	413	114	0	2	1	592	154	917	110	1	2	5	1189	3851
*** BREAK ***																													
12:00 PM	15	81	26	0	0	1	123	23	225	32	0	0	0	280	24	105	57	1	0	3	190	30	202	19	0	1	3	255	848
12:15 PM	11	70	28	0	0	0	109	25	251	28	0	0	0	304	22	81	40	0	2	0	145	28	177	19	0	0	1	225	783
12:30 PM	17	98	22	0	0	3	140	27	251	28	0	0	0	306	21	137	38	0	0	0	196	47	208	23	0	0	0	278	920
12:45 PM	19	88	23	0	0	0	130	25	244	27	0	0	0	296	23	85	38	0	0	0	146	31	191	16	0	1	0	239	811
Total	62	337	99	0	0	4	502	100	971	115	0	0	0	1186	90	408	173	1	2	3	677	136	778	77	0	2	4	997	3362
01:00 PM	12	79	22	0	0	0	113	18	229	31	0	0	0	278	20	89	38	0	0	0	147	30	199	24	0	0	0	253	791
01:15 PM	17	84	27	0	0	0	128	20	230	22	0	0	0	272	13	100	40	0	0	0	153	32	194	27	0	0	1	254	807
01:30 PM	11	126	25	0	0	0	162	23	227	27	0	0	0	277	19	126	41	0	0	1	187	27	202	26	0	2	1	258	884
01:45 PM	14	89	24	0	0	0	127	14	217	20	0	0	0	251	24	102	39	0	0	2	167	29	206	22	0	1	1	259	804
Total	54	378	98	0	0	0	530	75	903	100	0	0	0	1078	76	417	158	0	0	3	654	118	801	99	0	3	3	1024	3286
*** BREAK ***																													
04:00 PM	14	116	22	0	0	1	153	40	248	25	0	0	0	313	22	202	36	0	1	2	263	26	223	36	1	0	1	287	1016
04:15 PM	14	86	26	0	0	4	130	49	272	26	0	0	0	347	23	206	30	0	1	2	262	34	223	42	0	0	1	300	1039
04:30 PM	17	101	27	0	0	1	146	52	273	35	0	0	1	361	27	216	33	0	0	0	276	32	198	32	0	2	1	265	1048
04:45 PM	22	80	33	0	0	4	139	58	274	29	0	0	0	361	10	233	43	0	1	1	288	26	208	23	0	1	0	258	1046
Total	67	383	108	0	0	10	568	199	1067	115	0	0	1	1382	82	857	142	0	3	5	1089	118	852	133	1	3	3	1110	4149
05:00 PM	20	89	38	0	0	1	148	47	268	25	0	0	6	346	15	216	53	0	1	6	291	24	223	33	0	1	7	288	1073
05:15 PM	16	98	28	0	1	0	143	65	272	25	0	0	0	362	18	228	59	0	2	0	307	27	241	34	0	0	0	302	1114
05:30 PM	9	105	26	0	0	0	140	64	283	41	0	0	1	389	30	228	47	0	2	1	308	28	216	44	0	1	1	290	1127
05:45 PM	11	101	28	0	0	0	140	56	267	39	0	0	0	362	26	216	46	0	1	1	290	29	195	42	0	1	1	268	1060
Total	56	393	120	0	1	1	571	232	1090	130	0	0	7	1459	89	888	205	0	6	8	1196	108	875	153	0	3	9	1148	4374
Grand Total	372	3166	875	3	2	20	4438	791	5497	696	0	1	10	6995	464	3379	897	2	16	22	4780	767	5226	656	2	14	30	6695	22908
Apprch %	8.4	71.3	19.7	0.1	0	0.5		11.3	78.6	9.9	0	0	0.1		9.7	70.7	18.8	0	0.3	0.5		11.5	78.1	9.8	0	0.2	0.4		
Total %	1.6	13.8	3.8	0	0	0.1	19.4	3.5	24	3	0	0	0	30.5	2	14.8	3.9	0	0.1	0.1	20.9	3.3	22.8	2.9	0	0.1	0.1	29.2	
Passenger Cars	365	3119	862	3	2	20	4371	778	5285	682	0	1	10	6756	452	3260	850	2	16	22	4602	732	4904	628	2	14	30	6310	22039
% Passenger Cars	98.1	98.5	98.5	100	100	100	98.5	98.4	96.1	98	0	100	100	96.6	97.4	96.5	94.8	100	100	100	96.3	95.4	93.8	95.7	100	100	100	94.2	96.2
Heavy Vehicles	7	47	13	0	0	0	67	13	212	14	0	0	0	239	12	119	47	0	0	0	178	35	322	28	0	0	0	385	869
% Heavy Vehicles	1.9	1.5	1.5	0	0	0	1.5	1.6	3.9	2	0	0	0	3.4	2.6	3.5	5.2	0	0	0	3.7	4.6	6.2	4.3	0	0	0	5.8	3.8

P CNL: Pedestrians Crossing North Leg

P CNL: Pedestrians Crossing North Leg Out Cross Walk

P CEL:Pedestrians Crossing East Leg

P CEL:Pedestrians Crossing East Leg Out Cross Walk

P CSL:Pedestrians Crossing South Leg

P CSL:Pedestrians Crossing South Leg Out Cross Walk

P CWL:Pedestrians Crossing West Leg

P CWL:Pedestrians Crossing West Leg Out Cross Walk

B CNL:Bicyclists Crossing North Leg

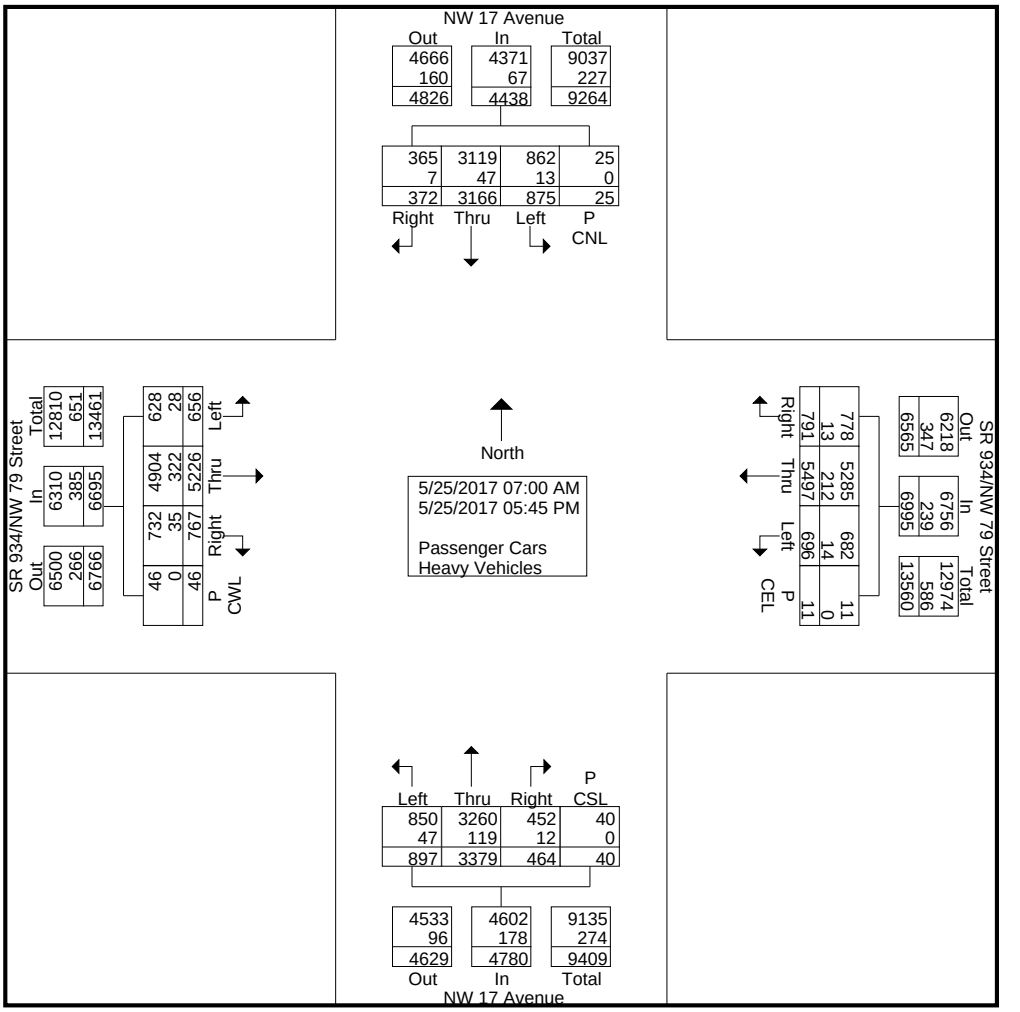
B CEL:Bicyclists Crossing East Leg

CH Perez and Associates Consulting Engineers Inc.

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

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

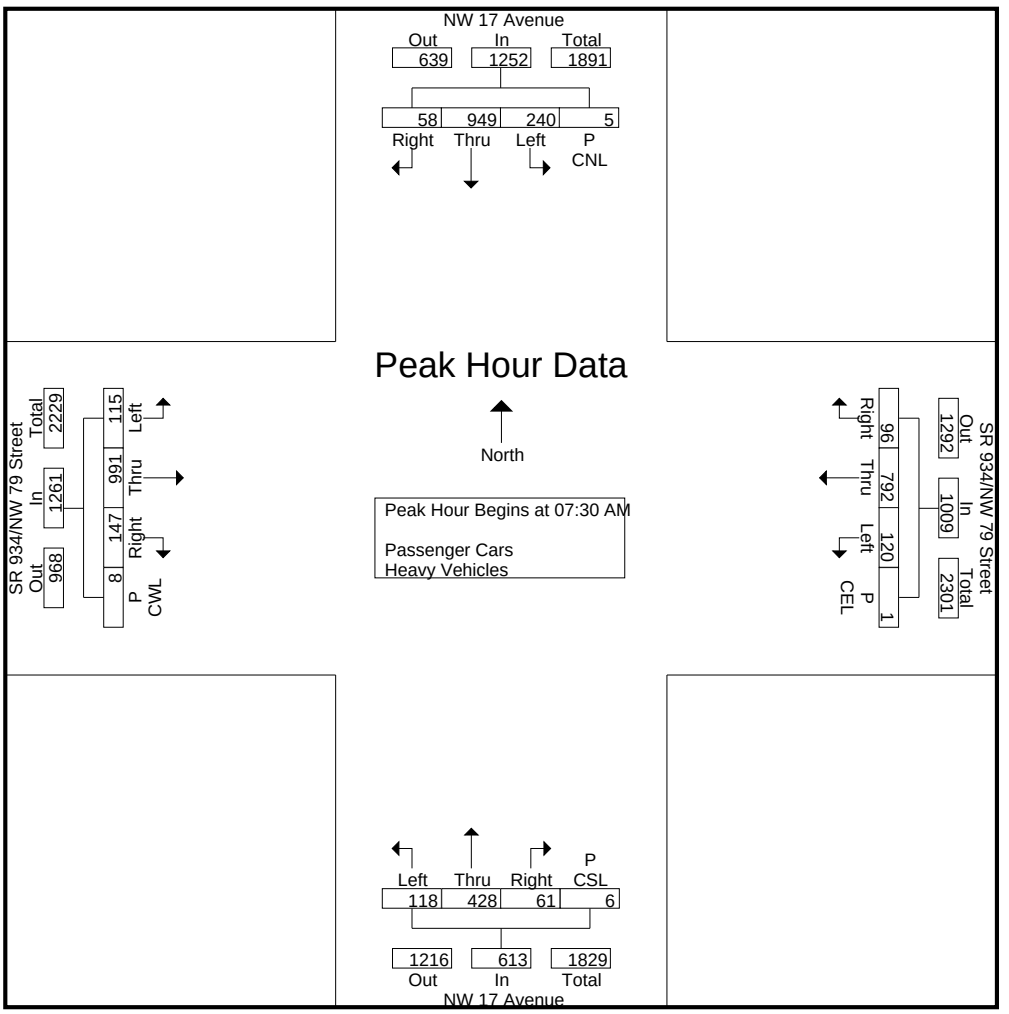


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue

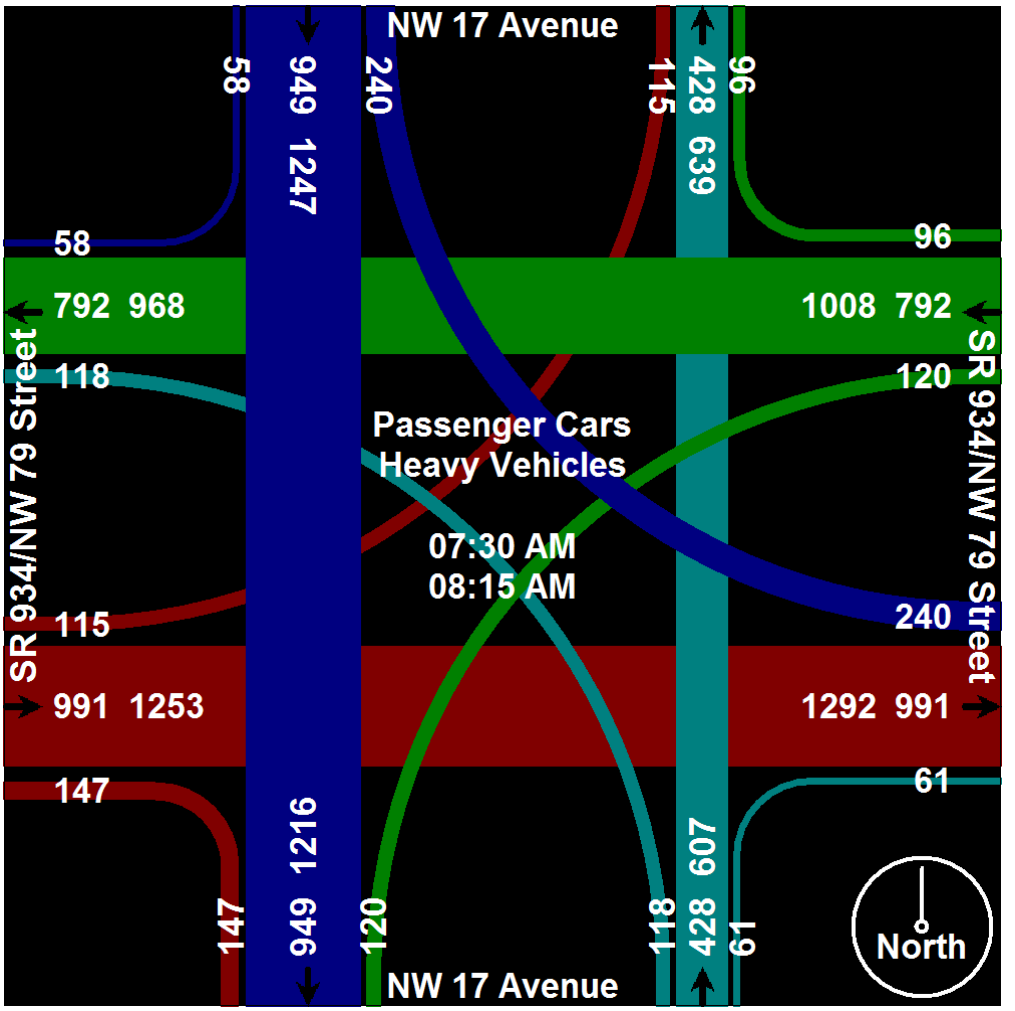
	NW 17 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 17 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 07:30 AM																												
07:30 AM	**16**	242	**68**	0	0	1	327	21	178	26	0	0	0	225	**19**	84	25	0	**2**	0	130	41	**270**	23	0	0	**3**	**337**	1019
07:45 AM	15	**247**	63	0	**1**	**2**	**328**	**30**	**226**	**37**	0	0	0	**293**	17	114	33	0	0	**2**	166	27	247	**33**	0	0	3	310	**1097**
08:00 AM	14	234	53	0	0	1	302	24	193	23	0	0	0	240	12	98	26	0	1	0	137	**44**	229	28	0	0	0	301	980
08:15 AM	13	226	56	0	0	0	295	21	195	34	0	**1**	0	251	13	**132**	**34**	0	1	0	**180**	35	245	31	0	**1**	1	313	1039
Total Volume	58	949	240	0	1	4	1252	96	792	120	0	1	0	1009	61	428	118	0	4	2	613	147	991	115	0	1	7	1261	4135
% App. Total	4.6	75.8	19.2	0	0.1	0.3		9.5	78.5	11.9	0	0.1	0		10	69.8	19.2	0	0.7	0.3		11.7	78.6	9.1	0	0.1	0.6		
PHF	.906	.961	.882	.000	.250	.500	.954	.800	.876	.811	.000	.250	.000	.861	.803	.811	.868	.000	.500	.250	.851	.835	.918	.871	.000	.250	.583	.935	.942



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue

File Name : NW 79 Street at NW 17 Street
Site Code : 07901701
Start Date : 5/25/2017
Page No : 4

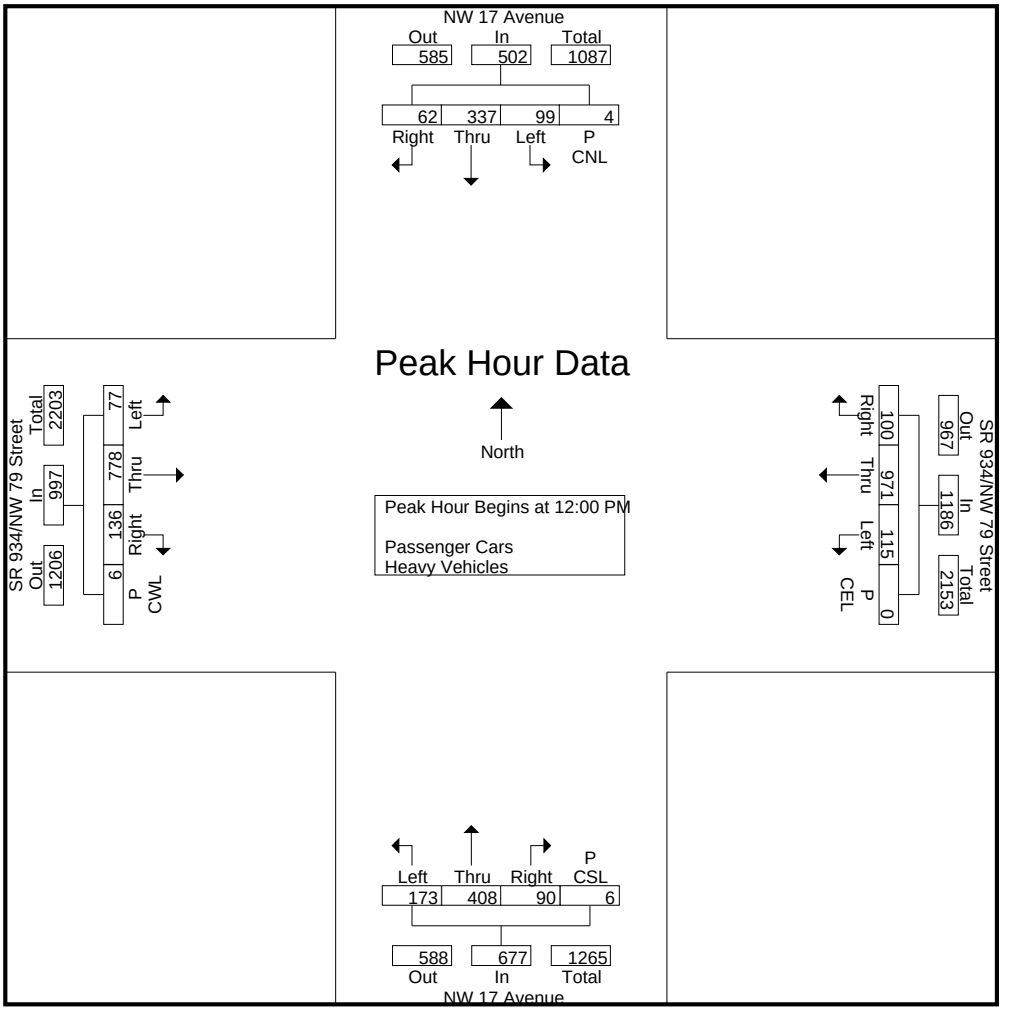


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue

	NW 17 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 17 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	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	15	81	26	0	0	1	123	23	225	**32**	0	0	0	280	**24**	105	**57**	**1**	0	**3**	190	30	202	19	0	**1**	**3**	255	848
12:15 PM	11	70	**28**	0	0	0	109	25	**251**	28	0	0	0	304	22	81	40	0	**2**	0	145	28	177	19	0	0	1	225	783
12:30 PM	17	**98**	22	0	0	**3**	**140**	**27**	251	28	0	0	0	**306**	21	**137**	38	0	0	0	**196**	**47**	**208**	**23**	0	0	0	**278**	**920**
12:45 PM	**19**	88	23	0	0	0	130	25	244	27	0	0	0	296	23	85	38	0	0	0	146	31	191	16	0	1	0	239	811
Total Volume	62	337	99	0	0	4	502	100	971	115	0	0	0	1186	90	408	173	1	2	3	677	136	778	77	0	2	4	997	3362
% App. Total	12.4	67.1	19.7	0	0	0.8		8.4	81.9	9.7	0	0	0		13.3	60.3	25.6	0.1	0.3	0.4		13.6	78	7.7	0	0.2	0.4		
PHF	.816	.860	.884	.000	.000	.333	.896	.926	.967	.898	.000	.000	.000	.969	.938	.745	.759	.250	.250	.250	.864	.723	.935	.837	.000	.500	.333	.897	.914



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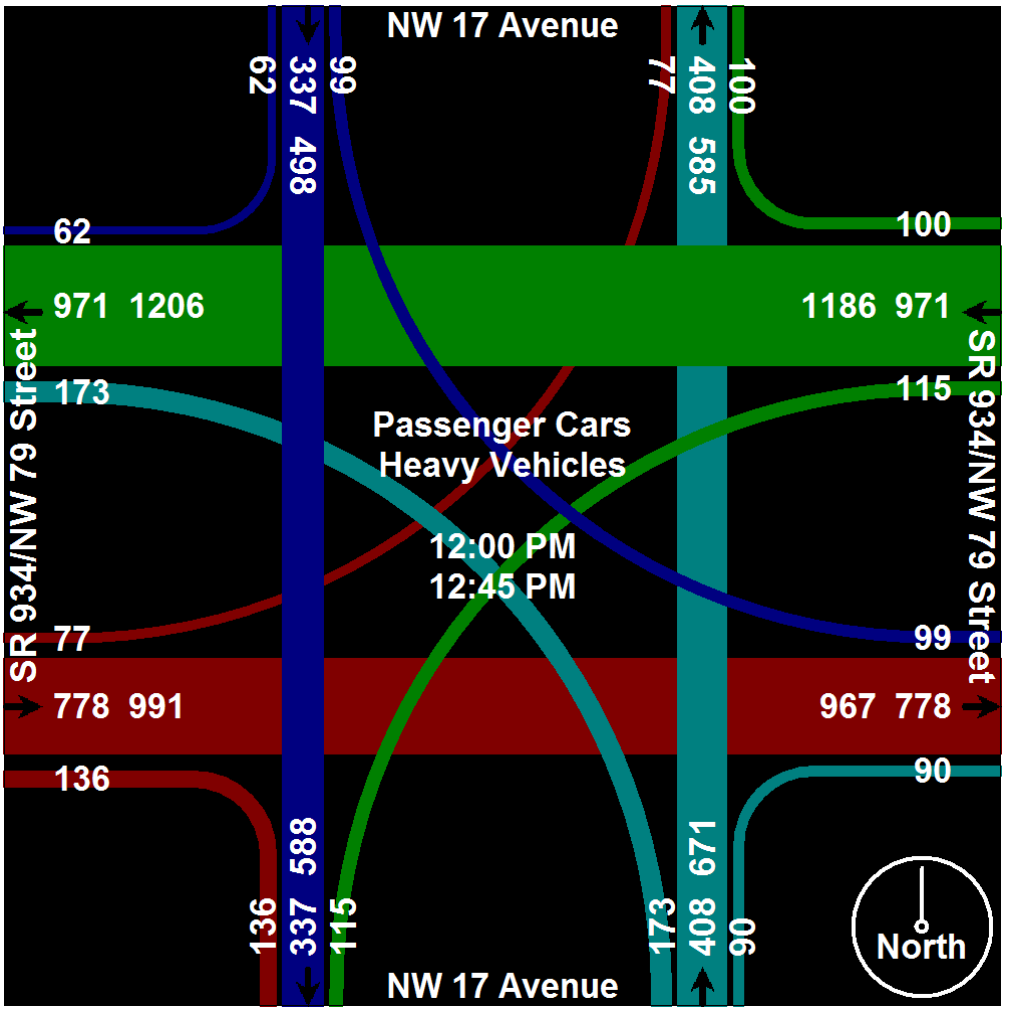
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue



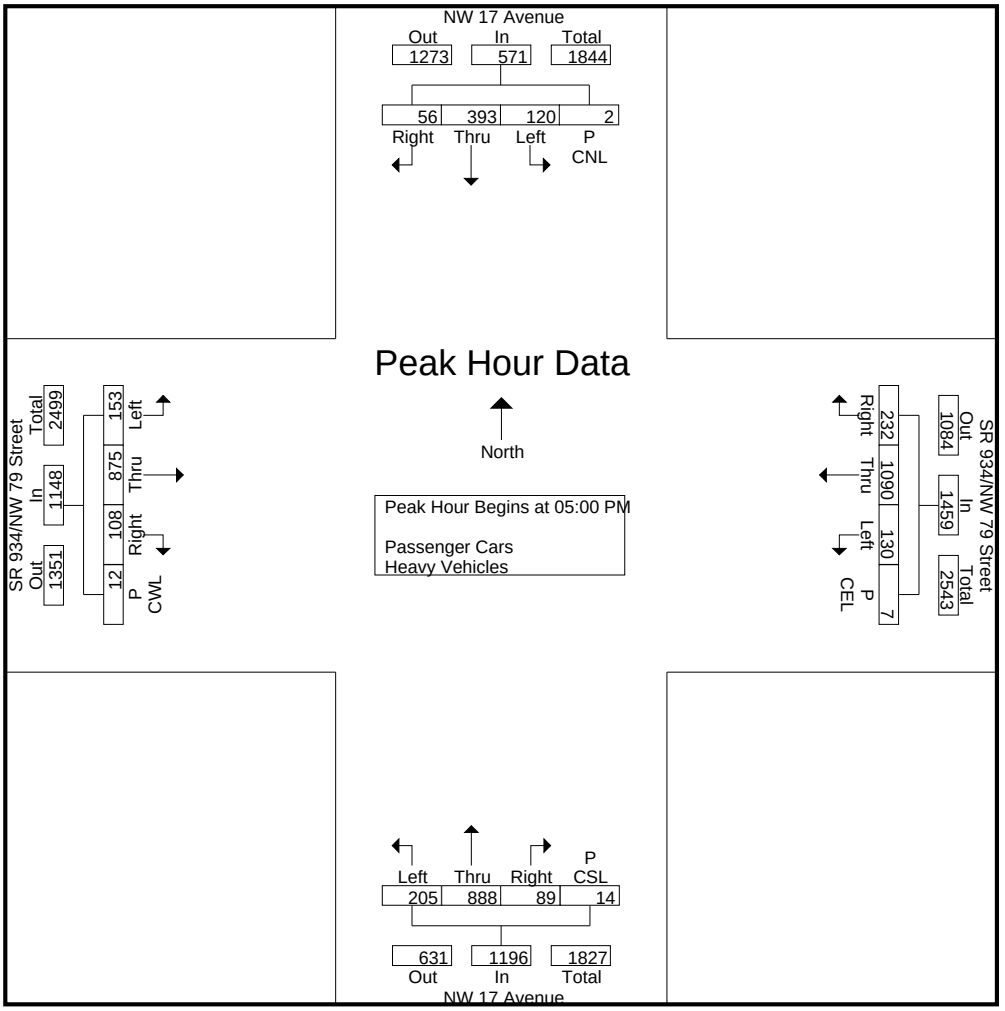
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue

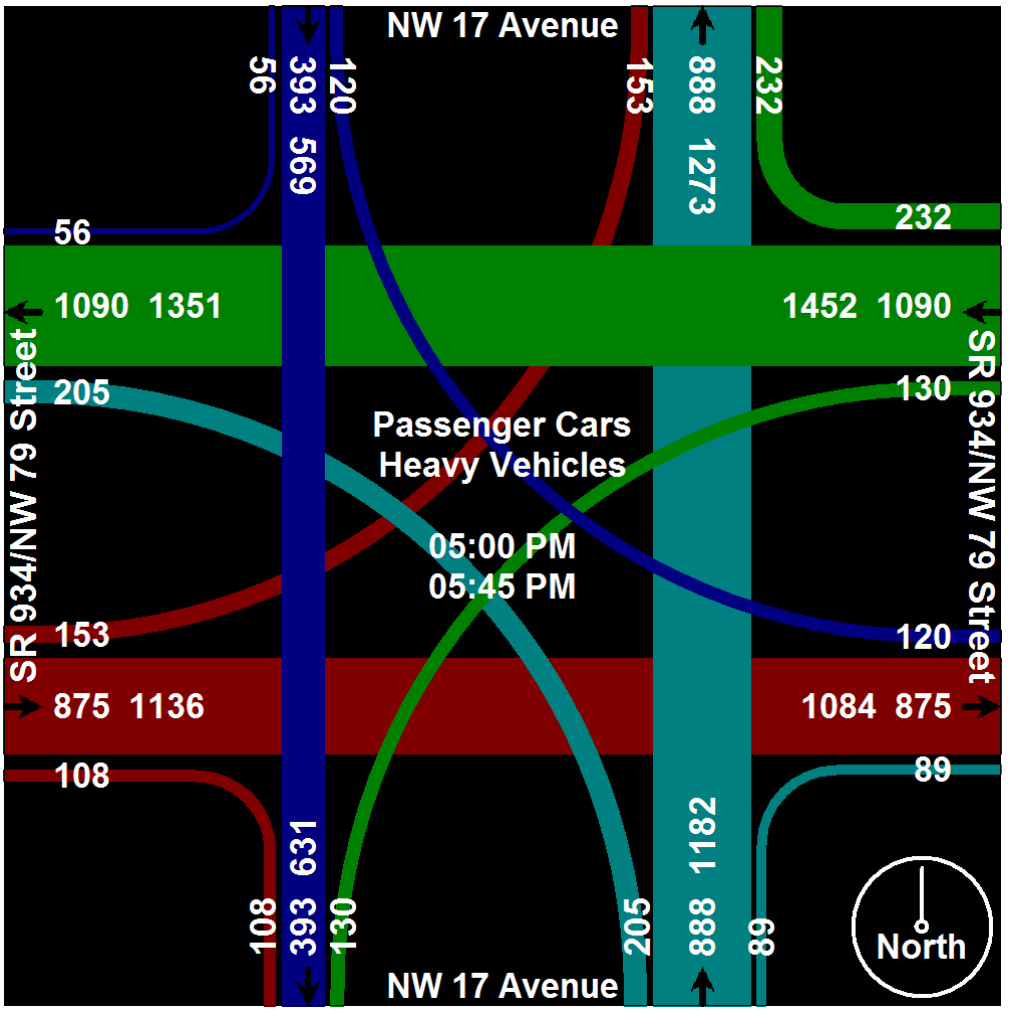
File Name : NW 79 Street at NW 17 Street
Site Code : 07901701
Start Date : 5/25/2017
Page No : 7

	NW 17 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 17 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	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 05:00 PM																												
05:00 PM	**20**	89	**38**	0	0	**1**	**148**	47	268	25	0	0	**6**	346	15	216	53	0	1	**6**	291	24	223	33	0	**1**	**7**	288	1073
05:15 PM	16	98	28	0	**1**	0	143	**65**	272	25	0	0	0	362	18	**228**	**59**	0	**2**	0	307	27	**241**	34	0	0	0	**302**	1114
05:30 PM	9	**105**	26	0	0	0	140	64	**283**	**41**	0	0	1	**389**	**30**	228	47	0	2	1	**308**	28	216	**44**	0	1	1	290	**1127**
05:45 PM	11	101	28	0	0	0	140	56	267	39	0	0	0	362	26	216	46	0	1	1	290	**29**	195	42	0	1	1	268	1060
Total Volume	56	393	120	0	1	1	571	232	1090	130	0	0	7	1459	89	888	205	0	6	8	1196	108	875	153	0	3	9	1148	4374
% App. Total	9.8	68.8	21	0	0.2	0.2		15.9	74.7	8.9	0	0	0.5		7.4	74.2	17.1	0	0.5	0.7		9.4	76.2	13.3	0	0.3	0.8		
PHF	.700	.936	.789	.000	.250	.250	.965	.892	.963	.793	.000	.000	.292	.938	.742	.974	.869	.000	.750	.333	.971	.931	.908	.869	.000	.750	.321	.950	.970



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue

Groups Printed- Passenger Cars

	NW 17 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 17 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	24	178	50	3	0	0	255	21	155	31	0	0	0	207	14	94	14	1	1	0	124	28	218	10	0	1	0	257	843
07:15 AM	18	173	40	0	0	0	231	20	165	26	0	0	1	212	11	97	28	0	0	0	136	33	245	15	0	0	0	293	872
07:30 AM	16	237	67	0	0	1	321	21	172	25	0	0	0	218	19	80	24	0	2	0	125	38	255	21	0	0	3	317	981
07:45 AM	13	243	63	0	1	2	322	28	218	35	0	0	0	281	16	110	31	0	0	2	159	25	227	32	0	0	3	287	1049
Total	71	831	220	3	1	3	1129	90	710	117	0	0	1	918	60	381	97	1	3	2	544	124	945	78	0	1	6	1154	3745
08:00 AM	14	230	53	0	0	1	298	24	189	22	0	0	0	235	12	95	22	0	1	0	130	40	211	27	0	0	0	278	941
08:15 AM	13	224	56	0	0	0	293	20	185	34	0	1	0	240	13	126	34	0	1	0	174	34	226	30	0	1	1	292	999
08:30 AM	15	183	57	0	0	0	255	22	168	34	0	0	1	225	17	85	20	0	0	0	122	29	209	28	0	1	3	270	872
08:45 AM	18	185	61	0	0	1	265	25	163	25	0	0	0	213	18	81	30	0	0	1	130	40	193	21	1	0	1	256	864
Total	60	822	227	0	0	2	1111	91	705	115	0	1	1	913	60	387	106	0	2	1	556	143	839	106	1	2	5	1096	3676
*** BREAK ***																													
12:00 PM	15	80	24	0	0	1	120	23	210	31	0	0	0	264	24	101	55	1	0	3	184	30	191	19	0	1	3	244	812
12:15 PM	11	69	26	0	0	0	106	24	238	27	0	0	0	289	21	78	36	0	2	0	137	26	167	18	0	0	1	212	744
12:30 PM	15	95	22	0	0	3	135	26	242	28	0	0	0	296	20	135	38	0	0	0	193	43	186	21	0	0	0	250	874
12:45 PM	19	87	23	0	0	0	129	25	231	24	0	0	0	280	23	83	35	0	0	0	141	31	176	16	0	1	0	224	774
Total	60	331	95	0	0	4	490	98	921	110	0	0	0	1129	88	397	164	1	2	3	655	130	720	74	0	2	4	930	3204
01:00 PM	12	78	22	0	0	0	112	18	219	31	0	0	0	268	19	84	36	0	0	0	139	30	183	22	0	0	0	235	754
01:15 PM	17	82	27	0	0	0	126	20	215	22	0	0	0	257	13	99	40	0	0	0	152	30	176	25	0	0	1	232	767
01:30 PM	11	125	25	0	0	0	161	23	219	27	0	0	0	269	19	119	38	0	0	1	177	27	181	23	0	2	1	234	841
01:45 PM	13	87	23	0	0	0	123	14	207	18	0	0	0	239	23	96	36	0	0	2	157	28	188	20	0	1	1	238	757
Total	53	372	97	0	0	0	522	75	860	98	0	0	0	1033	74	398	150	0	0	3	625	115	728	90	0	3	3	939	3119
*** BREAK ***																													
04:00 PM	13	113	21	0	0	1	148	38	233	24	0	0	0	295	22	194	32	0	1	2	251	24	212	36	1	0	1	274	968
04:15 PM	14	85	23	0	0	4	126	48	264	26	0	0	0	338	23	198	29	0	1	2	253	33	215	41	0	0	1	290	1007
04:30 PM	17	100	27	0	0	1	145	49	264	35	0	0	1	349	27	214	31	0	0	0	272	32	196	32	0	2	1	263	1029
04:45 PM	22	78	32	0	0	4	136	58	262	29	0	0	0	349	9	224	42	0	1	1	277	26	198	23	0	1	0	248	1010
Total	66	376	103	0	0	10	555	193	1023	114	0	0	1	1331	81	830	134	0	3	5	1053	115	821	132	1	3	3	1075	4014
05:00 PM	20	87	38	0	0	1	146	47	257	25	0	0	6	335	15	210	52	0	1	6	284	23	216	32	0	1	7	279	1044
05:15 PM	15	97	28	0	1	0	141	65	269	25	0	0	0	359	18	225	58	0	2	0	303	26	238	33	0	0	0	297	1100
05:30 PM	9	104	26	0	0	0	139	63	278	40	0	0	1	382	30	220	45	0	2	1	298	28	206	43	0	1	1	279	1098
05:45 PM	11	99	28	0	0	0	138	56	262	38	0	0	0	356	26	212	44	0	1	1	284	28	191	40	0	1	1	261	1039
Total	55	387	120	0	1	1	564	231	1066	128	0	0	7	1432	89	867	199	0	6	8	1169	105	851	148	0	3	9	1116	4281
Grand Total	365	3119	862	3	2	20	4371	778	5285	682	0	1	10	6756	452	3260	850	2	16	22	4602	732	4904	628	2	14	30	6310	22039
Apprch %	8.4	71.4	19.7	0.1	0	0.5		11.5	78.2	10.1	0	0	0.1		9.8	70.8	18.5	0	0.3	0.5		11.6	77.7	10	0	0.2	0.5		
Total %	1.7	14.2	3.9	0	0	0.1	19.8	3.5	24	3.1	0	0	0	30.7	2.1	14.8	3.9	0	0.1	0.1	20.9	3.3	22.3	2.8	0	0.1	0.1	28.6	

P CNL: Pedestrians Crossing North Leg

P CNL: Pedestrians Crossing North Leg Out Cross Walk

P CEL:Pedestrians Crossing East Leg

P CEL:Pedestrians Crossing East Leg Out Cross Walk

P CSL:Pedestrians Crossing South Leg

P CSL:Pedestrians Crossing South Leg Out Cross Walk

P CWL:Pedestrians Crossing West Leg

P CWL:Pedestrians Crossing West Leg Out Cross Walk

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 17 Avenue

Groups Printed- Heavy Vehicles

	NW 17 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 17 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	5	2	0	0	0	10	2	10	0	0	0	0	12	23
07:15 AM	0	3	0	0	0	0	3	0	5	0	0	0	0	5	1	2	3	0	0	0	6	2	13	3	0	0	0	18	32
07:30 AM	0	5	1	0	0	0	6	0	6	1	0	0	0	7	0	4	1	0	0	0	5	3	15	2	0	0	0	20	38
07:45 AM	2	4	0	0	0	0	6	2	8	2	0	0	0	12	1	4	2	0	0	0	7	2	20	1	0	0	0	23	48
Total	2	12	1	0	0	0	15	2	20	3	0	0	0	25	5	15	8	0	0	0	28	9	58	6	0	0	0	73	141
08:00 AM	0	4	0	0	0	0	4	0	4	1	0	0	0	5	0	3	4	0	0	0	7	4	18	1	0	0	0	23	39
08:15 AM	0	2	0	0	0	0	2	1	10	0	0	0	0	11	0	6	0	0	0	0	6	1	19	1	0	0	0	21	40
08:30 AM	0	2	0	0	0	0	2	0	8	0	0	0	0	8	2	11	2	0	0	0	15	4	20	1	0	0	0	25	50
08:45 AM	0	2	2	0	0	0	4	1	9	0	0	0	0	10	0	6	2	0	0	0	8	2	21	1	0	0	0	24	46
Total	0	10	2	0	0	0	12	2	31	1	0	0	0	34	2	26	8	0	0	0	36	11	78	4	0	0	0	93	175
*** BREAK ***																													
12:00 PM	0	1	2	0	0	0	3	0	15	1	0	0	0	16	0	4	2	0	0	0	6	0	11	0	0	0	0	11	36
12:15 PM	0	1	2	0	0	0	3	1	13	1	0	0	0	15	1	3	4	0	0	0	8	2	10	1	0	0	0	13	39
12:30 PM	2	3	0	0	0	0	5	1	9	0	0	0	0	10	1	2	0	0	0	0	3	4	22	2	0	0	0	28	46
12:45 PM	0	1	0	0	0	0	1	0	13	3	0	0	0	16	0	2	3	0	0	0	5	0	15	0	0	0	0	15	37
Total	2	6	4	0	0	0	12	2	50	5	0	0	0	57	2	11	9	0	0	0	22	6	58	3	0	0	0	67	158
01:00 PM	0	1	0	0	0	0	1	0	10	0	0	0	0	10	1	5	2	0	0	0	8	0	16	2	0	0	0	18	37
01:15 PM	0	2	0	0	0	0	2	0	15	0	0	0	0	15	0	1	0	0	0	0	1	2	18	2	0	0	0	22	40
01:30 PM	0	1	0	0	0	0	1	0	8	0	0	0	0	8	0	7	3	0	0	0	10	0	21	3	0	0	0	24	43
01:45 PM	1	2	1	0	0	0	4	0	10	2	0	0	0	12	1	6	3	0	0	0	10	1	18	2	0	0	0	21	47
Total	1	6	1	0	0	0	8	0	43	2	0	0	0	45	2	19	8	0	0	0	29	3	73	9	0	0	0	85	167
*** BREAK ***																													
04:00 PM	1	3	1	0	0	0	5	2	15	1	0	0	0	18	0	8	4	0	0	0	12	2	11	0	0	0	0	13	48
04:15 PM	0	1	3	0	0	0	4	1	8	0	0	0	0	9	0	8	1	0	0	0	9	1	8	1	0	0	0	10	32
04:30 PM	0	1	0	0	0	0	1	3	9	0	0	0	0	12	0	2	2	0	0	0	4	0	2	0	0	0	0	2	19
04:45 PM	0	2	1	0	0	0	3	0	12	0	0	0	0	12	1	9	1	0	0	0	11	0	10	0	0	0	0	10	36
Total	1	7	5	0	0	0	13	6	44	1	0	0	0	51	1	27	8	0	0	0	36	3	31	1	0	0	0	35	135
05:00 PM	0	2	0	0	0	0	2	0	11	0	0	0	0	11	0	6	1	0	0	0	7	1	7	1	0	0	0	9	29
05:15 PM	1	1	0	0	0	0	2	0	3	0	0	0	0	3	0	3	1	0	0	0	4	1	3	1	0	0	0	5	14
05:30 PM	0	1	0	0	0	0	1	1	5	1	0	0	0	7	0	8	2	0	0	0	10	0	10	1	0	0	0	11	29
05:45 PM	0	2	0	0	0	0	2	0	5	1	0	0	0	6	0	4	2	0	0	0	6	1	4	2	0	0	0	7	21
Total	1	6	0	0	0	0	7	1	24	2	0	0	0	27	0	21	6	0	0	0	27	3	24	5	0	0	0	32	93
Grand Total	7	47	13	0	0	0	67	13	212	14	0	0	0	239	12	119	47	0	0	0	178	35	322	28	0	0	0	385	869
Apprch %	10.4	70.1	19.4	0	0	0		5.4	88.7	5.9	0	0	0		6.7	66.9	26.4	0	0	0		9.1	83.6	7.3	0	0	0		
Total %	0.8	5.4	1.5	0	0	0	7.7	1.5	24.4	1.6	0	0	0	27.5	1.4	13.7	5.4	0	0	0	20.5	4	37.1	3.2	0	0	0	44.3	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue

File Name : NW 79 Street at NW 22 Ave
Site Code : 07902201
Start Date : 5/25/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 22 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 22 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	6	314	60	0	0	2	382	7	158	34	0	0	0	199	17	130	20	2	0	1	170	20	191	14	0	0	0	225	976
07:15 AM	10	286	66	0	0	1	363	13	165	47	0	0	1	226	10	71	34	0	0	1	116	18	235	9	0	2	1	265	970
07:30 AM	8	339	67	0	0	3	417	13	171	42	0	0	7	233	20	110	33	0	0	3	166	21	255	15	0	0	5	296	1112
07:45 AM	10	248	48	0	0	2	308	24	205	48	0	0	4	281	23	109	30	0	0	3	165	40	234	20	0	0	0	294	1048
Total	34	1187	241	0	0	8	1470	57	699	171	0	0	12	939	70	420	117	2	0	8	617	99	915	58	0	2	6	1080	4106
08:00 AM	13	337	54	0	0	2	406	19	178	37	0	0	3	237	30	131	33	0	0	2	196	20	221	15	0	0	0	256	1095
08:15 AM	11	293	69	0	1	3	377	15	196	33	0	0	2	246	16	97	28	0	0	3	144	21	231	21	0	0	2	275	1042
08:30 AM	12	240	68	0	0	1	321	12	157	42	0	0	3	214	24	127	37	1	0	0	189	27	202	14	0	0	4	247	971
08:45 AM	17	316	71	0	0	1	405	12	169	43	0	0	0	224	14	113	33	0	1	0	161	24	200	16	0	0	1	241	1031
Total	53	1186	262	0	1	7	1509	58	700	155	0	0	8	921	84	468	131	1	1	5	690	92	854	66	0	0	7	1019	4139
*** BREAK ***																													
12:00 PM	29	173	36	0	0	0	238	31	234	28	0	0	0	293	22	127	53	0	0	0	202	23	197	29	0	0	0	249	982
12:15 PM	22	156	34	0	0	0	212	25	250	30	0	0	2	307	11	146	41	0	0	2	200	30	183	29	0	0	0	242	961
12:30 PM	12	149	43	0	0	1	205	23	236	36	0	0	0	295	12	139	51	0	1	1	204	34	227	22	0	0	0	283	987
12:45 PM	17	141	20	0	0	0	178	28	237	30	0	0	0	295	13	137	49	0	0	2	201	31	199	30	0	0	2	262	936
Total	80	619	133	0	0	1	833	107	957	124	0	0	2	1190	58	549	194	0	1	5	807	118	806	110	0	0	2	1036	3866
01:00 PM	20	142	32	0	1	0	195	25	214	32	0	0	0	271	17	170	42	0	1	0	230	34	208	16	0	0	1	259	955
01:15 PM	10	166	29	0	0	0	205	32	219	28	0	0	0	279	15	141	46	0	1	1	204	28	215	23	0	0	1	267	955
01:30 PM	28	148	38	0	0	0	214	34	211	26	0	0	0	271	18	161	43	0	0	0	222	30	204	28	0	0	0	262	969
01:45 PM	16	136	31	0	0	0	183	28	208	35	0	0	3	274	23	138	44	0	0	0	205	29	197	20	0	0	0	246	908
Total	74	592	130	0	1	0	797	119	852	121	0	0	3	1095	73	610	175	0	2	1	861	121	824	87	0	0	2	1034	3787
*** BREAK ***																													
04:00 PM	16	167	34	0	0	0	217	22	226	37	0	0	2	287	14	299	36	0	0	0	349	28	228	52	0	0	0	308	1161
04:15 PM	11	178	36	0	0	1	226	26	249	35	0	0	0	310	24	441	44	0	0	0	509	22	231	42	0	0	2	297	1342
04:30 PM	20	161	29	0	0	0	210	30	251	34	0	0	0	315	7	460	57	0	0	0	524	21	218	42	0	0	0	281	1330
04:45 PM	20	242	26	0	0	2	290	26	266	37	0	0	0	329	15	437	49	0	0	0	501	24	221	38	0	0	0	283	1403
Total	67	748	125	0	0	3	943	104	992	143	0	0	2	1241	60	1637	186	0	0	0	1883	95	898	174	0	0	2	1169	5236
05:00 PM	18	177	35	0	0	6	236	31	262	38	0	0	3	334	22	459	61	3	0	1	546	34	216	33	0	1	3	287	1403
05:15 PM	23	236	46	0	0	5	310	31	257	49	0	0	0	337	22	440	54	1	0	1	518	29	226	34	0	0	1	290	1455
05:30 PM	16	243	50	5	2	5	321	32	243	57	2	0	10	344	21	407	48	13	2	5	496	29	216	33	0	1	3	282	1443
05:45 PM	13	243	38	0	0	3	297	28	241	44	0	0	0	313	22	507	61	2	1	0	593	18	209	37	0	0	8	272	1475
Total	70	899	169	5	2	19	1164	122	1003	188	2	0	13	1328	87	1813	224	19	3	7	2153	110	867	137	0	2	15	1131	5776
Grand Total	378	5231	1060	5	4	38	6716	567	5203	902	2	0	40	6714	432	5497	1027	22	7	26	7011	635	5164	632	0	4	34	6469	26910
Apprch %	5.6	77.9	15.8	0.1	0.1	0.6		8.4	77.5	13.4	0	0	0.6		6.2	78.4	14.6	0.3	0.1	0.4		9.8	79.8	9.8	0	0.1	0.5		
Total %	1.4	19.4	3.9	0	0	0.1	25	2.1	19.3	3.4	0	0	0.1	24.9	1.6	20.4	3.8	0.1	0	0.1	26.1	2.4	19.2	2.3	0	0	0.1	24	
Passenger Cars	371	5154	1042	5	4	38	6614	550	5001	877	2	0	40	6470	417	5404	1007	22	7	26	6883	627	4831	622	0	4	34	6118	26085
% Passenger Cars	98.1	98.5	98.3	100	100	100	98.5	97	96.1	97.2	100	0	100	96.4	96.5	98.3	98.1	100	100	100	98.2	98.7	93.6	98.4	0	100	100	94.6	96.9
Heavy Vehicles	7	77	18	0	0	0	102	17	202	25	0	0	0	244	15	93	20	0	0	0	128	8	333	10	0	0	0	351	825
% Heavy Vehicles	1.9	1.5	1.7	0	0	0	1.5	3	3.9	2.8	0	0	0	3.6	3.5	1.7	1.9	0	0	0	1.8	1.3	6.4	1.6	0	0	0	5.4	3.1

P CNL: Pedestrians Crossing North Leg

P CNL: Pedestrians Crossing North Leg Out Cross Walk

P CEL:Pedestrians Crossing East Leg

P CEL:Pedestrians Crossing East Leg Out Cross Walk

P CSL:Pedestrians Crossing South Leg

P CSL:Pedestrians Crossing South Leg Out Cross Walk

P CWL:Pedestrians Crossing West Leg

P CWL:Pedestrians Crossing West Leg Out Cross Walk

B CNL:Bicyclists Crossing North Leg

B CEL:Bicyclists Crossing East Leg

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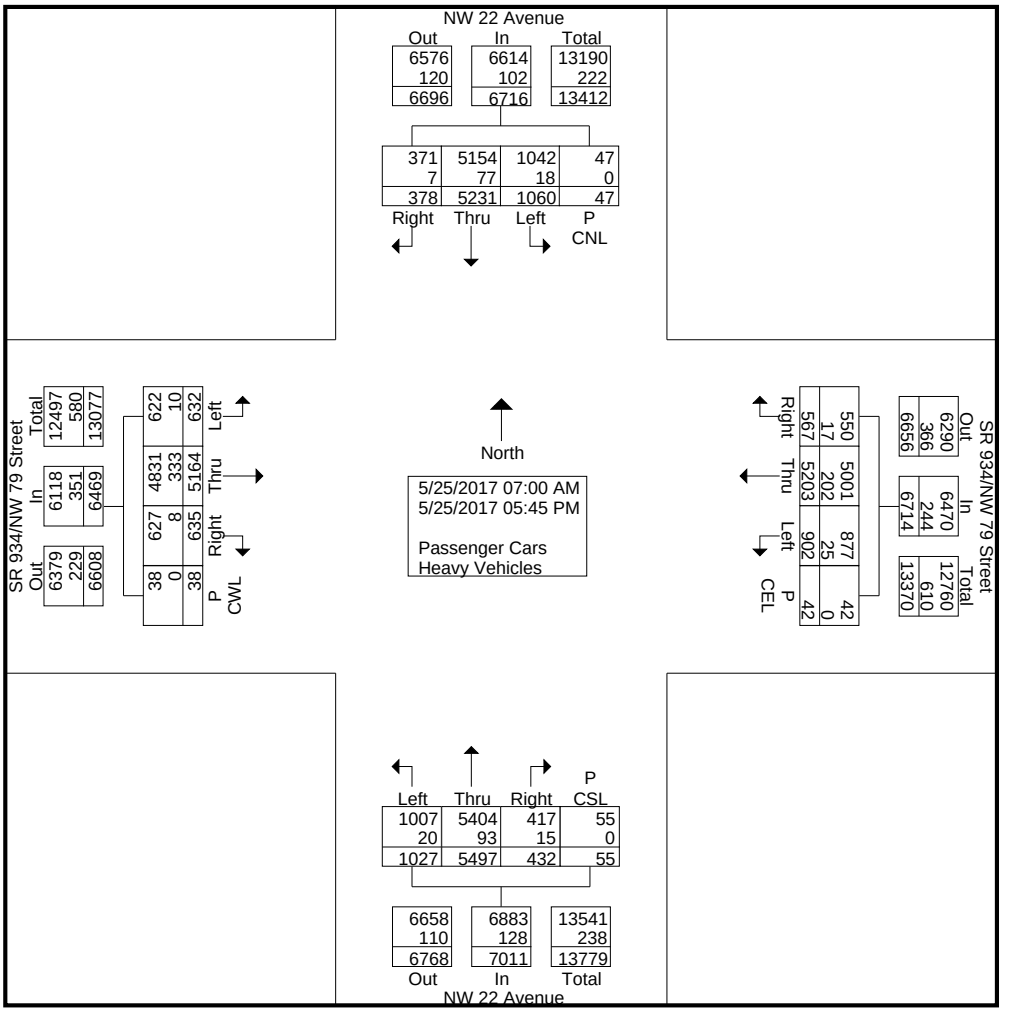
9594 NW 41st Street, Suite 201, Miami, Florida 33178

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

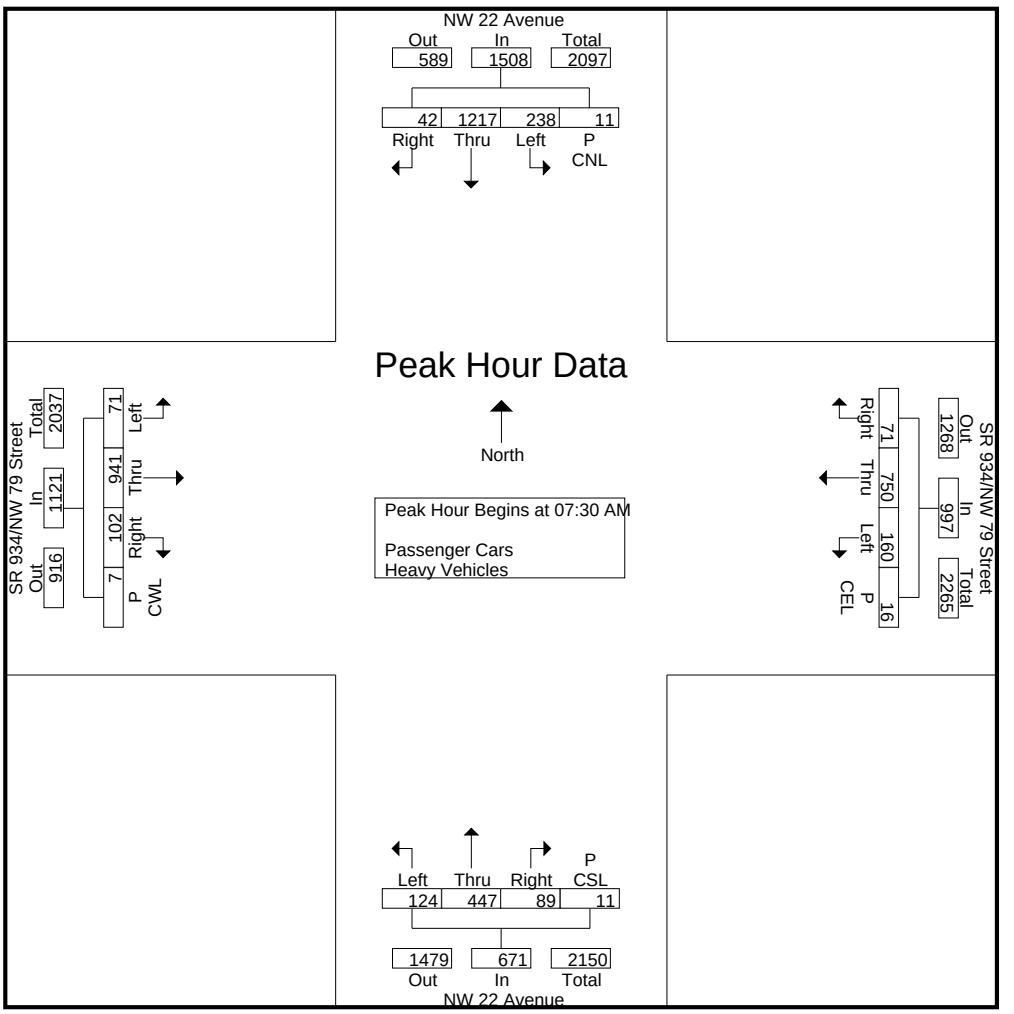


CH Perez and Associates Consulting Engineers Inc.

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

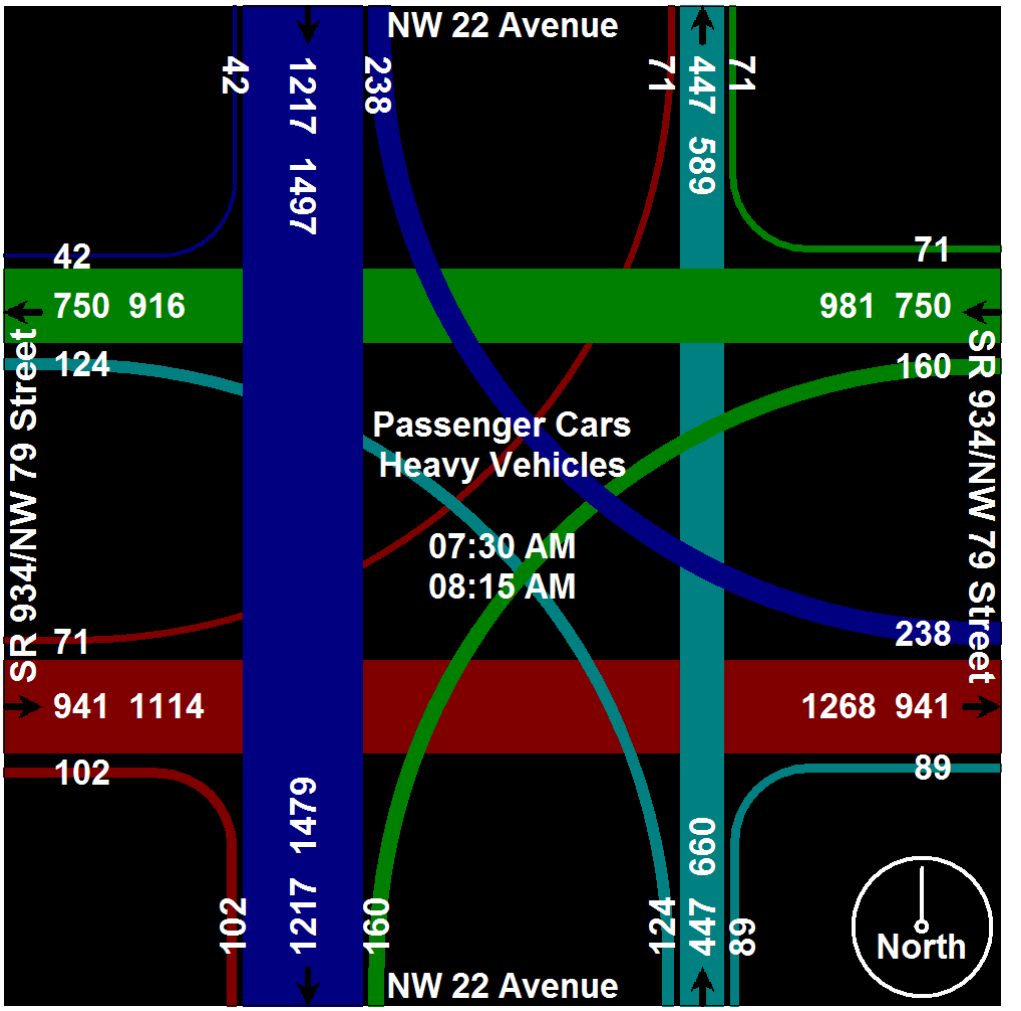
Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue

	NW 22 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 22 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 07:30 AM																												
07:30 AM	8	**339**	67	0	0	**3**	**417**	13	171	42	0	0	**7**	233	20	110	**33**	0	0	**3**	166	21	**255**	15	0	0	**5**	**296**	**1112**
07:45 AM	10	248	48	0	0	2	308	**24**	**205**	**48**	0	0	4	**281**	23	109	30	0	0	3	165	**40**	234	20	0	0	0	294	1048
08:00 AM	**13**	337	54	0	0	2	406	19	178	37	0	0	3	237	**30**	**131**	33	0	0	2	**196**	20	221	15	0	0	0	256	1095
08:15 AM	11	293	**69**	0	**1**	3	377	15	196	33	0	0	2	246	16	97	28	0	0	3	144	21	231	**21**	0	0	2	275	1042
Total Volume	42	1217	238	0	1	10	1508	71	750	160	0	0	16	997	89	447	124	0	0	11	671	102	941	71	0	0	7	1121	4297
% App. Total	2.8	80.7	15.8	0	0.1	0.7		7.1	75.2	16	0	0	1.6		13.3	66.6	18.5	0	0	1.6		9.1	83.9	6.3	0	0	0.6		
PHF	.808	.897	.862	.000	.250	.833	.904	.740	.915	.833	.000	.000	.571	.887	.742	.853	.939	.000	.000	.917	.856	.638	.923	.845	.000	.000	.350	.947	.966



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue

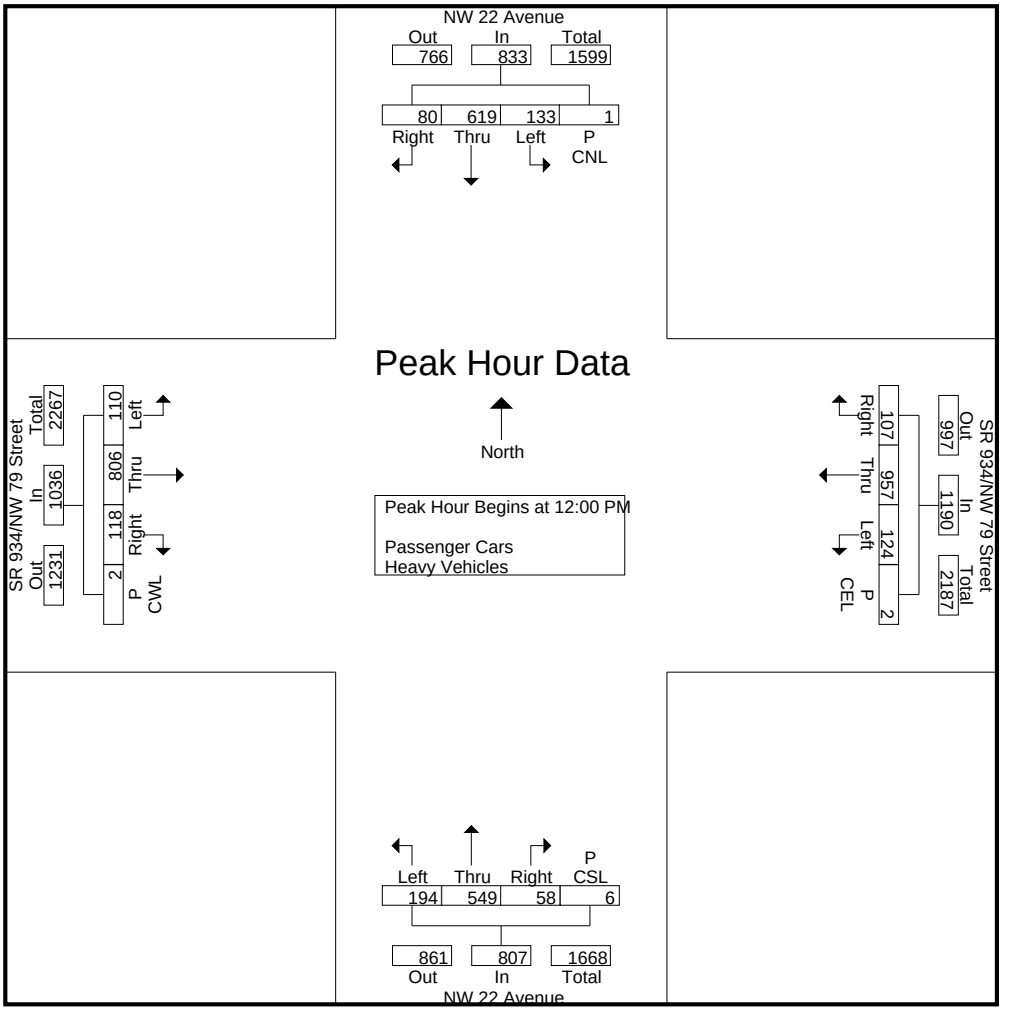


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue

	NW 22 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 22 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	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	**29**	**173**	36	0	0	0	**238**	**31**	234	28	0	0	0	293	**22**	127	**53**	0	0	0	202	23	197	29	0	0	0	249	982
12:15 PM	22	156	34	0	0	0	212	25	**250**	30	0	0	**2**	**307**	11	**146**	41	0	0	**2**	200	30	183	29	0	0	0	242	961
12:30 PM	12	149	**43**	0	0	**1**	205	23	236	**36**	0	0	0	295	12	139	51	0	**1**	1	**204**	**34**	**227**	22	0	0	0	**283**	**987**
12:45 PM	17	141	20	0	0	0	178	28	237	30	0	0	0	295	13	137	49	0	0	2	201	31	199	**30**	0	0	**2**	262	936
Total Volume	80	619	133	0	0	1	833	107	957	124	0	0	2	1190	58	549	194	0	1	5	807	118	806	110	0	0	2	1036	3866
% App. Total	9.6	74.3	16	0	0	0.1		9	80.4	10.4	0	0	0.2		7.2	68	24	0	0.1	0.6		11.4	77.8	10.6	0	0	0.2		
PHF	.690	.895	.773	.000	.000	.250	.875	.863	.957	.861	.000	.000	.250	.969	.659	.940	.915	.000	.250	.625	.989	.868	.888	.917	.000	.000	.250	.915	.979



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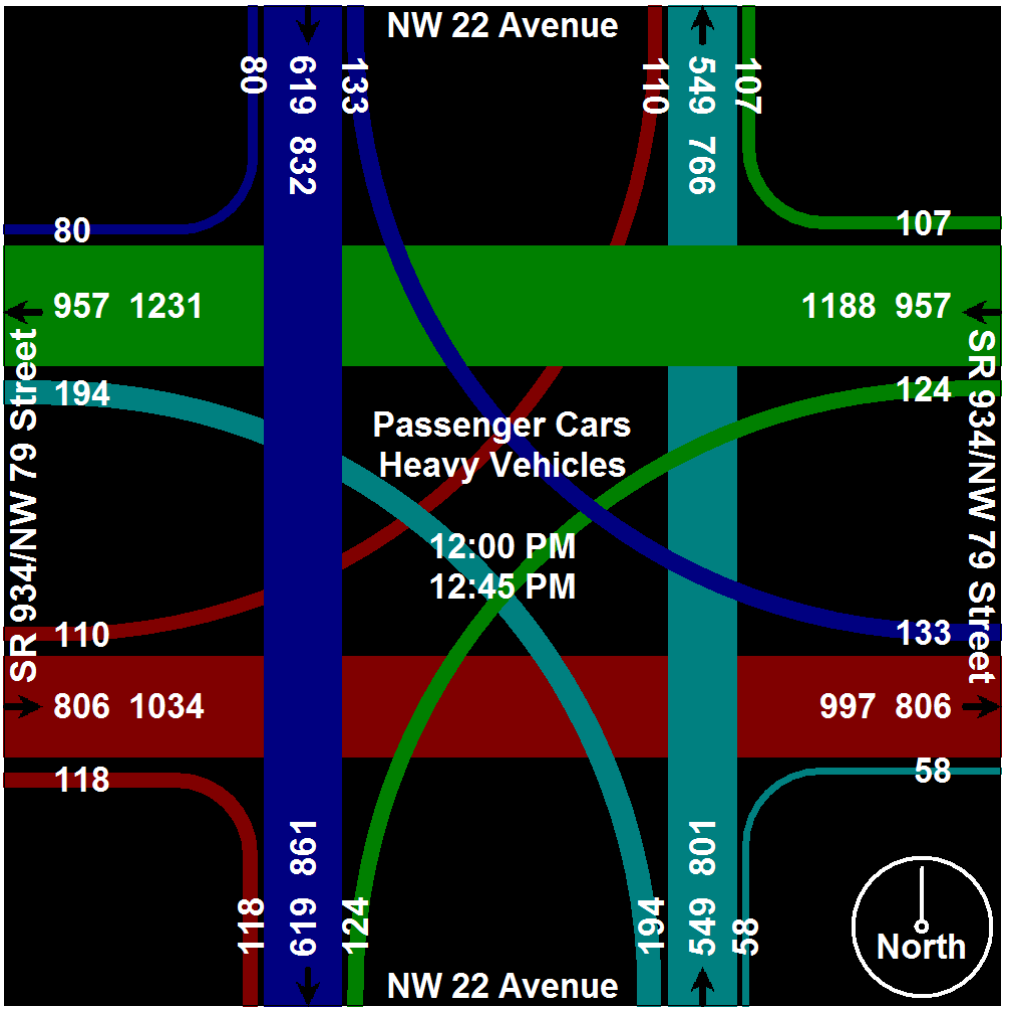
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue



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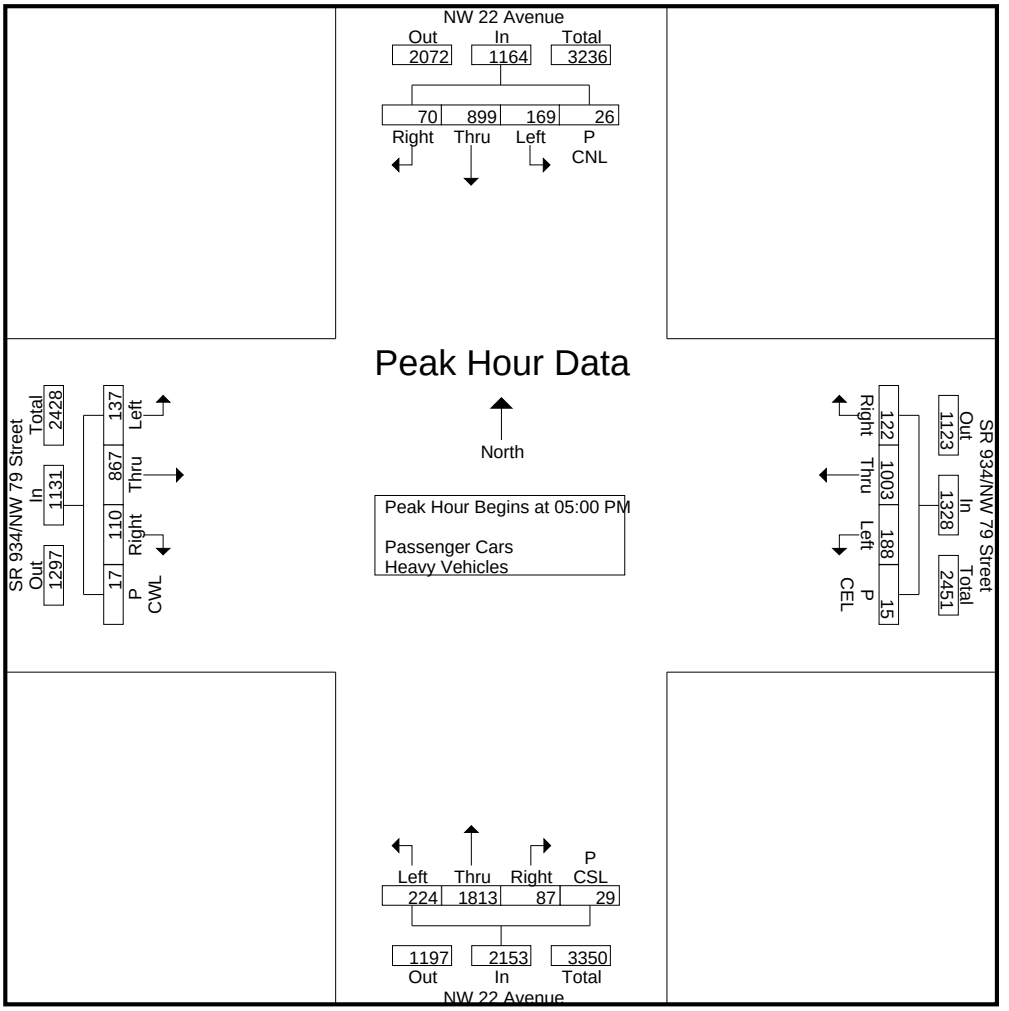
9594 NW 41st Street, Suite 201, Miami, Florida 33178

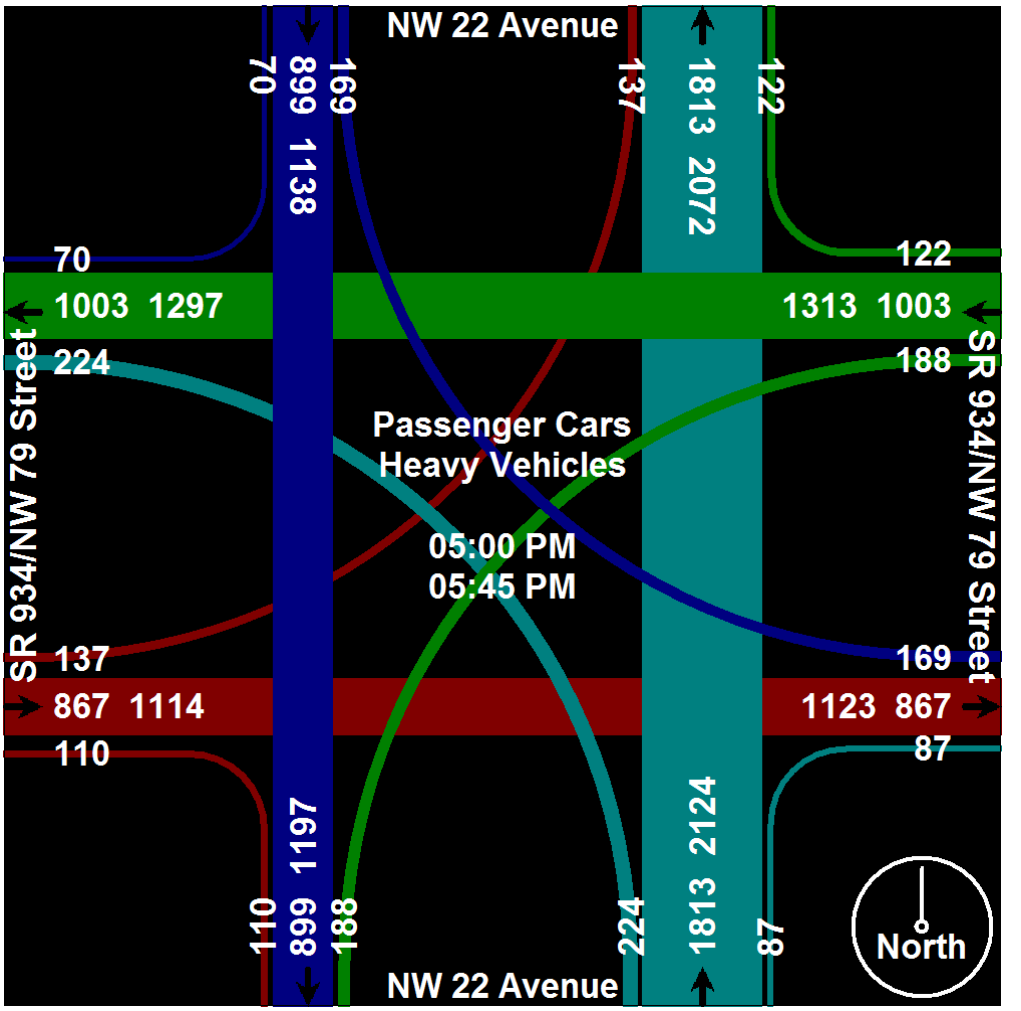
Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue

	NW 22 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 22 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	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 05:00 PM																												
05:00 PM	18	177	35	0	0	**6**	236	31	**262**	38	0	0	3	334	**22**	459	**61**	3	0	1	546	**34**	216	33	0	**1**	3	287	1403
05:15 PM	**23**	236	46	0	0	5	310	31	257	49	0	0	0	337	22	440	54	1	0	1	518	29	**226**	34	0	0	1	**290**	1455
05:30 PM	16	**243**	**50**	**5**	**2**	5	**321**	**32**	243	**57**	**2**	0	**10**	**344**	21	407	48	**13**	**2**	**5**	496	29	216	33	0	1	3	282	1443
05:45 PM	13	243	38	0	0	3	297	28	241	44	0	0	0	313	22	**507**	61	2	1	0	**593**	18	209	**37**	0	0	**8**	272	**1475**
Total Volume	70	899	169	5	2	19	1164	122	1003	188	2	0	13	1328	87	1813	224	19	3	7	2153	110	867	137	0	2	15	1131	5776
% App. Total	6	77.2	14.5	0.4	0.2	1.6		9.2	75.5	14.2	0.2	0	1		4	84.2	10.4	0.9	0.1	0.3		9.7	76.7	12.1	0	0.2	1.3		
PHF	.761	.925	.845	.250	.250	.792	.907	.953	.957	.825	.250	.000	.325	.965	.989	.894	.918	.365	.375	.350	.908	.809	.959	.926	.000	.500	.469	.975	.979



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue

Groups Printed- Passenger Cars

	NW 22 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 22 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	6	305	60	0	0	2	373	7	157	34	0	0	0	198	17	127	19	2	0	1	166	18	181	14	0	0	0	213	950
07:15 AM	10	286	66	0	0	1	363	12	159	46	0	0	1	218	10	67	32	0	0	1	110	18	222	9	0	2	1	252	943
07:30 AM	8	333	65	0	0	3	409	13	165	41	0	0	7	226	19	109	33	0	0	3	164	21	239	15	0	0	5	280	1079
07:45 AM	9	247	44	0	0	2	302	22	198	47	0	0	4	271	22	105	29	0	0	3	159	37	214	20	0	0	0	271	1003
Total	33	1171	235	0	0	8	1447	54	679	168	0	0	12	913	68	408	113	2	0	8	599	94	856	58	0	2	6	1016	3975
08:00 AM	13	331	54	0	0	2	400	19	176	37	0	0	3	235	28	130	31	0	0	2	191	20	202	12	0	0	0	234	1060
08:15 AM	11	291	69	0	1	3	375	15	188	33	0	0	2	238	15	95	28	0	0	3	141	21	213	20	0	0	2	256	1010
08:30 AM	11	233	67	0	0	1	312	12	154	41	0	0	3	210	23	121	37	1	0	0	182	27	182	14	0	0	4	227	931
08:45 AM	17	314	70	0	0	1	402	12	161	40	0	0	0	213	12	109	31	0	1	0	153	24	178	16	0	0	1	219	987
Total	52	1169	260	0	1	7	1489	58	679	151	0	0	8	896	78	455	127	1	1	5	667	92	775	62	0	0	7	936	3988
*** BREAK ***																													
12:00 PM	28	166	36	0	0	0	230	29	219	25	0	0	0	273	22	125	52	0	0	0	199	23	185	29	0	0	0	237	939
12:15 PM	21	153	34	0	0	0	208	23	237	28	0	0	2	290	11	141	40	0	0	2	194	30	172	29	0	0	0	231	923
12:30 PM	12	149	40	0	0	1	202	23	227	36	0	0	0	286	11	137	50	0	1	1	200	33	205	22	0	0	0	260	948
12:45 PM	17	138	20	0	0	0	175	27	224	29	0	0	0	280	13	135	49	0	0	2	199	31	183	29	0	0	2	245	899
Total	78	606	130	0	0	1	815	102	907	118	0	0	2	1129	57	538	191	0	1	5	792	117	745	109	0	0	2	973	3709
01:00 PM	20	141	32	0	1	0	194	24	203	32	0	0	0	259	16	164	40	0	1	0	221	34	191	16	0	0	1	242	916
01:15 PM	10	165	26	0	0	0	201	30	206	27	0	0	0	263	13	140	45	0	1	1	200	27	196	22	0	0	1	246	910
01:30 PM	28	145	38	0	0	0	211	33	202	25	0	0	0	260	16	159	42	0	0	0	217	30	183	27	0	0	0	240	928
01:45 PM	16	134	31	0	0	0	181	27	196	34	0	0	3	260	22	136	43	0	0	0	201	29	178	20	0	0	0	227	869
Total	74	585	127	0	1	0	787	114	807	118	0	0	3	1042	67	599	170	0	2	1	839	120	748	85	0	0	2	955	3623
*** BREAK ***																													
04:00 PM	16	162	34	0	0	0	212	22	212	36	0	0	2	272	14	295	36	0	0	0	345	28	217	51	0	0	0	296	1125
04:15 PM	11	176	36	0	0	1	224	25	242	33	0	0	0	300	24	436	44	0	0	0	504	22	222	42	0	0	2	288	1316
04:30 PM	20	154	29	0	0	0	203	28	241	34	0	0	0	303	7	458	57	0	0	0	522	21	215	42	0	0	0	278	1306
04:45 PM	19	238	26	0	0	2	285	26	256	34	0	0	0	316	15	428	48	0	0	0	491	23	211	37	0	0	0	271	1363
Total	66	730	125	0	0	3	924	101	951	137	0	0	2	1191	60	1617	185	0	0	0	1862	94	865	172	0	0	2	1133	5110
05:00 PM	18	177	34	0	0	6	235	30	251	37	0	0	3	321	22	455	60	3	0	1	541	34	209	33	0	1	3	280	1377
05:15 PM	21	233	45	0	0	5	304	31	253	47	0	0	0	331	22	431	53	1	0	1	508	29	222	34	0	0	1	286	1429
05:30 PM	16	241	50	5	2	5	319	32	239	57	2	0	10	340	21	402	47	13	2	5	490	29	207	33	0	1	3	273	1422
05:45 PM	13	242	36	0	0	3	294	28	235	44	0	0	0	307	22	499	61	2	1	0	585	18	204	36	0	0	8	266	1452
Total	68	893	165	5	2	19	1152	121	978	185	2	0	13	1299	87	1787	221	19	3	7	2124	110	842	136	0	2	15	1105	5680
Grand Total	371	5154	1042	5	4	38	6614	550	5001	877	2	0	40	6470	417	5404	1007	22	7	26	6883	627	4831	622	0	4	34	6118	26085
Apprch %	5.6	77.9	15.8	0.1	0.1	0.6		8.5	77.3	13.6	0	0	0.6		6.1	78.5	14.6	0.3	0.1	0.4		10.2	79	10.2	0	0.1	0.6		
Total %	1.4	19.8	4	0	0	0.1	25.4	2.1	19.2	3.4	0	0	0.2	24.8	1.6	20.7	3.9	0.1	0	0.1	26.4	2.4	18.5	2.4	0	0	0.1	23.5	

P CNL: Pedestrians Crossing North Leg

P CNL: Pedestrians Crossing North Leg Out Cross Walk

P CEL:Pedestrians Crossing East Leg

P CEL:Pedestrians Crossing East Leg Out Cross Walk

P CSL:Pedestrians Crossing South Leg

P CSL:Pedestrians Crossing South Leg Out Cross Walk

P CWL:Pedestrians Crossing West Leg

P CWL:Pedestrians Crossing West Leg Out Cross Walk

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 22 Avenue

Groups Printed- Heavy Vehicles

	NW 22 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 22 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	0	9	0	0	0	0	9	0	1	0	0	0	0	1	0	3	1	0	0	0	4	2	10	0	0	0	0	12	26
07:15 AM	0	0	0	0	0	0	0	1	6	1	0	0	0	8	0	4	2	0	0	0	6	0	13	0	0	0	0	13	27
07:30 AM	0	6	2	0	0	0	8	0	6	1	0	0	0	7	1	1	0	0	0	0	2	0	16	0	0	0	0	16	33
07:45 AM	1	1	4	0	0	0	6	2	7	1	0	0	0	10	1	4	1	0	0	0	6	3	20	0	0	0	0	23	45
Total	1	16	6	0	0	0	23	3	20	3	0	0	0	26	2	12	4	0	0	0	18	5	59	0	0	0	0	64	131
08:00 AM	0	6	0	0	0	0	6	0	2	0	0	0	0	2	2	1	2	0	0	0	5	0	19	3	0	0	0	22	35
08:15 AM	0	2	0	0	0	0	2	0	8	0	0	0	0	8	1	2	0	0	0	0	3	0	18	1	0	0	0	19	32
08:30 AM	1	7	1	0	0	0	9	0	3	1	0	0	0	4	1	6	0	0	0	0	7	0	20	0	0	0	0	20	40
08:45 AM	0	2	1	0	0	0	3	0	8	3	0	0	0	11	2	4	2	0	0	0	8	0	22	0	0	0	0	22	44
Total	1	17	2	0	0	0	20	0	21	4	0	0	0	25	6	13	4	0	0	0	23	0	79	4	0	0	0	83	151
*** BREAK ***																													
12:00 PM	1	7	0	0	0	0	8	2	15	3	0	0	0	20	0	2	1	0	0	0	3	0	12	0	0	0	0	12	43
12:15 PM	1	3	0	0	0	0	4	2	13	2	0	0	0	17	0	5	1	0	0	0	6	0	11	0	0	0	0	11	38
12:30 PM	0	0	3	0	0	0	3	0	9	0	0	0	0	9	1	2	1	0	0	0	4	1	22	0	0	0	0	23	39
12:45 PM	0	3	0	0	0	0	3	1	13	1	0	0	0	15	0	2	0	0	0	0	2	0	16	1	0	0	0	17	37
Total	2	13	3	0	0	0	18	5	50	6	0	0	0	61	1	11	3	0	0	0	15	1	61	1	0	0	0	63	157
01:00 PM	0	1	0	0	0	0	1	1	11	0	0	0	0	12	1	6	2	0	0	0	9	0	17	0	0	0	0	17	39
01:15 PM	0	1	3	0	0	0	4	2	13	1	0	0	0	16	2	1	1	0	0	0	4	1	19	1	0	0	0	21	45
01:30 PM	0	3	0	0	0	0	3	1	9	1	0	0	0	11	2	2	1	0	0	0	5	0	21	1	0	0	0	22	41
01:45 PM	0	2	0	0	0	0	2	1	12	1	0	0	0	14	1	2	1	0	0	0	4	0	19	0	0	0	0	19	39
Total	0	7	3	0	0	0	10	5	45	3	0	0	0	53	6	11	5	0	0	0	22	1	76	2	0	0	0	79	164
*** BREAK ***																													
04:00 PM	0	5	0	0	0	0	5	0	14	1	0	0	0	15	0	4	0	0	0	0	4	0	11	1	0	0	0	12	36
04:15 PM	0	2	0	0	0	0	2	1	7	2	0	0	0	10	0	5	0	0	0	0	5	0	9	0	0	0	0	9	26
04:30 PM	0	7	0	0	0	0	7	2	10	0	0	0	0	12	0	2	0	0	0	0	2	0	3	0	0	0	0	3	24
04:45 PM	1	4	0	0	0	0	5	0	10	3	0	0	0	13	0	9	1	0	0	0	10	1	10	1	0	0	0	12	40
Total	1	18	0	0	0	0	19	3	41	6	0	0	0	50	0	20	1	0	0	0	21	1	33	2	0	0	0	36	126
05:00 PM	0	0	1	0	0	0	1	1	11	1	0	0	0	13	0	4	1	0	0	0	5	0	7	0	0	0	0	7	26
05:15 PM	2	3	1	0	0	0	6	0	4	2	0	0	0	6	0	9	1	0	0	0	10	0	4	0	0	0	0	4	26
05:30 PM	0	2	0	0	0	0	2	0	4	0	0	0	0	4	0	5	1	0	0	0	6	0	9	0	0	0	0	9	21
05:45 PM	0	1	2	0	0	0	3	0	6	0	0	0	0	6	0	8	0	0	0	0	8	0	5	1	0	0	0	6	23
Total	2	6	4	0	0	0	12	1	25	3	0	0	0	29	0	26	3	0	0	0	29	0	25	1	0	0	0	26	96
Grand Total	7	77	18	0	0	0	102	17	202	25	0	0	0	244	15	93	20	0	0	0	128	8	333	10	0	0	0	351	825
Apprch %	6.9	75.5	17.6	0	0	0		7	82.8	10.2	0	0	0		11.7	72.7	15.6	0	0	0		2.3	94.9	2.8	0	0	0		
Total %	0.8	9.3	2.2	0	0	0	12.4	2.1	24.5	3	0	0	0	29.6	1.8	11.3	2.4	0	0	0	15.5	1	40.4	1.2	0	0	0	42.5	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue

File Name : NW 79 Street at NW 25 Ave
Site Code : 07902501
Start Date : 5/25/2017
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 25 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 25 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	23	2	4	1	1	3	34	7	164	17	0	0	0	188	3	0	0	0	0	1	4	4	217	3	1	0	2	227	453
07:15 AM	10	2	3	0	0	2	17	11	190	12	0	0	0	213	2	0	0	1	0	0	3	7	250	6	1	0	0	264	497
07:30 AM	9	4	4	1	1	3	22	15	182	19	0	0	2	218	3	0	1	0	1	1	6	5	287	10	2	0	2	306	552
07:45 AM	16	2	4	1	0	2	25	19	207	24	1	0	0	251	3	1	0	0	0	0	4	3	277	2	0	1	1	284	564
Total	58	10	15	3	2	10	98	52	743	72	1	0	2	870	11	1	1	1	1	2	17	19	1031	21	4	1	5	1081	2066
08:00 AM	18	6	3	1	1	1	30	14	195	15	0	0	0	224	5	0	1	0	0	1	7	7	251	4	0	0	0	262	523
08:15 AM	14	3	2	3	0	1	23	11	206	19	0	0	0	236	4	0	0	0	0	1	5	2	260	8	1	0	0	271	535
08:30 AM	10	3	2	0	0	1	16	11	186	15	0	0	0	212	4	0	0	1	0	0	5	6	235	4	0	0	0	245	478
08:45 AM	9	1	2	0	1	2	15	9	195	12	1	0	0	217	5	0	0	0	0	1	6	12	235	6	2	0	1	256	494
Total	51	13	9	4	2	5	84	45	782	61	1	0	0	889	18	0	1	1	0	3	23	27	981	22	3	0	1	1034	2030
*** BREAK ***																													
12:00 PM	12	0	1	0	0	0	13	14	281	10	0	0	5	310	7	0	0	0	0	2	9	8	237	7	0	0	2	254	586
12:15 PM	11	3	4	1	0	1	20	18	286	17	0	0	0	321	8	2	0	1	0	4	15	7	228	6	0	0	0	241	597
12:30 PM	14	6	2	0	0	2	24	12	268	14	1	0	0	295	6	1	2	0	0	0	9	7	268	4	0	0	0	279	607
12:45 PM	14	1	2	0	1	4	22	16	264	17	0	0	0	297	7	0	0	0	0	0	7	3	244	10	0	0	1	258	584
Total	51	10	9	1	1	7	79	60	1099	58	1	0	5	1223	28	3	2	1	0	6	40	25	977	27	0	0	3	1032	2374
01:00 PM	11	1	0	0	1	0	13	18	249	16	0	0	0	283	4	1	3	0	0	1	9	10	250	4	0	0	0	264	569
01:15 PM	9	1	3	0	0	0	13	10	245	17	0	1	0	273	4	0	2	1	0	1	8	1	250	8	0	0	1	260	554
01:30 PM	10	3	2	0	0	0	15	14	253	15	0	0	0	282	4	0	2	0	0	0	6	5	249	9	0	0	0	263	566
01:45 PM	15	0	0	1	0	2	18	15	239	19	0	0	0	273	5	0	1	0	0	0	6	10	236	11	0	0	0	257	554
Total	45	5	5	1	1	2	59	57	986	67	0	1	0	1111	17	1	8	1	0	2	29	26	985	32	0	0	1	1044	2243
*** BREAK ***																													
04:00 PM	7	1	1	2	0	5	16	15	240	20	0	2	0	277	9	1	2	0	0	3	15	4	292	10	1	0	1	308	616
04:15 PM	7	3	1	1	1	0	13	22	259	19	0	0	1	301	7	2	0	0	0	2	11	4	283	13	0	0	0	300	625
04:30 PM	15	3	4	1	1	3	27	32	266	20	0	0	2	320	8	1	0	0	1	4	14	5	261	13	0	0	2	281	642
04:45 PM	12	1	1	1	0	2	17	24	262	14	0	0	0	300	9	1	0	0	0	1	11	9	262	12	0	0	0	283	611
Total	41	8	7	5	2	10	73	93	1027	73	0	2	3	1198	33	5	2	0	1	10	51	22	1098	48	1	0	3	1172	2494
05:00 PM	8	0	1	1	0	2	12	31	286	15	1	1	1	335	10	2	0	0	1	0	13	10	267	15	0	0	0	292	652
05:15 PM	8	3	2	0	1	1	15	33	276	19	2	0	1	331	13	0	0	0	1	1	15	11	265	19	0	0	3	298	659
05:30 PM	12	0	1	2	0	1	16	33	259	16	0	0	0	308	7	1	0	0	0	0	8	7	262	12	0	0	1	282	614
05:45 PM	11	1	1	2	0	1	16	25	286	15	1	2	0	329	12	0	2	0	0	3	17	7	260	15	1	0	0	283	645
Total	39	4	5	5	1	5	59	122	1107	65	4	3	2	1303	42	3	2	0	2	4	53	35	1054	61	1	0	4	1155	2570
Grand Total	285	50	50	19	9	39	452	429	5744	396	7	6	12	6594	149	13	16	4	4	27	213	154	6126	211	9	1	17	6518	13777
Apprch %	63.1	11.1	11.1	4.2	2	8.6		6.5	87.1	6	0.1	0.1	0.2		70	6.1	7.5	1.9	1.9	12.7		2.4	94	3.2	0.1	0	0.3		
Total %	2.1	0.4	0.4	0.1	0.1	0.3	3.3	3.1	41.7	2.9	0.1	0	0.1	47.9	1.1	0.1	0.1	0	0	0.2	1.5	1.1	44.5	1.5	0.1	0	0.1	47.3	
Passenger Cars	282	49	50	19	9	39	448	422	5540	393	7	6	12	6380	141	13	13	4	4	27	202	152	5785	207	9	1	17	6171	13201
% Passenger Cars	98.9	98	100	100	100	100	99.1	98.4	96.4	99.2	100	100	100	96.8	94.6	100	81.2	100	100	100	94.8	98.7	94.4	98.1	100	100	100	94.7	95.8
Heavy Vehicles	3	1	0	0	0	0	4	7	204	3	0	0	0	214	8	0	3	0	0	0	11	2	341	4	0	0	0	347	576
% Heavy Vehicles	1.1	2	0	0	0	0	0.9	1.6	3.6	0.8	0	0	0	3.2	5.4	0	18.8	0	0	0	5.2	1.3	5.6	1.9	0	0	0	5.3	4.2

P CNL: Pedestrians Crossing North Leg

P CNL: Pedestrians Crossing North Leg Out Cross Walk

P CEL:Pedestrians Crossing East Leg

P CEL:Pedestrians Crossing East Leg Out Cross Walk

P CSL:Pedestrians Crossing South Leg

P CSL:Pedestrians Crossing South Leg Out Cross Walk

P CWL:Pedestrians Crossing West Leg

P CWL:Pedestrians Crossing West Leg Out Cross Walk

B CNL:Bicyclists Crossing North Leg

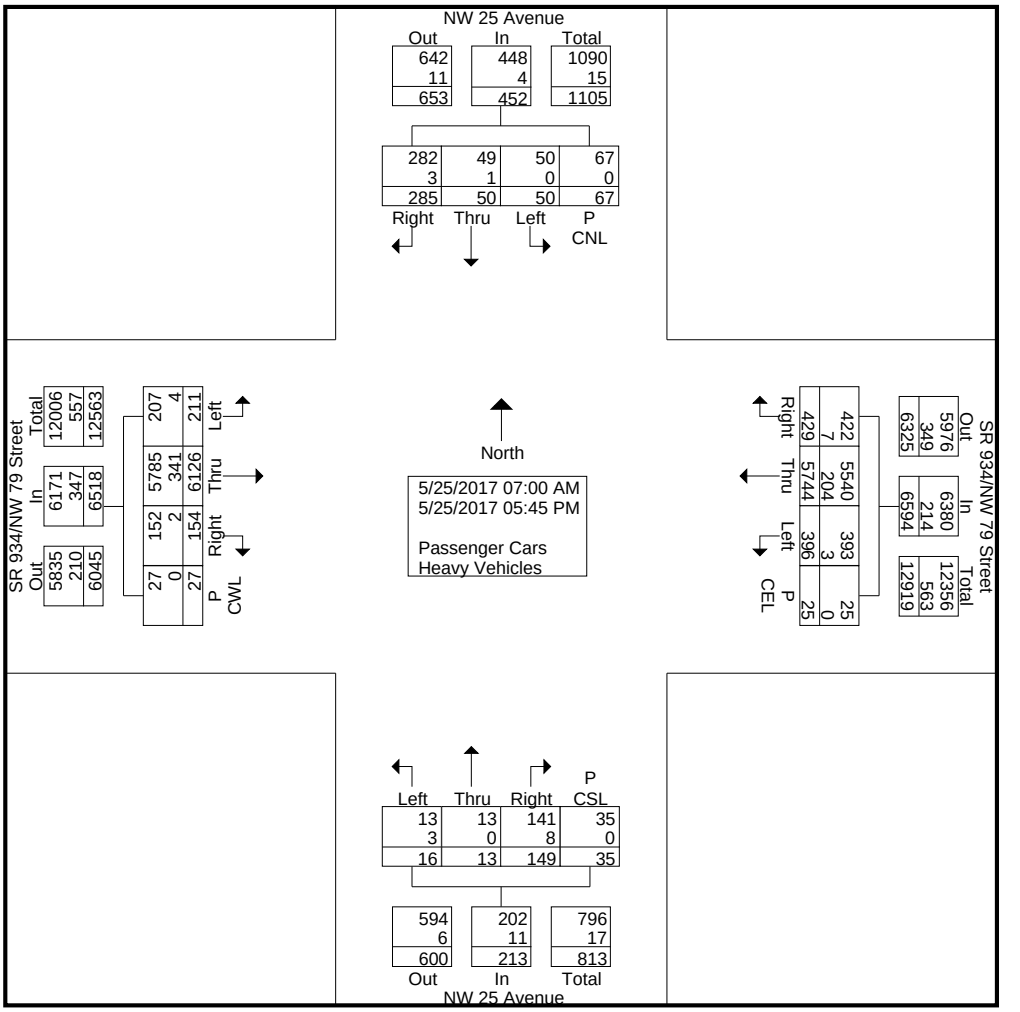
B CEL:Bicyclists Crossing East Leg

CH Perez and Associates Consulting Engineers Inc.

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

B CSL:Bicyclists Crossing South Leg

B CWL:Bicyclists Crossing West Leg

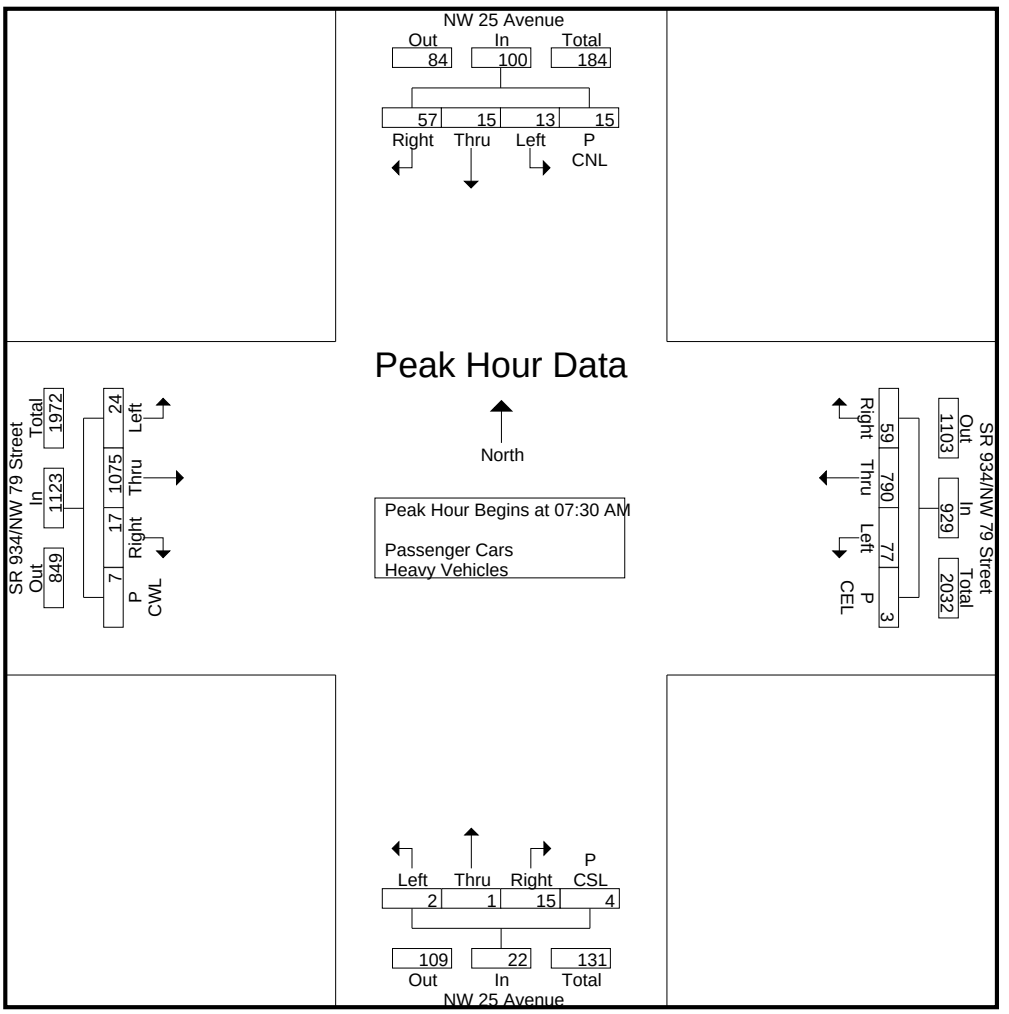


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue

	NW 25 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 25 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 07:30 AM																												
07:30 AM	9	4	**4**	1	**1**	**3**	22	15	182	19	0	0	**2**	218	3	0	**1**	0	**1**	**1**	6	5	**287**	**10**	**2**	0	**2**	**306**	552
07:45 AM	16	2	4	1	0	2	25	**19**	**207**	**24**	**1**	0	0	**251**	3	**1**	0	0	0	0	4	3	277	2	0	**1**	1	284	**564**
08:00 AM	**18**	**6**	3	1	1	1	**30**	14	195	15	0	0	0	224	**5**	0	1	0	0	1	**7**	**7**	251	4	0	0	0	262	523
08:15 AM	14	3	2	**3**	0	1	23	11	206	19	0	0	0	236	4	0	0	0	0	1	5	2	260	8	1	0	0	271	535
Total Volume	57	15	13	6	2	7	100	59	790	77	1	0	2	929	15	1	2	0	1	3	22	17	1075	24	3	1	3	1123	2174
% App. Total	57	15	13	6	2	7		6.4	85	8.3	0.1	0	0.2		68.2	4.5	9.1	0	4.5	13.6		1.5	95.7	2.1	0.3	0.1	0.3		
PHF	.792	.625	.813	.500	.500	.583	.833	.776	.954	.802	.250	.000	.250	.925	.750	.250	.500	.000	.250	.750	.786	.607	.936	.600	.375	.250	.375	.917	.964



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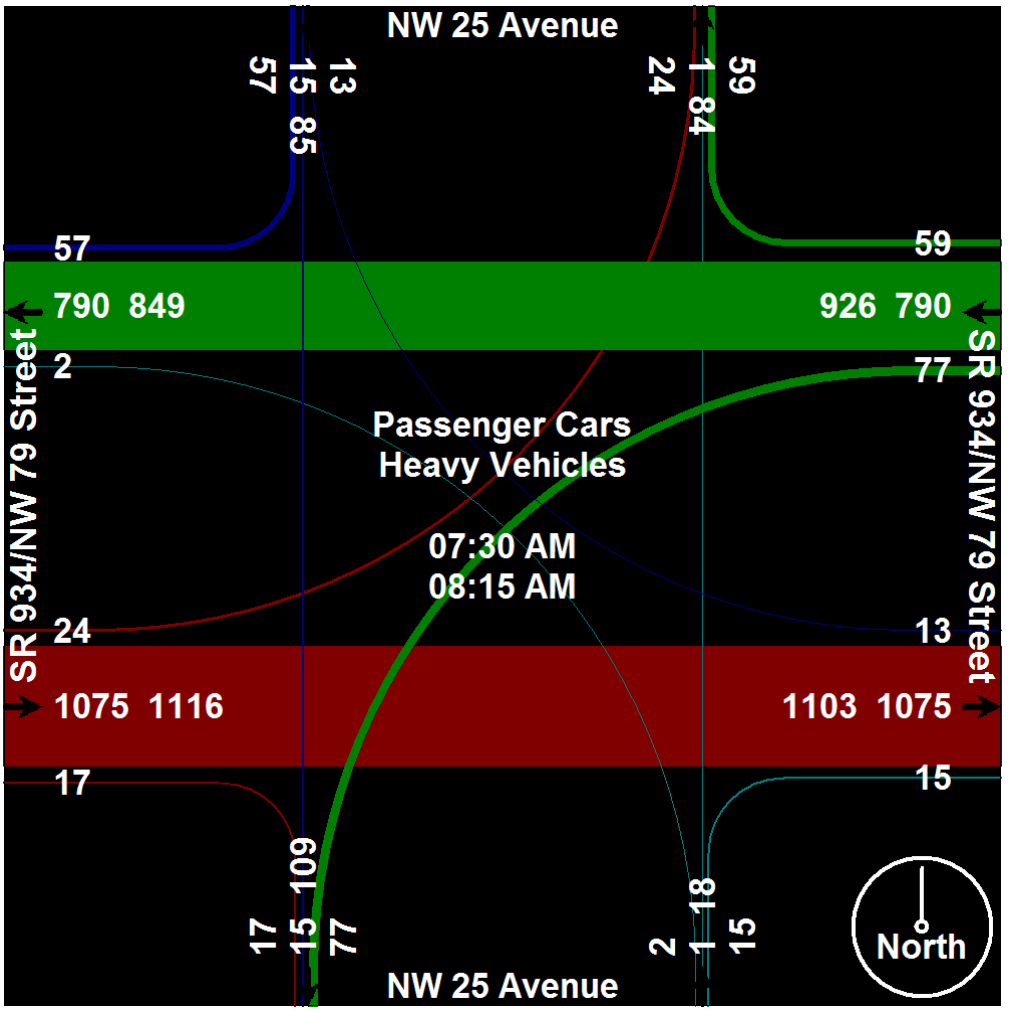
Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue



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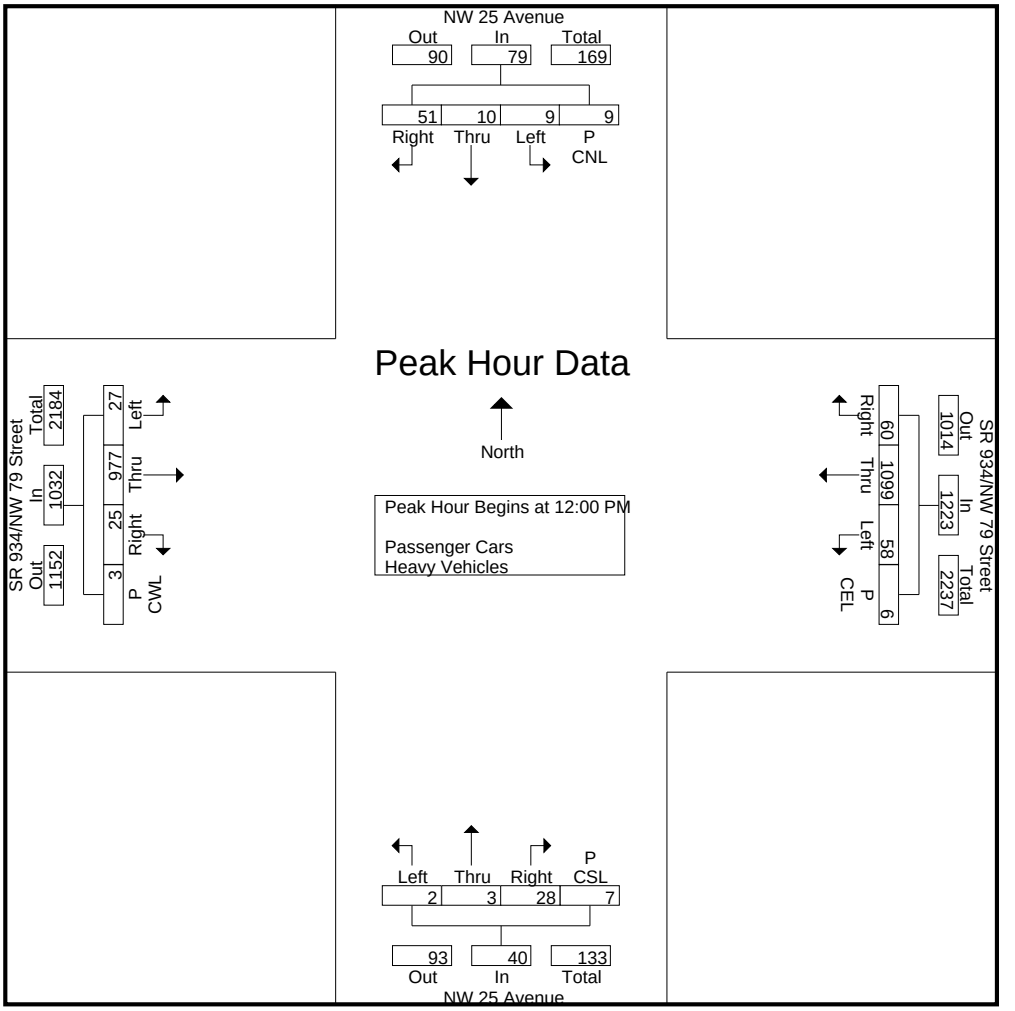
Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue

	NW 25 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 25 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	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	12	0	1	0	0	0	13	14	281	10	0	0	**5**	310	7	0	0	0	0	2	9	**8**	237	7	0	0	**2**	254	586
12:15 PM	11	3	**4**	**1**	0	1	20	**18**	**286**	**17**	0	0	0	**321**	**8**	**2**	0	**1**	0	**4**	**15**	7	228	6	0	0	0	241	597
12:30 PM	**14**	**6**	2	0	0	2	**24**	12	268	14	**1**	0	0	295	6	1	**2**	0	0	0	9	7	**268**	4	0	0	0	**279**	**607**
12:45 PM	14	1	2	0	**1**	**4**	22	16	264	17	0	0	0	297	7	0	0	0	0	0	7	3	244	**10**	0	0	1	258	584
Total Volume	51	10	9	1	1	7	79	60	1099	58	1	0	5	1223	28	3	2	1	0	6	40	25	977	27	0	0	3	1032	2374
% App. Total	64.6	12.7	11.4	1.3	1.3	8.9		4.9	89.9	4.7	0.1	0	0.4		70	7.5	5	2.5	0	15		2.4	94.7	2.6	0	0	0.3		
PHF	.911	.417	.563	.250	.250	.438	.823	.833	.961	.853	.250	.000	.250	.952	.875	.375	.250	.250	.000	.375	.667	.781	.911	.675	.000	.000	.375	.925	.978



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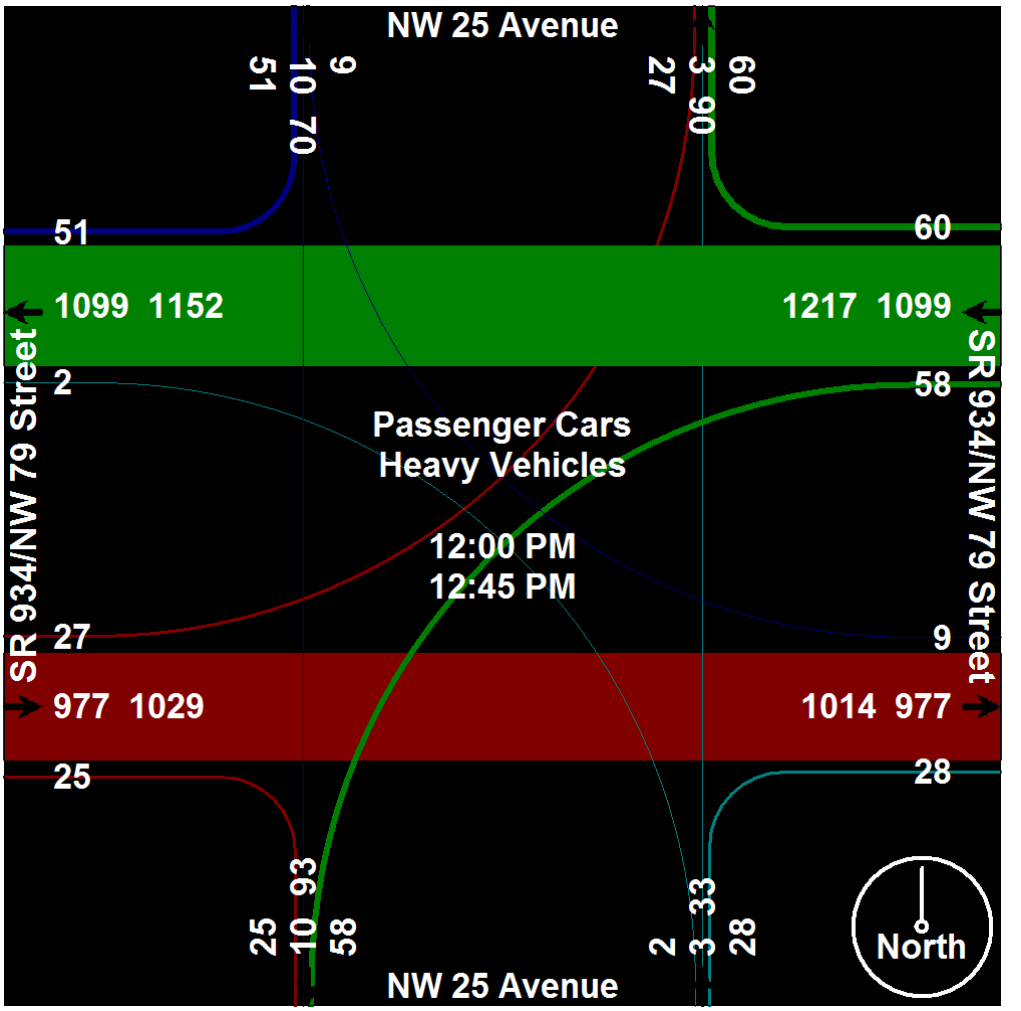
Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue



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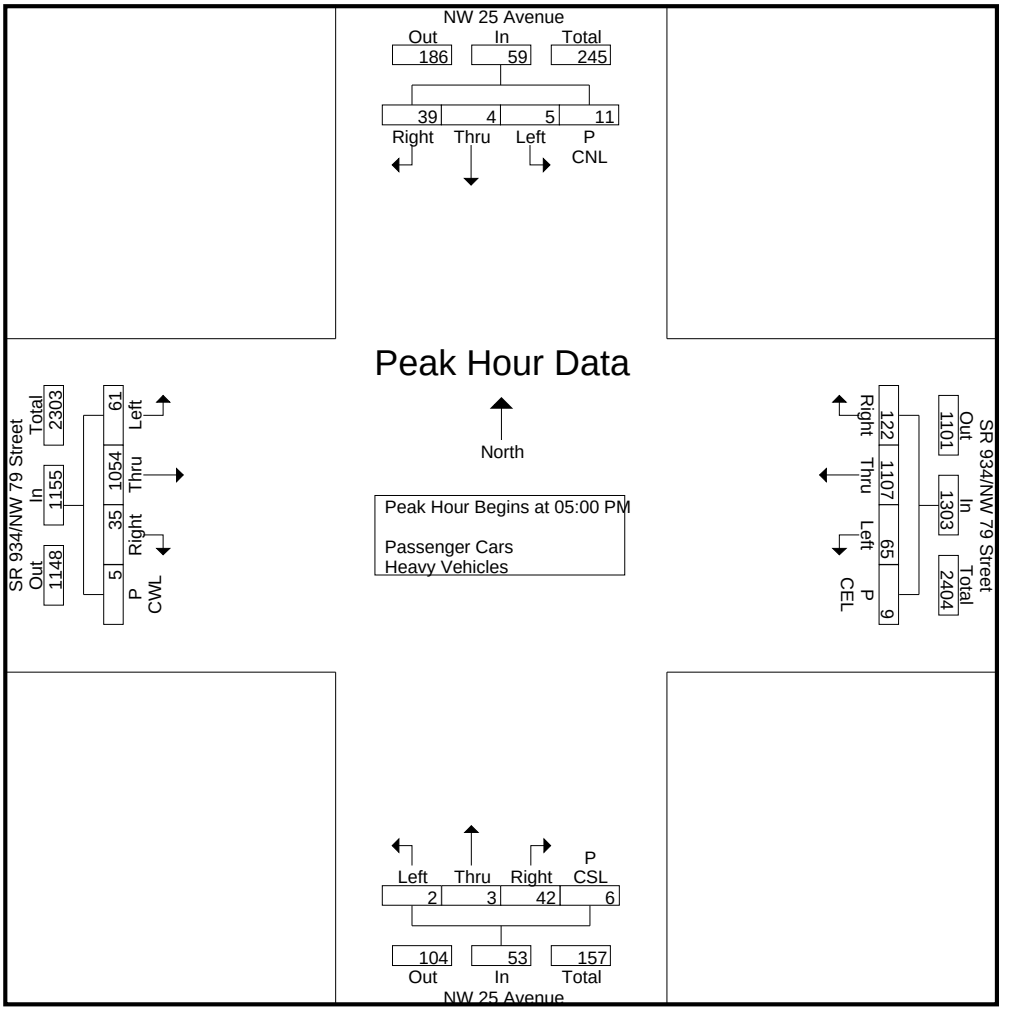
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue

File Name : NW 79 Street at NW 25 Ave
Site Code : 07902501
Start Date : 5/25/2017
Page No : 7

	NW 25 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 25 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	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 05:00 PM																												
05:00 PM	8	0	1	1	0	**2**	12	31	**286**	15	1	1	**1**	**335**	10	**2**	0	0	**1**	0	13	10	**267**	15	0	0	0	292	652
05:15 PM	8	**3**	**2**	0	**1**	1	15	**33**	276	**19**	**2**	0	1	331	**13**	0	0	0	1	1	15	**11**	265	**19**	0	0	**3**	**298**	**659**
05:30 PM	**12**	0	1	**2**	0	1	**16**	33	259	16	0	0	0	308	7	1	0	0	0	0	8	7	262	12	0	0	1	282	614
05:45 PM	11	1	1	2	0	1	16	25	286	15	1	**2**	0	329	12	0	**2**	0	0	**3**	**17**	7	260	15	**1**	0	0	283	645
Total Volume	39	4	5	5	1	5	59	122	1107	65	4	3	2	1303	42	3	2	0	2	4	53	35	1054	61	1	0	4	1155	2570
% App. Total	66.1	6.8	8.5	8.5	1.7	8.5		9.4	85	5	0.3	0.2	0.2		79.2	5.7	3.8	0	3.8	7.5		3	91.3	5.3	0.1	0	0.3		
PHF	.813	.333	.625	.625	.250	.625	.922	.924	.968	.855	.500	.375	.500	.972	.808	.375	.250	.000	.500	.333	.779	.795	.987	.803	.250	.000	.333	.969	.975



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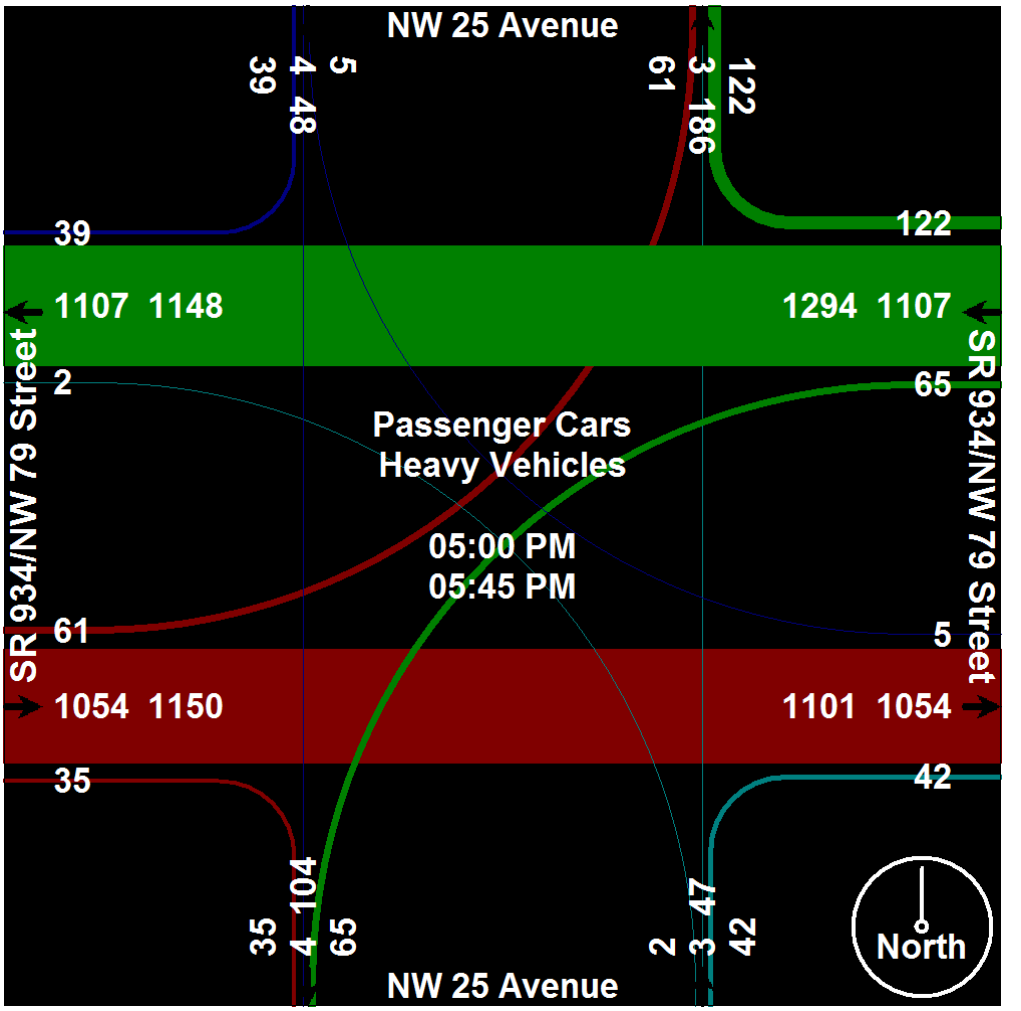
Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue



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Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue

Groups Printed- Passenger Cars

	NW 25 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 25 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	23	2	4	1	1	3	34	7	163	17	0	0	0	187	3	0	0	0	0	1	4	4	205	3	1	0	2	215	440
07:15 AM	10	2	3	0	0	2	17	11	185	12	0	0	0	208	2	0	0	1	0	0	3	7	238	6	1	0	0	252	480
07:30 AM	8	4	4	1	1	3	21	15	177	19	0	0	2	213	2	0	1	0	1	1	5	5	271	10	2	0	2	290	529
07:45 AM	16	2	4	1	0	2	25	19	199	24	1	0	0	243	3	1	0	0	0	0	4	3	258	2	0	1	1	265	537
Total	57	10	15	3	2	10	97	52	724	72	1	0	2	851	10	1	1	1	1	2	16	19	972	21	4	1	5	1022	1986
08:00 AM	18	6	3	1	1	1	30	14	193	15	0	0	0	222	4	0	1	0	0	1	6	7	232	4	0	0	0	243	501
08:15 AM	14	3	2	3	0	1	23	11	198	19	0	0	0	228	4	0	0	0	0	1	5	2	241	7	1	0	0	251	507
08:30 AM	10	3	2	0	0	1	16	11	182	15	0	0	0	208	4	0	0	1	0	0	5	6	215	4	0	0	0	225	454
08:45 AM	9	1	2	0	1	2	15	9	187	12	1	0	0	209	5	0	0	0	0	1	6	11	214	5	2	0	1	233	463
Total	51	13	9	4	2	5	84	45	760	61	1	0	0	867	17	0	1	1	0	3	22	26	902	20	3	0	1	952	1925
*** BREAK ***																													
12:00 PM	11	0	1	0	0	0	12	14	267	10	0	0	5	296	5	0	0	0	0	2	7	7	225	7	0	0	2	241	556
12:15 PM	11	3	4	1	0	1	20	16	274	17	0	0	0	307	8	2	0	1	0	4	15	7	216	5	0	0	0	228	570
12:30 PM	14	6	2	0	0	2	24	12	256	13	1	0	0	282	5	1	2	0	0	0	8	7	247	4	0	0	0	258	572
12:45 PM	14	1	2	0	1	4	22	15	251	17	0	0	0	283	6	0	0	0	0	0	6	3	227	10	0	0	1	241	552
Total	50	10	9	1	1	7	78	57	1048	57	1	0	5	1168	24	3	2	1	0	6	36	24	915	26	0	0	3	968	2250
01:00 PM	10	1	0	0	1	0	12	17	239	16	0	0	0	272	4	1	0	0	0	1	6	10	232	4	0	0	0	246	536
01:15 PM	9	1	3	0	0	0	13	10	232	16	0	1	0	259	4	0	2	1	0	1	8	1	230	8	0	0	1	240	520
01:30 PM	10	3	2	0	0	0	15	14	243	15	0	0	0	272	4	0	2	0	0	0	6	5	228	9	0	0	0	242	535
01:45 PM	15	0	0	1	0	2	18	15	227	19	0	0	0	261	4	0	1	0	0	0	5	10	216	11	0	0	0	237	521
Total	44	5	5	1	1	2	58	56	941	66	0	1	0	1064	16	1	5	1	0	2	25	26	906	32	0	0	1	965	2112
*** BREAK ***																													
04:00 PM	7	1	1	2	0	5	16	15	227	20	0	2	0	264	9	1	2	0	0	3	15	4	280	10	1	0	1	296	591
04:15 PM	7	3	1	1	1	0	13	21	251	18	0	0	1	291	6	2	0	0	0	2	10	4	273	12	0	0	0	289	603
04:30 PM	15	2	4	1	1	3	26	31	257	20	0	0	2	310	8	1	0	0	1	4	14	5	257	13	0	0	2	277	627
04:45 PM	12	1	1	1	0	2	17	24	251	14	0	0	0	289	9	1	0	0	0	1	11	9	253	12	0	0	0	274	591
Total	41	7	7	5	2	10	72	91	986	72	0	2	3	1154	32	5	2	0	1	10	50	22	1063	47	1	0	3	1136	2412
05:00 PM	8	0	1	1	0	2	12	31	275	15	1	1	1	324	10	2	0	0	1	0	13	10	259	15	0	0	0	284	633
05:15 PM	8	3	2	0	1	1	15	33	272	19	2	0	1	327	13	0	0	0	1	1	15	11	261	19	0	0	3	294	651
05:30 PM	12	0	1	2	0	1	16	33	254	16	0	0	0	303	7	1	0	0	0	0	8	7	253	12	0	0	1	273	600
05:45 PM	11	1	1	2	0	1	16	24	280	15	1	2	0	322	12	0	2	0	0	3	17	7	254	15	1	0	0	277	632
Total	39	4	5	5	1	5	59	121	1081	65	4	3	2	1276	42	3	2	0	2	4	53	35	1027	61	1	0	4	1128	2516
Grand Total	282	49	50	19	9	39	448	422	5540	393	7	6	12	6380	141	13	13	4	4	27	202	152	5785	207	9	1	17	6171	13201
Apprch %	62.9	10.9	11.2	4.2	2	8.7		6.6	86.8	6.2	0.1	0.1	0.2		69.8	6.4	6.4	2	2	13.4		2.5	93.7	3.4	0.1	0	0.3		
Total %	2.1	0.4	0.4	0.1	0.1	0.3	3.4	3.2	42	3	0.1	0	0.1	48.3	1.1	0.1	0.1	0	0	0.2	1.5	1.2	43.8	1.6	0.1	0	0.1	46.7	

P CNL: Pedestrians Crossing North Leg

P CNL: Pedestrians Crossing North Leg Out Cross Walk

P CEL:Pedestrians Crossing East Leg

P CEL:Pedestrians Crossing East Leg Out Cross Walk

P CSL:Pedestrians Crossing South Leg

P CSL:Pedestrians Crossing South Leg Out Cross Walk

P CWL:Pedestrians Crossing West Leg

P CWL:Pedestrians Crossing West Leg Out Cross Walk

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 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 934/NW 79 Street at NW 25 Avenue

Groups Printed- Heavy Vehicles

	NW 25 Avenue Southbound							SR 934/NW 79 Street Westbound							NW 25 Avenue Northbound							SR 934/NW 79 Street Eastbound							
Start Time	Right	Thru	Left	P CNL Out	B CNL	P CNL	App. Total	Right	Thru	Left	P CEL Out	B CEL	P CEL	App. Total	Right	Thru	Left	P CSL Out	B CSL	P CSL	App. Total	Right	Thru	Left	P CW L Out	B CW L	P CW L	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	12	13
07:15 AM	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	12	0	0	0	0	12	17
07:30 AM	1	0	0	0	0	0	1	0	5	0	0	0	0	5	1	0	0	0	0	0	1	0	16	0	0	0	0	16	23
07:45 AM	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	19	0	0	0	0	19	27
Total	1	0	0	0	0	0	1	0	19	0	0	0	0	19	1	0	0	0	0	0	1	0	59	0	0	0	0	59	80
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	19	0	0	0	0	19	22
08:15 AM	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	19	1	0	0	0	20	28
08:30 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	20	0	0	0	0	20	24
08:45 AM	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	1	21	1	0	0	0	23	31
Total	0	0	0	0	0	0	0	0	22	0	0	0	0	22	1	0	0	0	0	0	1	1	79	2	0	0	0	82	105
*** BREAK ***																													
12:00 PM	1	0	0	0	0	0	1	0	14	0	0	0	0	14	2	0	0	0	0	0	2	1	12	0	0	0	0	13	30
12:15 PM	0	0	0	0	0	0	0	2	12	0	0	0	0	14	0	0	0	0	0	0	0	0	12	1	0	0	0	13	27
12:30 PM	0	0	0	0	0	0	0	0	12	1	0	0	0	13	1	0	0	0	0	0	1	0	21	0	0	0	0	21	35
12:45 PM	0	0	0	0	0	0	0	1	13	0	0	0	0	14	1	0	0	0	0	0	1	0	17	0	0	0	0	17	32
Total	1	0	0	0	0	0	1	3	51	1	0	0	0	55	4	0	0	0	0	0	4	1	62	1	0	0	0	64	124
01:00 PM	1	0	0	0	0	0	1	1	10	0	0	0	0	11	0	0	3	0	0	0	3	0	18	0	0	0	0	18	33
01:15 PM	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0	20	0	0	0	0	20	34
01:30 PM	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	21	0	0	0	0	21	31
01:45 PM	0	0	0	0	0	0	0	0	12	0	0	0	0	12	1	0	0	0	0	0	1	0	20	0	0	0	0	20	33
Total	1	0	0	0	0	0	1	1	45	1	0	0	0	47	1	0	3	0	0	0	4	0	79	0	0	0	0	79	131
*** BREAK ***																													
04:00 PM	0	0	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	12	0	0	0	0	12	25
04:15 PM	0	0	0	0	0	0	0	1	8	1	0	0	0	10	1	0	0	0	0	0	1	0	10	1	0	0	0	11	22
04:30 PM	0	1	0	0	0	0	1	1	9	0	0	0	0	10	0	0	0	0	0	0	0	0	4	0	0	0	0	4	15
04:45 PM	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	9	0	0	0	0	9	20
Total	0	1	0	0	0	0	1	2	41	1	0	0	0	44	1	0	0	0	0	0	1	0	35	1	0	0	0	36	82
05:00 PM	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	8	0	0	0	0	8	19
05:15 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	4	8
05:30 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	9	0	0	0	0	9	14
05:45 PM	0	0	0	0	0	0	0	1	6	0	0	0	0	7	0	0	0	0	0	0	0	0	6	0	0	0	0	6	13
Total	0	0	0	0	0	0	0	1	26	0	0	0	0	27	0	0	0	0	0	0	0	0	27	0	0	0	0	27	54
Grand Total	3	1	0	0	0	0	4	7	204	3	0	0	0	214	8	0	3	0	0	0	11	2	341	4	0	0	0	347	576
Apprch %	75	25	0	0	0	0		3.3	95.3	1.4	0	0	0		72.7	0	27.3	0	0	0		0.6	98.3	1.2	0	0	0		
Total %	0.5	0.2	0	0	0	0	0.7	1.2	35.4	0.5	0	0	0	37.2	1.4	0	0.5	0	0	0	1.9	0.3	59.2	0.7	0	0	0	60.2	

APPENDIX J – MUTCD EXTRACTS

03 **Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.**

04 **The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.**

Guidance:

05 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*

A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.

B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.

C. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

Section 4C.07 Warrant 6, Coordinated Signal System

Support:

01 Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Standard:

02 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:**

A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.

B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

Guidance:

03 *The Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.*

Section 4C.08 Warrant 7, Crash Experience

Support:

01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

02 **The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:**

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

APPENDIX K – TEM EXTRACTS FOR MIDBLOCK CROSSWALK INSTALLATION

data. Also, from field observation, document the number and nature of any pedestrian-vehicle conflicts.

(f) Transit stop activity data and the location of transit stops within the vicinity of the proposed crosswalk, as applicable.

(5) If the evaluation results in a decision not to install a requested marked crosswalk or other pedestrian treatment, the District Traffic Operations Engineer shall document the reasons and advise the requestor of the findings. Meeting the minimum criteria outlined in this section does not guarantee approval of a request.

(6) Prior to the approval of a marked pedestrian crossing or other treatment at an uncontrolled approach location, coordination is necessary between the appropriate District Traffic Operations Office and local agencies to determine and document responsibilities for maintenance of any proposed traffic control devices.

3.8.5 INSTALLATION CRITERIA AND CONSIDERATIONS

(1) Placement of marked crosswalks should be based upon an identified need and not used indiscriminately. Important factors that should be considered when evaluating the need for a marked crosswalk include:

(a) Proximity to significant generators and attractors

(b) Pedestrian demand

(c) Pedestrian-vehicle crash history

(d) Distance between crossing locations

(2) To be considered for a marked pedestrian crosswalk, an uncontrolled approach location shall meet all the criteria in ***Sections 3.8.5(3) and 3.8.5(4)***. See ***Section 3.8.5(3)*** for exceptions to the pedestrian volume criteria.

(3) Minimum Levels of Pedestrian Demand

(a) Any uncontrolled location under consideration for a marked crosswalk should exhibit (1) a well-defined spatial pattern of pedestrian generators, attractors, and flow (across a roadway) between them or (2) a well-defined pattern of existing pedestrian crossings. Generators and attractors should be identified over an aerial photograph to illustrate potential pedestrian routes in relation to any proposed marked crosswalk location.

(b) Sufficient demand should exist that meets or exceeds the thresholds for an average day. An average day is generally considered a non-holiday weekday without a special event, or weekend day including Saturday or Sunday. Data collection should be based upon pedestrian volumes observed crossing the roadway outside a crosswalk at or in the vicinity of

the proposed location, or at an adjacent (nearby) intersection. A bicyclist can be counted as a pedestrian if appropriate for the crossing.

The following minimum thresholds should be met when considering a new marked crosswalk at an uncontrolled approach:

- 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day, or
- 18 or more pedestrians during each of any two hours of an average day, or
- 15 or more pedestrians during each of any three hours of an average day.

The following are exceptions to the minimum pedestrian volume demand criteria:

- Within a school zone there is no minimum pedestrian volume for a school crossing.
- For the following combinations of context class and vehicle speeds, a marked crosswalk may be installed without meeting the minimum pedestrian volume thresholds. Supplemental crossing treatments (See ***Section 3.8.7***) may still be applicable and should be evaluated as part of the engineering study.
    - The roadway falls within a C2T Rural Town Context Classification and the speed limit is 35 MPH or less.
    - The roadway falls within a C4 Urban General Context Classification zone and the speed limit is 35 MPH or less.
    - The roadway falls within a C5 Urban Center Context Classification zone and the speed limit is 35 MPH or less.
    - The roadway falls within a C6 Urban Core Context Classification.

Even when applying pedestrian volume criteria exceptions, a signed and sealed engineering study will still be required to document the crossing need, location, and proposed treatments.

(c) Shared Use Path Crossings

In order to promote the use of shared use paths and reduce the impacts roadway crossings can create for pedestrians and bicyclists, crossing

locations connecting a shared use path on each side of a roadway are not subject to minimum pedestrian volume criteria listed above.

Proposed locations where a trail or shared use path ends on one side of a roadway and a sidewalk or similar facility exists on the other side of the roadway must meet 50 percent of the minimum pedestrian volume threshold for installation. Such crosswalks are subject to removal if pedestrian volumes fall below half of this reduced threshold.

Care should be given to selecting the appropriate location and crossing treatments for shared use paths. The inside dimension for crosswalks on shared use paths need to be at least as wide as that for the shared use paths.

(4) Minimum Location Characteristics

(a) A minimum vehicular volume of 2,000 Average Daily Traffic (ADT) along the roadway segment.

(b) Minimum distance to nearest alternative crossing location is 300 feet per the ***FDOT Design Manual (FDM), Chapter 222 Pedestrian Facility***. An alternative pedestrian crossing location may be considered to be any controlled location with a STOP sign, traffic signal, or a grade-separated pedestrian bridge or tunnel that accommodates pedestrian movement across the subject roadway. A proposed crossing location that falls between 100 and 300 feet from an alternative existing crossing may be considered if more practical for pedestrian use; this justification must be documented in an engineering report.

(c) The proposed location must be outside the influence area of adjacent signalized intersections, including the limits of the auxiliary turn lanes. Where an adjacent intersection is signalized, the design must ensure that the ends of standing queues do not extend to the proposed marked crosswalk location.

(5) Safety Considerations

For any proposed marked crosswalk, the location should be conducive to providing a sufficient level of pedestrian safety. The following conditions should be satisfied for existing crosswalks or, if not, should be achieved in conjunction with any implementation of the proposed marked crosswalk:

(a) The location for a marked crosswalk must provide adequate stopping sight distance. The ***FDOT Design Manual (FDM), Chapter 222 Pedestrian Facility*** provides additional information for identifying appropriate stopping sight distance. Parking restrictions in the vicinity of the marked crosswalk may be necessary to meet required sight distance. Other optional treatments, including curb extensions, may also be considered for improving sight distance and reducing pedestrian crossing distance.

(b) If sidewalks connecting the crosswalk to established pedestrian generators and attractors are not already present, they should be provided. The ***FDOT Design Manual (FDM), Chapter 222 Pedestrian Facility*** provides additional sidewalk design considerations.

(c) Crosswalk illumination shall be provided at all newly constructed uncontrolled approach crosswalks in accordance with ***FDOT Design Manual (FDM), Chapter 231 Table 231.2.1***. However, there may be locations such as environmentally-sensitive areas or crosswalks serving facilities that are open only during daylight hours, where lighting may be omitted.

(d) At uncontrolled approach locations with vehicular volumes greater than 12,000 ADT or where crossing distances exceed 60 feet, a refuge island or raised median should be considered to facilitate a two-stage crossing. Provide documentation where physical constraints prevent the accommodation of a median refuge. Roadway and safety conditions shall be taken into consideration in identifying whether the location is appropriate for a marked crosswalk. Median refuge areas shall meet Americans with Disabilities Act (ADA) requirements and the ***Department's Standard Plans, Index No. 522-002***.

(e) Consideration should be given to the location of nearby bus stops when locating a proposed pedestrian crossing. Marked crosswalk placement should seek to minimize conflicts with transit vehicles. Bus stops on the far side of a marked crossing are preferred. If feasible, bus stops can be relocated to better align with a proposed pedestrian crossing.

3.8.6 SELECTION GUIDANCE FOR PEDESTRIAN TREATMENTS

(1) An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The treatment to be provided at a particular location should be selected in consideration of pedestrian volumes and crossing difficulty:

(a) For high volume pedestrian crossings, traffic signal control may be appropriate provided that ***Signal Warrant 4 of the MUTCD*** is satisfied. Alternatively, a PHB may be utilized if the applicable ***MUTCD*** warrants are satisfied and requirements for a traffic signal are not met. For additional guidance on these control options see ***Section 3.8.6(3)***.

APPENDIX L – PEDESTRIAN VOLUME COUNTS

Zone A

SR934/NW 79th Street from NW 17th Avenue to NW 14th Avenue

Thursday,May 25, 2017

Start Time	Zone A-1				Total	Zone A-2				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM	1				1					0	1
7:15-7:30 AM		1	1		2	1	2			3	5
7:30-7:45 AM		1			1	2				2	3
7:45-8:00 AM		3		1	4	1	1			2	6
7:00 to 8:00 AM	1	5	1	1	8	4	3	0	0	7	15
8:00-8:15 AM			1		1	1	1			2	3
8:15-8:30 AM	1	2		2	5	4	3			7	12
8:30-8:45 AM		3			3	4	4		1	9	12
8:45-9:00 AM		1			1	4	7	1		12	13
8:00 to 9:00 AM	1	6	1	2	10	13	15	1	1	30	40
9:00-9:15 AM	1	4			5	1	1			2	7
9:15-9:30 AM		1			1	3	1		1	5	6
9:30-9:45 AM	2				2					0	2
9:45-10:00 AM			1		1		3			3	4
9:00 to 10:00 AM	3	5	1	0	9	4	5	0	1	10	19
10:00-10:15 AM		1			1	2	1		1	4	5
10:15-10:30 AM	2	1			3		1			1	4
10:30-10:45 AM	1		1		2	1				1	3
10:45-11:00 AM		1			1	2	2			4	5
10:00 to 11:00 AM	3	3	1	0	7	5	4	0	1	10	17
12:00-1:15 PM					0	1	3			4	4
12:15-1:30 PM					0		3			3	3
12:30-1:45 PM		1	1		2	2	2			4	6
12:45-1:00 PM	2				2	3	1		1	5	7
12:00 to 1:00 PM	2	1	1	0	4	6	9	0	1	16	20
1:00-1:15 PM	2	2			4	1	1			2	6
1:15-1:30 PM					0	1	1			2	2
1:30-1:45 PM	2	6			8		1			1	9
1:45-2:00 PM			1		1	1	1			2	3
1:00 to 2:00 PM	4	8	1	0	13	3	4	0	0	7	20
3:00-3:15 PM		2			2	1	2			3	5
3:15-3:30 PM					0		1	1		2	2
3:30-3:45 PM	1	1			2	2	2		2	6	8
3:45-4:00 PM	1	5			6	1	4			5	11
3:00 to 4:00 PM	2	8	0	0	10	4	9	1	2	16	26
4:00-4:15 PM	2	1			3		1	1		2	5
4:15-4:30 PM	2	3			5	2	3		1	6	11
4:30-4:45 PM	1	3			4	1	3			4	8
4:45-5:00 PM	1	1		1	3		1	1		2	5
4:00 to 5:00 PM	6	8	0	1	15	3	8	2	1	14	29
5:00-5:15 PM	1	4	1		6	1	1			2	8
5:15-5:30 PM	1		1		2	2	2	1	1	6	8
5:30-5:45 PM		2			2	2				2	4
5:45-6:00 PM	1				1		1			1	2
5:00 to 6:00 PM	3	6	2	0	11	5	4	1	1	11	22
6:00-6:15 PM	2	1			3					0	3
6:15-6:30 PM	1		1		2					0	2
6:30-6:45 PM					0				1	1	1
6:45-7:00 PM	4	2			6		1			1	7
6:00 to 7:00 PM	7	3	1	0	11	0	1	0	1	2	13
Total	*32*	*53*	*9*	*4*	*98*	*47*	*62*	*5*	*9*	*123*	*221*

Zone A

SR934/NW 79th Street from NW 17th Avenue to NW 14th Avenue
Friday,May 26, 2017

Start Time	Zone A-1				Total	Zone A-2				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM	1			1	2		3		1	4	6
7:15-7:30 AM		3			3	1	2			3	6
7:30-7:45 AM	1	4	1	1	7		1			1	8
7:45-8:00 AM		2			2	2				2	4
7:00 to 8:00 AM	2	9	1	2	14	3	6	0	1	10	24
8:00-8:15 AM			1		1	2	1		1	4	5
8:15-8:30 AM					0	1	3			4	4
8:30-8:45 AM	1	3			4	4	1			5	9
8:45-9:00 AM		2			2	1				1	3
8:00 to 9:00 AM	1	5	1	0	7	8	5	0	1	14	21
9:00-9:15 AM					0	2		1		3	3
9:15-9:30 AM	2				2	3	1	1		5	7
9:30-9:45 AM					0	1	1			2	2
9:45-10:00 AM	1			1	2	1	3			4	6
9:00 to 10:00 AM	3	0	0	1	4	7	5	2	0	14	18
10:00-10:15 AM			1		1		3			3	4
10:15-10:30 AM	4	1			5	2	1			3	8
10:30-10:45 AM		1			1	2		1		3	4
10:45-11:00 AM					0	1				1	1
10:00 to 11:00 AM	4	2	1	0	7	5	4	1	0	10	17
12:00-1:15 PM		2	1		3	1	1		2	4	7
12:15-1:30 PM		1		1	2	3	1	1		5	7
12:30-1:45 PM	1	2			3	2	1		1	4	7
12:45-1:00 PM	1				1		1			1	2
12:00 to 1:00 PM	2	5	1	1	9	6	4	1	3	14	23
1:00-1:15 PM	1				1		1			1	2
1:15-1:30 PM					0	2				2	2
1:30-1:45 PM	2	1			3	1			2	3	6
1:45-2:00 PM			1		1	1				1	2
1:00 to 2:00 PM	3	1	1	0	5	4	1	0	2	7	12
3:00-3:15 PM	2	2			4				1	1	5
3:15-3:30 PM	2				2	1	3			4	6
3:30-3:45 PM		2			2	1				1	3
3:45-4:00 PM	3	2			5	1	1		2	4	9
3:00 to 4:00 PM	7	6	0	0	13	3	4	0	3	10	23
4:00-4:15 PM	1	1			2	1		1		2	4
4:15-4:30 PM			1	1	2	5				5	7
4:30-4:45 PM	2				2	2	4			6	8
4:45-5:00 PM	1		3		4	2	1	1		4	8
4:00 to 5:00 PM	4	1	4	1	10	10	5	2	0	17	27
5:00-5:15 PM	2				2	1	1	3		5	7
5:15-5:30 PM	4	1			5	3	1			4	9
5:30-5:45 PM		2			2		2			2	4
5:45-6:00 PM	1		2		3	2	1		1	4	7
5:00 to 6:00 PM	7	3	2	0	12	6	5	3	1	15	27
6:00-6:15 PM				1	1	1	3			4	5
6:15-6:30 PM		3			3	3	6			9	12
6:30-6:45 PM	2	3			5		1			1	6
6:45-7:00 PM	5	3	1		9	1		1		2	11
6:00 to 7:00 PM	7	9	1	1	18	5	10	1	0	16	34
Total	*40*	*41*	*12*	*6*	*99*	*57*	*49*	*10*	*11*	*127*	*226*

Zone A

SR934/NW 79th Street from NW 17th Avenue to NW 14th Avenue

Saturday,May 27, 2017

Start Time	Zone A-1				Total	Zone A-2				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM	1	1			2					0	2
7:15-7:30 AM					0		1			1	1
7:30-7:45 AM		1			1					0	1
7:45-8:00 AM					0				1	1	1
7:00 to 8:00 AM	1	2	0	0	3	0	1	0	1	2	5
8:00-8:15 AM					0	1	2	1		4	4
8:15-8:30 AM	2				2		1			1	3
8:30-8:45 AM		3		1	4		1		1	2	6
8:45-9:00 AM		1			1	1				1	2
8:00 to 9:00 AM	2	4	0	1	7	2	4	1	1	8	15
9:00-9:15 AM	1		1		2		2			2	4
9:15-9:30 AM		2		1	3	2				2	5
9:30-9:45 AM			1		1					0	1
9:45-10:00 AM		2	1		3		2			2	5
9:00 to 10:00 AM	1	4	3	1	9	2	4	0	0	6	15
10:00-10:15 AM					0					0	0
10:15-10:30 AM	1				1		1			1	2
10:30-10:45 AM					0	3			1	4	4
10:45-11:00 AM	4				4	1	1			2	6
10:00 to 11:00 AM	5	0	0	0	5	4	2	0	1	7	12
12:00-1:15 PM	1	1			2					0	2
12:15-1:30 PM	2				2	1				1	3
12:30-1:45 PM		1			1					0	1
12:45-1:00 PM					0					0	0
12:00 to 1:00 PM	3	2	0	0	5	1	0	0	0	1	6
1:00-1:15 PM		3			3				1	1	4
1:15-1:30 PM	4	2	1		7	1	3			4	11
1:30-1:45 PM	1	3		1	5	3	1			4	9
1:45-2:00 PM	1			1	2	1	2		1	4	6
1:00 to 2:00 PM	6	8	1	2	17	5	6	0	2	13	30
3:00-3:15 PM	1				1		1	2	1	4	5
3:15-3:30 PM	1	1	1	1	4					0	4
3:30-3:45 PM	1				1					0	1
3:45-4:00 PM				1	1				1	1	2
3:00 to 4:00 PM	3	1	1	2	7	0	1	2	2	5	12
4:00-4:15 PM					0					0	0
4:15-4:30 PM	1	1	1		3	1				1	4
4:30-4:45 PM	3	1			4	1	1			2	6
4:45-5:00 PM		2			2					0	2
4:00 to 5:00 PM	4	4	1	0	9	2	1	0	0	3	12
5:00-5:15 PM	1	2			3	1		1	1	3	6
5:15-5:30 PM	1	1			2	2	1	3		6	8
5:30-5:45 PM					0					0	0
5:45-6:00 PM		1		1	2					0	2
5:00 to 6:00 PM	2	4	0	1	7	3	1	4	1	9	16
6:00-6:15 PM					0			1		1	1
6:15-6:30 PM			1	2	3					0	3
6:30-6:45 PM	1	1			2					0	2
6:45-7:00 PM		1			1				1	1	2
6:00 to 7:00 PM	1	2	1	2	6	0	0	1	1	2	8
Total	*28*	*31*	*7*	*9*	*75*	*19*	*20*	*8*	*9*	*56*	*131*

Zone B

SR934/NW 79th Street from NW 14th Avenue to NW 12th Place
Thursday, May 25, 2017

Start Time	Zone B-1				Total	Zone B-2				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM					0	3	3			6	6
7:15-7:30 AM			2		2					0	2
7:30-7:45 AM		1		1	2	2		1	1	4	6
7:45-8:00 AM	6				6	3	3		1	7	13
7:00 to 8:00 AM	6	1	2	1	10	8	6	1	2	17	27
8:00-8:15 AM	2				2	2	2			4	6
8:15-8:30 AM	3				3	7	2	1		10	13
8:30-8:45 AM		3			3	1		2	1	4	7
8:45-9:00 AM	1			1	2	8	2			10	12
8:00 to 9:00 AM	6	3	0	1	10	18	6	3	1	28	38
9:00-9:15 AM	1	4			5	1	2		1	4	9
9:15-9:30 AM	3	6	1		10	2	3			5	15
9:30-9:45 AM		2			2	2		1		3	5
9:45-10:00 AM	1	1		1	3					0	3
9:00 to 10:00 AM	5	13	1	1	20	5	5	1	1	12	32
10:00-10:15 AM	1	1	1		3	3				3	6
10:15-10:30 AM	2	2			4	2	1	2		5	9
10:30-10:45 AM		4			4					0	4
10:45-11:00 AM	1	1	1		3	2			2	4	7
10:00 to 11:00 AM	4	8	2	0	14	7	1	2	2	12	26
12:00-1:15 PM	4	1	1		6				3	3	9
12:15-1:30 PM	2		1	1	4	3	5		3	11	15
12:30-1:45 PM		4	1	1	6	4	4			8	14
12:45-1:00 PM	3	3			6	3		1		4	10
12:00 to 1:00 PM	9	8	3	2	22	10	9	1	6	26	48
1:00-1:15 PM					0	3	1	1		5	5
1:15-1:30 PM					0	1	2	1		4	4
1:30-1:45 PM	2			1	3	2				2	5
1:45-2:00 PM		3	1	2	6	3	1			4	10
1:00 to 2:00 PM	2	3	1	3	9	9	4	2	0	15	24
3:00-3:15 PM		4		1	5	2	2		1	5	10
3:15-3:30 PM	2	2	1	1	6	4	1	1	1	7	13
3:30-3:45 PM			1		1	3	4	2	1	10	11
3:45-4:00 PM	1	2	1		4	6	2			8	12
3:00 to 4:00 PM	3	8	3	2	16	15	9	3	3	30	46
4:00-4:15 PM	3	1			4	2	2			4	8
4:15-4:30 PM	3	1		1	5		1	1		2	7
4:30-4:45 PM	2	3			5				3	3	8
4:45-5:00 PM	1	1			2	1	4	1	1	7	9
4:00 to 5:00 PM	9	6	0	1	16	3	7	2	4	16	32
5:00-5:15 PM		4			4	4	1			5	9
5:15-5:30 PM	3	1	2	1	7		1			1	8
5:30-5:45 PM		1	1		2		3	3		6	8
5:45-6:00 PM	1				1	3	4	1		8	9
5:00 to 6:00 PM	4	6	3	1	14	7	9	4	0	20	34
6:00-6:15 PM	1				1	3	3		2	8	9
6:15-6:30 PM	1	1	3		5	1	2		1	4	9
6:30-6:45 PM	3		1	2	6		2		3	5	11
6:45-7:00 PM	1	1	1		3	9	3		1	13	16
6:00 to 7:00 PM	6	2	5	2	15	13	10	0	7	30	45
Total	*54*	*58*	*20*	*14*	*146*	*95*	*66*	*19*	*26*	*206*	*352*

Zone B

SR934/NW 79th Street from NW 14th Avenue to NW 12th Place

Friday, May 26, 2017

Start Time	Zone B-1				Total	Zone B-2				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM	1	1			2	2	3			5	7
7:15-7:30 AM				1	1			1	1	2	3
7:30-7:45 AM	3				3	3	2	1		6	9
7:45-8:00 AM	2	1			3	5	3			8	11
7:00 to 8:00 AM	6	2	0	1	9	10	8	2	1	21	30
8:00-8:15 AM	4		1	1	6	1	1	1	3	6	12
8:15-8:30 AM	1	3	1		5		1			1	6
8:30-8:45 AM	3				3					0	3
8:45-9:00 AM	3	1			4	3	1	3	2	9	13
8:00 to 9:00 AM	11	4	2	1	18	4	3	4	5	16	34
9:00-9:15 AM	1	2		1	4	2	3		2	7	11
9:15-9:30 AM	1			1	2		1			1	3
9:30-9:45 AM		2		1	3	1	1			2	5
9:45-10:00 AM	1	2		1	4	1	1	1		3	7
9:00 to 10:00 AM	3	6	0	4	13	4	6	1	2	13	26
10:00-10:15 AM					0		1	1		2	2
10:15-10:30 AM	1	1		1	3		3		1	4	7
10:30-10:45 AM	3	2			5				1	1	6
10:45-11:00 AM	1				1	3	2	1		6	7
10:00 to 11:00 AM	5	3	0	1	9	3	6	2	2	13	22
12:00-1:15 PM	1	3			4	3	3	1		7	11
12:15-1:30 PM				1	1	6	7			13	14
12:30-1:45 PM			1		1	3		1		4	5
12:45-1:00 PM		1	1		2	1				1	3
12:00 to 1:00 PM	1	4	2	1	8	13	10	2	0	25	33
1:00-1:15 PM		1			1	3		1		4	5
1:15-1:30 PM	3				3	1	5		1	7	10
1:30-1:45 PM				1	1	3				3	4
1:45-2:00 PM	1			1	2	2			2	4	6
1:00 to 2:00 PM	4	1	0	2	7	9	5	1	3	18	25
3:00-3:15 PM	3	1			4	1	3			4	8
3:15-3:30 PM	3	2		1	6	2	6	1		9	15
3:30-3:45 PM		2		2	4		3			3	7
3:45-4:00 PM	1	1			2	1	1			2	4
3:00 to 4:00 PM	7	6	0	3	16	4	13	1	0	18	34
4:00-4:15 PM		4			4	1	2			3	7
4:15-4:30 PM					0			1		1	1
4:30-4:45 PM	1				1	2	3	1		6	7
4:45-5:00 PM		1			1	1	3	1		5	6
4:00 to 5:00 PM	1	5	0	0	6	4	8	3	0	15	21
5:00-5:15 PM	2				2	3	1	1		5	7
5:15-5:30 PM	2	3			5	2	1			3	8
5:30-5:45 PM	1	2			3	1			1	2	5
5:45-6:00 PM		5			5	1	3	1		5	10
5:00 to 6:00 PM	5	10	0	0	15	7	5	2	1	15	30
6:00-6:15 PM	1	4		2	7	5				5	12
6:15-6:30 PM	3	1			4	2	2	1	1	6	10
6:30-6:45 PM					0	1	1			2	2
6:45-7:00 PM	3				3		4			4	7
6:00 to 7:00 PM	7	5	0	2	14	8	7	1	1	17	31
Total	*50*	*46*	*4*	*15*	*115*	*66*	*71*	*19*	*15*	*171*	*286*

Zone B

SR934/NW 79th Street from NW 14th Avenue to NW 12th Place

Saturday, May 27, 2017

Start Time	Zone B-1				Total	Zone B-2				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM	2				2	1	2	2	1	6	8
7:15-7:30 AM	1	1			2	2	3		1	6	8
7:30-7:45 AM	1				1					0	1
7:45-8:00 AM	1	1			2		2			2	4
7:00 to 8:00 AM	5	2	0	0	7	3	7	2	2	14	21
8:00-8:15 AM	2	1			3	3				3	6
8:15-8:30 AM		2			2					0	2
8:30-8:45 AM	2		1		3	1	1	1	1	4	7
8:45-9:00 AM			2		2	1	1			2	4
8:00 to 9:00 AM	4	3	3	0	10	5	2	1	1	9	19
9:00-9:15 AM					0	3				3	3
9:15-9:30 AM	2	1		1	4	4	1	1	1	7	11
9:30-9:45 AM	1	1		1	3	1		1	2	4	7
9:45-10:00 AM					0		1			1	1
9:00 to 10:00 AM	3	2	0	2	7	8	2	2	3	15	22
10:00-10:15 AM					0	1	1			2	2
10:15-10:30 AM	2				2					0	2
10:30-10:45 AM					0	1	3		2	6	6
10:45-11:00 AM					0	2	3			5	5
10:00 to 11:00 AM	2	0	0	0	2	4	7	0	2	13	15
12:00-1:15 PM	1			1	2				1	1	3
12:15-1:30 PM	2	1		1	4	3	1			4	8
12:30-1:45 PM					0					0	0
12:45-1:00 PM	2			1	3	5	2	1	4	12	15
12:00 to 1:00 PM	5	1	0	3	9	8	3	1	5	17	26
1:00-1:15 PM	1	2		1	4		1			1	5
1:15-1:30 PM	1		1	1	3	1	2			3	6
1:30-1:45 PM	2	1			3	1		1	1	3	6
1:45-2:00 PM	1	2			3		1			1	4
1:00 to 2:00 PM	5	5	1	2	13	2	4	1	1	8	21
3:00-3:15 PM					0	1	1			2	2
3:15-3:30 PM	1	1			2	4	1			5	7
3:30-3:45 PM					0	1	2			3	3
3:45-4:00 PM			1		1	2	1		1	4	5
3:00 to 4:00 PM	1	1	1	0	3	8	5	0	1	14	17
4:00-4:15 PM		2			2		2			2	4
4:15-4:30 PM	2	2		1	5	1	1		1	3	8
4:30-4:45 PM	1				1				1	1	2
4:45-5:00 PM					0	2	3	1	1	7	7
4:00 to 5:00 PM	3	4	0	1	8	3	6	1	3	13	21
5:00-5:15 PM				1	1	3	5			8	9
5:15-5:30 PM	1	1	1		3	1	2	1	1	5	8
5:30-5:45 PM			2	2	4	1	2	1	1	5	9
5:45-6:00 PM	2				2	3	2			5	7
5:00 to 6:00 PM	3	1	3	3	10	8	11	2	2	23	33
6:00-6:15 PM	3				3	2	3			5	8
6:15-6:30 PM	2			1	3	1	3			4	7
6:30-6:45 PM	4			1	5	7	4	1	1	13	18
6:45-7:00 PM	1	1			2	2	5		1	8	10
6:00 to 7:00 PM	10	1	0	2	13	12	15	1	2	30	43
Total	*41*	*20*	*8*	*13*	*82*	*61*	*62*	*11*	*22*	*156*	*238*

Zone C

SR934/NW 79th Street from NW 10th Avenue to NW 8th Avenue

Thursday, May 25, 2017

Start Time	Zone C-1				Total	Zone C-2				Total	Zone C-3				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM					0					0					0	0
7:15-7:30 AM	1			1	2		1	1		2		1			1	5
7:30-7:45 AM					0	1				1	1				1	2
7:45-8:00 AM		1	1		2	1				1		1			1	4
7:00 to 8:00 AM	1	1	1	1	4	2	1	1	0	4	1	2	0	0	3	11
8:00-8:15 AM	3				3					0		1			1	4
8:15-8:30 AM		1			1	1	1		1	3		1			1	5
8:30-8:45 AM	1				1		1	1		2				1	1	4
8:45-9:00 AM		2			2					0	2				2	4
8:00 to 9:00 AM	4	3	0	0	7	1	2	1	1	5	2	2	0	1	5	17
9:00-9:15 AM					0		1			1	1				1	2
9:15-9:30 AM		2			2	1				1		1	1		2	5
9:30-9:45 AM		1			1			1		1		1			1	3
9:45-10:00 AM	2				2	2	2			4	2				2	8
9:00 to 10:00 AM	2	3	0	0	5	3	3	1	0	7	3	2	1	0	6	18
10:00-10:15 AM	5	1			6		2			2	1				1	9
10:15-10:30 AM					0					0		1			1	1
10:30-10:45 AM	1	3			4		2			2		1			1	7
10:45-11:00 AM	1	1	2		4		1			1	2	1			3	8
10:00 to 11:00 AM	7	5	2	0	14	0	5	0	0	5	3	3	0	0	6	25
12:00-1:15 PM		1			1					0					0	1
12:15-1:30 PM	2	1			3	1				1	1	1			2	6
12:30-1:45 PM	1	3			4		1			1	2				2	7
12:45-1:00 PM	1	1			2		2			2		1			1	5
12:00 to 1:00 PM	4	6	0	0	10	1	3	0	0	4	3	2	0	0	5	19
1:00-1:15 PM	1	2			3					0		1			1	4
1:15-1:30 PM	2				2	1	1			2					0	4
1:30-1:45 PM		2			2		1			1	1				1	4
1:45-2:00 PM	7	1			8	1				1	2	1			3	12
1:00 to 2:00 PM	10	5	0	0	15	2	2	0	0	4	3	2	0	0	5	24
3:00-3:15 PM					0					0			1		1	1
3:15-3:30 PM	3	1	2		6	1	1			2	3	3			6	14
3:30-3:45 PM	1	1	1		3	1			1	2		1			1	6
3:45-4:00 PM		2			2		1			1	4	2			6	9
3:00 to 4:00 PM	4	4	3	0	11	2	2	0	1	5	7	6	1	0	14	30
4:00-4:15 PM					0					0					0	0
4:15-4:30 PM	2				2	2				2		2			2	6
4:30-4:45 PM	1				1					0		2			2	3
4:45-5:00 PM		1			1					0		1			1	2
4:00 to 5:00 PM	3	1	0	0	4	2	0	0	0	2	0	5	0	0	5	11
5:00-5:15 PM	2				2					0					0	2
5:15-5:30 PM	1				1					0					0	1
5:30-5:45 PM	2	2			4			1		1	5	3	2		10	15
5:45-6:00 PM	1	1		1	3					0					0	3
5:00 to 6:00 PM	6	3	0	1	10	0	0	1	0	1	5	3	2	0	10	21
6:00-6:15 PM		1			1		2	1		3	2	1			3	7
6:15-6:30 PM	4	1	1	1	7	1				1	1	1		1	3	11
6:30-6:45 PM					0					0				2	2	2
6:45-7:00 PM			1		1					0					0	1
6:00 to 7:00 PM	4	2	2	1	9	1	2	1	0	4	3	2	0	3	8	21
Total	*45*	*33*	*8*	*3*	*89*	*14*	*20*	*5*	*2*	*41*	*30*	*29*	*4*	*4*	*67*	*197*

Zone C

SR934/NW 79th Street from NW 10th Avenue to NW 8th Avenue

Friday, May 26, 2017

Start Time	Zone C-1				Total	Zone C-2				Total	Zone C-3				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM					0					0					0	0
7:15-7:30 AM				1	1					0					0	1
7:30-7:45 AM	1	1			2					0		1			1	3
7:45-8:00 AM		1	1		2	1		1		2					0	4
7:00 to 8:00 AM	1	2	1	1	5	1	0	1	0	2	0	1	0	0	1	8
8:00-8:15 AM					0					0					0	0
8:15-8:30 AM	2				2	2			1	3	2				2	7
8:30-8:45 AM	1				1			1		1				1	1	3
8:45-9:00 AM		1			1	1	2			3					0	4
8:00 to 9:00 AM	3	1	0	0	4	3	2	1	1	7	2	0	0	1	3	14
9:00-9:15 AM					0					0	1				1	1
9:15-9:30 AM	1	1			2	1				1			1		1	4
9:30-9:45 AM	1				1	1		1		2	1	1			2	5
9:45-10:00 AM	1	1			2	1	1			2	1				1	5
9:00 to 10:00 AM	3	2	0	0	5	3	1	1	0	5	3	1	1	0	5	15
10:00-10:15 AM	4				4	1	1			2	1				1	7
10:15-10:30 AM	1	2			3	1	2			3	1	1			2	8
10:30-10:45 AM	2	3			5	2	1			3					0	8
10:45-11:00 AM	1	1	2		4		2			2	1	2			3	9
10:00 to 11:00 AM	8	6	2	0	16	4	6	0	0	10	3	3	0	0	6	32
12:00-1:15 PM		1			1					0		1			1	2
12:15-1:30 PM	1	2			3	2	1			3	1		1		2	8
12:30-1:45 PM	1	2			3	1				1	1	2			3	7
12:45-1:00 PM	1	1			2		1			1		1			1	4
12:00 to 1:00 PM	3	6	0	0	9	3	2	0	0	5	2	4	1	0	7	21
1:00-1:15 PM	2	2			4	1				1	1				1	6
1:15-1:30 PM	2	1			3	1	1			2	1	1			2	7
1:30-1:45 PM	1	1			2	1				1	1			1	2	5
1:45-2:00 PM	6	2			8	1	1			2	2	1			3	13
1:00 to 2:00 PM	11	6	0	0	17	4	2	0	0	6	5	2	0	1	8	31
3:00-3:15 PM	1			1	2	1				1	1	1			2	5
3:15-3:30 PM	2	1			3	1	1			2	2	2			4	9
3:30-3:45 PM	1	1	1		3					0	3	1			4	7
3:45-4:00 PM	1	1			2		1			1	3	1	1		5	8
3:00 to 4:00 PM	5	3	1	1	10	2	2	0	0	4	9	5	1	0	15	29
4:00-4:15 PM		1			1	1				1	1	1			2	4
4:15-4:30 PM	2				2	1				1		1			1	4
4:30-4:45 PM					0	1	1			2	2	1			3	5
4:45-5:00 PM	2				2	1				1	1	1			2	5
4:00 to 5:00 PM	4	1	0	0	5	4	1	0	0	5	4	4	0	0	8	18
5:00-5:15 PM	1	1			2	1				1	1				1	4
5:15-5:30 PM	1	1			2				1	1		2			2	5
5:30-5:45 PM	1	1			2		1			1	4	2	1		7	10
5:45-6:00 PM	1	2		1	4	1				1	1				1	6
5:00 to 6:00 PM	4	5	0	1	10	2	1	0	1	4	6	4	1	0	11	25
6:00-6:15 PM	1				1	2	1	1		4	1				1	6
6:15-6:30 PM	2	1	1		4	1				1	1	1		1	3	8
6:30-6:45 PM	2	1			3	1		1		2	1			2	3	8
6:45-7:00 PM		1			1					0	1	1			2	3
6:00 to 7:00 PM	5	3	1	0	9	4	1	2	0	7	4	2	0	3	9	25
Total	*47*	*35*	*5*	*3*	*90*	*30*	*18*	*5*	*2*	*55*	*38*	*26*	*4*	*5*	*73*	*218*

Zone C

SR934/NW 79th Street from NW 10th Avenue to NW 8th Avenue

Saturday, May 27, 2017

Start Time	Zone C-1				Total	Zone C-2				Total	Zone C-3				Total	Grand Total
	Pedestrians		Bicyclists			Pedestrians		Bicyclists			Pedestrians		Bicyclists			
	NB	SB	NB	SB		NB	SB	NB	SB		NB	SB	NB	SB		
7:00-7:15 AM					0					0					0	0
7:15-7:30 AM					0					0					0	0
7:30-7:45 AM			1		1					0					0	1
7:45-8:00 AM	1	2			3	2				2	1	1			2	7
7:00 to 8:00 AM	1	2	1	0	4	2	0	0	0	2	1	1	0	0	2	8
8:00-8:15 AM					0					0					0	0
8:15-8:30 AM					0	1				1					0	1
8:30-8:45 AM	2	2			4	3	2			5	2	1			3	12
8:45-9:00 AM	2	1			3	2		1		3	2	1	2	1	6	12
8:00 to 9:00 AM	4	3	0	0	7	6	2	1	0	9	4	2	2	1	9	25
9:00-9:15 AM					0					0					0	0
9:15-9:30 AM		1			1	2				2					0	3
9:30-9:45 AM	3	1			4	2	1			3	2	2	1		5	12
9:45-10:00 AM	2	1			3	1	1		1	3	3				3	9
9:00 to 10:00 AM	5	3	0	0	8	5	2	0	1	8	5	2	1	0	8	24
10:00-10:15 AM	2	1			3		2			2	2				2	7
10:15-10:30 AM	2	1			3	1	2			3	1	2			3	9
10:30-10:45 AM	1	1		2	4	1	2		2	5	2	2		1	5	14
10:45-11:00 AM	2	3			5	3	1			4	2	1			3	12
10:00 to 11:00 AM	7	6	0	2	15	5	7	0	2	14	7	5	0	1	13	42
12:00-1:15 PM		1			1	2				2	1	2			3	6
12:15-1:30 PM	2	1			3	1	2			3		1			1	7
12:30-1:45 PM		1			1	3	1			4	1	1			2	7
12:45-1:00 PM	2	2			4					0				1	1	5
12:00 to 1:00 PM	4	5	0	0	9	6	3	0	0	9	2	4	0	1	7	25
1:00-1:15 PM	1	1			2	2				2	2				2	6
1:15-1:30 PM	2	2			4				1	1	1	2			3	8
1:30-1:45 PM	2	2			4	2				2	2	1		1	4	10
1:45-2:00 PM	4	1			5	2	1			3	1	1			2	10
1:00 to 2:00 PM	9	6	0	0	15	6	1	0	1	8	6	4	0	1	11	34
3:00-3:15 PM	2	2			4	2				2	2	2			4	10
3:15-3:30 PM	2				2					0	1	2			3	5
3:30-3:45 PM	2			2	4	1	1			2	2	1		1	4	10
3:45-4:00 PM	1	1			2	1	1			2	2	2			4	8
3:00 to 4:00 PM	7	3	0	2	12	4	2	0	0	6	7	7	0	1	15	33
4:00-4:15 PM	1	2			3					0	3	2			5	8
4:15-4:30 PM	1				1	1	1			2					0	3
4:30-4:45 PM	2			1	3					0	1	2			3	6
4:45-5:00 PM	2	1			3	2				2	1				1	6
4:00 to 5:00 PM	6	3	0	1	10	3	1	0	0	4	5	4	0	0	9	23
5:00-5:15 PM	2	2			4	2				2	2	1			3	9
5:15-5:30 PM	1	1			2					0	2	1			3	5
5:30-5:45 PM		1			1	1	1	1		3	1	1		1	3	7
5:45-6:00 PM	3	1			4					0	1	1			2	6
5:00 to 6:00 PM	6	5	0	0	11	3	1	1	0	5	6	4	0	1	11	27
6:00-6:15 PM	1				1	1	1			2	2				2	5
6:15-6:30 PM	1				1	1				1	1				1	3
6:30-6:45 PM	1	1		2	4	1	1	2		4	1	2		1	4	12
6:45-7:00 PM	2	1			3	1				1	1	1			2	6
6:00 to 7:00 PM	5	2	0	2	9	4	2	2	0	8	5	3	0	1	9	26
Total	*54*	*38*	*1*	*7*	*100*	*44*	*21*	*4*	*4*	*73*	*48*	*36*	*3*	*7*	*94*	*267*

SR934/NW 79 Street from NW 4 Avenue to NW 2 Court

Tuesday, May 16, 2017

Zone D

Start	Zone D-1		Total	Zone D-2		Total	Zone D-3		Total	Grand Total
	Pedestrians	Bicyclists		Pedestrians	Bicyclists		Pedestrians	Bicyclists		
Time	NB/SB	NB/SB		NB/SB	NB/SB		NB/SB	NB/SB		
7:00-7:15 AM			0	2		2			0	2
7:15-7:30 AM	3		3	2		2	1	1	2	7
7:30-7:45 AM	4		4	4		4			0	8
7:45-8:00 AM	3		3	3		3	1		1	7
7:00 to 8:00 AM	10	0	10	11	0	11	2	1	3	24
8:00-8:15 AM	1		1	2	2	4	1		1	6
8:15-8:30 AM		1	1	9		9	5		5	15
8:30-8:45 AM	1		1	4	2	6			0	7
8:45-9:00 AM		3	3	4	2	6	1		1	10
8:00 to 9:00 AM	2	4	6	19	6	25	7	0	7	38
9:00-9:15 AM	2	1	3	6		6	2		2	11
9:15-9:30 AM	2		2	4	1	5	2		2	9
9:30-9:45 AM			0	1		1	2		2	3
9:45-10:00 AM		1	1	5	2	7	1		1	9
9:00 to 10:00 AM	4	2	6	16	3	19	7	0	7	32
10:00-10:15 AM	1	1	2	2	1	3	1		1	6
10:15-10:30 AM	1		1	2		2	3		3	6
10:30-10:45 AM		1	1	2		2	1		1	4
10:45-11:00 AM			0	1		1	2		2	3
10:00 to 11:00 AM	2	2	4	7	1	8	7	0	7	19
11:00-11:15 PM			0	1	1	2	3		3	5
11:15-11:30 PM		1	1	3		3	1		1	5
11:30-11:45 PM		1	1	3	1	4			0	5
11:45-12:00 PM	1		1	2		2			0	3
11:00 to 12:00 PM	1	2	3	9	2	11	4	0	4	18
12:00-12:15 PM			0	6		6	1		1	7
12:15-12:30 PM			0	2		2	4		4	6
12:30-12:45 PM	1	1	2	1	1	2			0	4
12:45-13:00 PM			0			0			0	0
12:00 to 13:00 PM	1	1	2	9	1	10	5	0	5	17
13:00-13:15 PM		1	1	3	1	4	2		2	7
13:15-13:30 PM		1	1	3		3			0	4
13:30-13:45 PM	2		2	2	1	3	4		4	9
13:45-14:00 PM	1		1	1		1	3		3	5
13:00 to 14:00 PM	3	2	5	9	2	11	9	0	9	25
14:00-14:15 PM	1	2	3	4		4			0	7
14:15-14:30 PM			0			0	5		5	5
14:30-14:45 PM		3	3	4	2	6	2		2	11
14:45-15:00 PM			0	4		4			0	4
14:00 to 15:00 PM	1	5	6	12	2	14	7	0	7	27
15:00-15:15 PM	1		1			0	1		1	2
15:15-15:30 PM	1	2	3	5		5	1	1	2	10
15:30-15:45 PM	5	5	10	7	2	9	1		1	20
15:45-16:00 PM			0	4		4			0	4
15:00 to 16:00 PM	7	7	14	16	2	18	3	1	4	36
16:00-16:15 PM			0	3	1	4			0	4
16:15-16:30 PM	1		1	6		6	1		1	8
16:30-16:45 PM	7	1	8	4	2	6	1		1	15
16:45-17:00 PM	2	1	3	5	2	7	1		1	11
16:00 to 17:00 PM	10	2	12	18	5	23	3	0	3	38
17:00-17:15 PM	3	1	4	1	1	2	1		1	7
17:15-17:30 PM		1	1		2	2	1		1	4
17:30-17:45 PM	3		3	4		4	2	1	3	10
17:45-18:00 PM			0	1		1	1	1	2	3
17:00 to 18:00 PM	6	2	8	6	3	9	5	2	7	24
18:00-18:15 PM		3	3	11		11	1		1	15
18:15-18:30 PM			0	1		1	1		1	2
18:30-18:45 PM			0	5		5			0	5
18:45-19:00 PM		1	1	5	1	6	2		2	9
18:00 to 19:00 PM	0	4	4	22	1	23	4	0	4	31
Total	*47*	*33*	*80*	*154*	*28*	*182*	*63*	*4*	*67*	*329*

APPENDIX M – 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

SR 934/NW 79 Street EB & WB
At West of NW 15 AvenueDate
Start: 16-May-17
Date End: 18-May-17

Start	15-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	225	269	204	266	248	347	*	*	*	*	*	*	226	294
01:00	*	*	173	159	164	173	173	206	*	*	*	*	*	*	170	179
02:00	*	*	108	151	127	171	128	137	*	*	*	*	*	*	121	153
03:00	*	*	125	101	138	138	125	127	*	*	*	*	*	*	129	122
04:00	*	*	138	142	166	159	172	170	*	*	*	*	*	*	159	157
05:00	*	*	363	342	370	353	358	351	*	*	*	*	*	*	364	349
06:00	*	*	921	676	872	686	942	705	*	*	*	*	*	*	912	689
07:00	*	*	**1241**	968	**1237**	1001	**1241**	995	*	*	*	*	*	*	**1240**	988
08:00	*	*	1092	982	1132	984	1132	1015	*	*	*	*	*	*	1119	994
09:00	*	*	1021	1012	969	892	940	1032	*	*	*	*	*	*	977	979
10:00	*	*	949	1076	927	802	937	1007	*	*	*	*	*	*	938	962
11:00	*	*	1012	**1115**	982	**1143**	1011	**1089**	*	*	*	*	*	*	1002	**1116**
12:00 PM	*	*	995	1131	1032	1210	1023	1071	*	*	*	*	*	*	1017	1137
01:00	*	*	1054	1154	1086	1161	1081	1269	*	*	*	*	*	*	1074	1195
02:00	*	*	1026	1049	1081	1175	**1156**	1295	*	*	*	*	*	*	1088	1173
03:00	*	*	**1086**	1286	1075	1178	1119	1355	*	*	*	*	*	*	1093	1273
04:00	*	*	1060	1293	1120	**1321**	1113	**1453**	*	*	*	*	*	*	1098	**1356**
05:00	*	*	1073	**1314**	**1126**	1263	1100	1453	*	*	*	*	*	*	**1100**	1343
06:00	*	*	998	1192	989	1288	974	1178	*	*	*	*	*	*	987	1219
07:00	*	*	880	967	882	1031	867	1020	*	*	*	*	*	*	876	1006
08:00	*	*	742	800	792	826	729	797	*	*	*	*	*	*	754	808
09:00	*	*	681	741	741	728	682	700	*	*	*	*	*	*	701	723
10:00	*	*	518	570	537	566	528	576	*	*	*	*	*	*	528	571
11:00	*	*	405	424	384	462	424	446	*	*	*	*	*	*	404	444
Lane	0	0	17886	18914	18133	18977	18203	19794	0	0	0	0	0	0	18077	19230
Day	0		36800		37110		37997		0		0		0		37307	
AM Peak	-	-	07:00	11:00	07:00	11:00	07:00	11:00	-	-	-	-	-	-	07:00	11:00
Vol.	-	-	1241	1115	1237	1143	1241	1089	-	-	-	-	-	-	1240	1116
PM Peak	-	-	15:00	17:00	17:00	16:00	14:00	16:00	-	-	-	-	-	-	17:00	16:00
Vol.	-	-	1086	1314	1126	1321	1156	1453	-	-	-	-	-	-	1100	1356

Comb. Total	0	36800	37110	37997	0	0	0	37307

ADT ADT 37,302 AADT 37,302

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
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SR 934/NW 79 Street EB & WB
At West of NW 15 AvenueDate
Start: 16-May-17
Date End: 18-May-17

Start Time	16-May-17 Tue	EB A.M.	EB P.M.	WB A.M.	WB P.M.	Combined A.M.	Combined P.M.	17-May Wed	EB A.M.	EB P.M.	WB A.M.	WB P.M.	Combined A.M.	Combined P.M.
12:00		68	221	96	300	164	521		64	237	82	274	146	511
12:15		61	261	60	240	121	501		50	250	68	298	118	548
12:30		46	265	57	291	103	556		40	278	66	354	106	632
12:45		50	248	56	300	106	548		50	267	50	284	100	551
01:00		40	266	50	291	90	557		41	276	54	280	95	556
01:15		46	294	38	287	84	581		44	272	49	285	93	557
01:30		55	272	39	296	94	568		43	278	36	262	79	540
01:45		32	222	32	280	64	502		36	260	34	334	70	594
02:00		14	268	43	277	57	545		30	274	54	274	84	548
02:15		32	256	42	228	74	484		33	280	42	323	75	603
02:30		32	242	32	258	64	500		28	253	40	276	68	529
02:45		30	***260***	34	286	64	546		36	274	35	302	71	576
03:00		37	***264***	26	294	63	558		46	287	42	292	88	579
03:15		27	***293***	22	330	49	***623***		26	280	26	270	52	550
03:30		33	***287***	22	***328***	55	***615***		34	260	32	308	66	568
03:45		28	242	31	***334***	59	***576***		32	248	38	***308***	70	556
04:00		32	276	22	***352***	54	***628***		44	273	35	***310***	79	583
04:15		28	256	38	***355***	66	611		36	278	40	***344***	76	***622***
04:30		31	266	34	298	65	564		40	***282***	36	***367***	76	***649***
04:45		47	262	48	288	95	550		46	***287***	48	300	94	***587***
05:00		50	279	53	338	103	617		58	***274***	63	318	121	***592***
05:15		88	288	71	318	159	606		80	***294***	68	297	148	591
05:30		128	240	96	332	224	572		118	270	94	328	212	598
05:45		97	266	122	326	219	592		114	288	128	320	242	608
06:00		176	260	114	317	290	577		151	240	112	309	263	549
06:15		235	261	169	292	404	553		230	263	165	363	395	626
06:30		244	247	173	316	417	563		252	256	203	318	455	574
06:45		266	230	220	267	486	497		239	230	206	298	445	528
07:00		287	266	224	250	511	516		292	234	208	278	500	512
07:15		***298***	242	198	240	496	482		***296***	233	252	242	548	475
07:30		***342***	177	246	248	***588***	425		***350***	182	238	270	***588***	452
07:45		***314***	195	300	229	***614***	424		***299***	233	303	241	***602***	474
08:00		***301***	172	239	204	***540***	376		***294***	207	261	240	***555***	447
08:15		280	194	240	204	***520***	398		290	207	260	190	***550***	397
08:30		239	194	257	188	496	382		280	205	246	196	526	401
08:45		272	182	246	204	518	386		268	173	217	200	485	373
09:00		255	177	247	200	502	377		249	193	214	207	463	400
09:15		262	169	230	198	492	367		250	182	238	202	488	384
09:30		250	173	269	180	519	353		252	198	258	141	510	339
09:45		254	162	266	163	520	325		218	168	182	178	400	346
10:00		206	140	251	148	457	288		240	150	213	148	453	298
10:15		233	146	260	158	493	304		210	139	186	152	396	291
10:30		260	134	277	138	537	272		237	142	217	142	454	284
10:45		250	98	***288***	126	538	224		240	106	186	124	426	230
11:00		218	130	***273***	114	491	244		256	113	***257***	113	513	226
11:15		242	82	***266***	104	508	186		226	92	***292***	124	518	216
11:30		280	109	***314***	116	594	225		250	94	***280***	97	530	191
11:45		272	84	262	90	534	174		250	85	***314***	128	564	213
Total		7368	10518	6993	11921	14361	22439		7288	10845	6768	12209	14056	23054
Day Total		17886		18914		36800			18133		18977		37110	
% Total		20.0%	28.6%	19.0%	32.4%				19.6%	29.2%	18.2%	32.9%		
Peak	-	07:15	02:45	10:45	03:30	07:30	03:15	-	07:15	04:30	11:00	03:45	07:30	04:15
Vol.	-	1255	1104	1141	1369	2262	2442	-	1239	1137	1143	1329	2295	2450
P.H.F.		0.917	0.939	0.908	0.964	0.921	0.972		0.885	0.967	0.910	0.905	0.953	0.944

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SR 934/NW 79 Street EB & WB
At West of NW 15 Avenue Date
Start: 16-May-17
Date End: 18-May-17

Start Time	18-May-17 Thu	EB A.M.	EB P.M.	WB A.M.	WB P.M.	Combined A.M.	Combined P.M.	19-May Fri	EB A.M.	EB P.M.	WB A.M.	WB P.M.	Combined A.M.	Combined P.M.
12:00		74	274	111	234	185	508		*	*	*	*	*	*
12:15		65	252	88	199	153	451		*	*	*	*	*	*
12:30		52	265	84	284	136	549		*	*	*	*	*	*
12:45		57	232	64	354	121	586		*	*	*	*	*	*
01:00		47	265	62	339	109	604		*	*	*	*	*	*
01:15		48	298	52	329	100	627		*	*	*	*	*	*
01:30		40	262	48	357	88	619		*	*	*	*	*	*
01:45		38	256	44	244	82	500		*	*	*	*	*	*
02:00		38	312	38	323	76	635		*	*	*	*	*	*
02:15		28	270	36	302	64	572		*	*	*	*	*	*
02:30		29	272	24	330	53	602		*	*	*	*	*	*
02:45		33	302	39	340	72	642		*	*	*	*	*	*
03:00		32	264	31	320	63	584		*	*	*	*	*	*
03:15		22	292	30	367	52	659		*	*	*	*	*	*
03:30		31	***279***	40	334	71	613		*	*	*	*	*	*
03:45		40	***284***	26	334	66	618		*	*	*	*	*	*
04:00		52	***296***	34	362	86	***658***		*	*	*	*	*	*
04:15		32	***303***	47	335	79	***638***		*	*	*	*	*	*
04:30		34	246	39	***390***	73	***636***		*	*	*	*	*	*
04:45		54	268	50	***366***	104	***634***		*	*	*	*	*	*
05:00		48	266	64	***368***	112	634		*	*	*	*	*	*
05:15		74	296	57	***360***	131	656		*	*	*	*	*	*
05:30		122	250	104	361	226	611		*	*	*	*	*	*
05:45		114	288	126	364	240	652		*	*	*	*	*	*
06:00		180	234	125	302	305	536		*	*	*	*	*	*
06:15		236	242	154	300	390	542		*	*	*	*	*	*
06:30		260	246	196	310	456	556		*	*	*	*	*	*
06:45		266	252	230	266	496	518		*	*	*	*	*	*
07:00		288	250	210	270	498	520		*	*	*	*	*	*
07:15		***300***	228	280	262	***580***	490		*	*	*	*	*	*
07:30		***344***	189	267	240	***611***	429		*	*	*	*	*	*
07:45		***309***	200	238	248	***547***	448		*	*	*	*	*	*
08:00		***290***	205	272	207	***562***	412		*	*	*	*	*	*
08:15		284	187	234	213	518	400		*	*	*	*	*	*
08:30		287	166	245	188	532	354		*	*	*	*	*	*
08:45		271	171	264	189	535	360		*	*	*	*	*	*
09:00		286	169	284	180	570	349		*	*	*	*	*	*
09:15		232	166	258	192	490	358		*	*	*	*	*	*
09:30		220	180	250	172	470	352		*	*	*	*	*	*
09:45		202	167	240	156	442	323		*	*	*	*	*	*
10:00		240	146	223	146	463	292		*	*	*	*	*	*
10:15		213	144	284	154	497	298		*	*	*	*	*	*
10:30		220	136	218	128	438	264		*	*	*	*	*	*
10:45		264	102	282	148	546	250		*	*	*	*	*	*
11:00		227	124	***238***	138	465	262		*	*	*	*	*	*
11:15		282	130	***233***	97	515	227		*	*	*	*	*	*
11:30		254	86	***298***	110	552	196		*	*	*	*	*	*
11:45		248	84	***320***	101	568	185		*	*	*	*	*	*
Total		7407	10796	7181	12613	14588	23409		0	0	0	0	0	0
Day Total		18203		19794		37997			0		0		0	
% Total		19.5%	28.4%	18.9%	33.2%				0.0%	0.0%	0.0%	0.0%		
Peak	-	07:15	03:30	11:00	04:30	07:15	04:00	-	-	-	-	-	-	-
Vol.	-	1243	1162	1089	1484	2300	2566	-	-	-	-	-	-	-
P.H.F.		0.903	0.959	0.851	0.951	0.941	0.975							

ADT	ADT 37,302	AADT 37,302

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

Start	15-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	433	205	472	195	493	227	*	*	*	*	*	*	466	209
01:00	*	*	300	152	290	160	331	158	*	*	*	*	*	*	307	157
02:00	*	*	224	118	189	81	241	106	*	*	*	*	*	*	218	102
03:00	*	*	190	114	215	97	197	96	*	*	*	*	*	*	201	102
04:00	*	*	249	97	227	88	234	100	*	*	*	*	*	*	237	95
05:00	*	*	412	157	413	148	425	131	*	*	*	*	*	*	417	145
06:00	*	*	841	238	842	232	846	241	*	*	*	*	*	*	843	237
07:00	*	*	1169	325	1178	296	1179	351	*	*	*	*	*	*	1175	324
08:00	*	*	1234	376	1236	337	**1298**	358	*	*	*	*	*	*	1256	357
09:00	*	*	**1291**	358	1236	380	1273	368	*	*	*	*	*	*	**1267**	369
10:00	*	*	1279	450	1093	426	1254	431	*	*	*	*	*	*	1209	436
11:00	*	*	1223	**468**	**1252**	**477**	1218	**462**	*	*	*	*	*	*	1231	**469**
12:00 PM	*	*	1210	454	1195	486	1296	525	*	*	*	*	*	*	1234	488
01:00	*	*	1167	467	1264	469	1271	514	*	*	*	*	*	*	1234	483
02:00	*	*	1154	539	1190	501	1245	545	*	*	*	*	*	*	1196	528
03:00	*	*	1266	491	1213	554	1131	608	*	*	*	*	*	*	1203	551
04:00	*	*	1183	**574**	1239	**577**	1099	**645**	*	*	*	*	*	*	1174	**599**
05:00	*	*	1159	550	1215	537	1191	562	*	*	*	*	*	*	1188	550
06:00	*	*	1304	475	**1332**	446	1193	503	*	*	*	*	*	*	1276	475
07:00	*	*	**1338**	405	1324	397	**1336**	402	*	*	*	*	*	*	**1333**	401
08:00	*	*	1168	400	1226	425	1121	383	*	*	*	*	*	*	1172	403
09:00	*	*	1076	351	1125	321	1055	331	*	*	*	*	*	*	1085	334
10:00	*	*	834	308	949	290	913	325	*	*	*	*	*	*	899	308
11:00	*	*	636	252	692	287	713	278	*	*	*	*	*	*	680	272
Lane	0	0	22340	8324	22607	8207	22553	8650	0	0	0	0	0	0	22501	8394
Day	0		30664		30814		31203		0		0		0		30895	
AM Peak	-	-	09:00	11:00	11:00	11:00	08:00	11:00	-	-	-	-	-	-	09:00	11:00
Vol.	-	-	1291	468	1252	477	1298	462	-	-	-	-	-	-	1267	469
PM Peak	-	-	19:00	16:00	18:00	16:00	19:00	16:00	-	-	-	-	-	-	19:00	16:00
Vol.	-	-	1338	574	1332	577	1336	645	-	-	-	-	-	-	1333	599

Comb. Total	0	30664	30814	31203	0	0	0	30895

ADT ADT 30,894 AADT 30,894

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

Start	16-May-17	EB		WB		Combined		17-Ma	EB		WB		Combined	
Time	Tue	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		102	304	42	88	144	392		130	288	55	126	185	414
12:15		113	282	60	144	173	426		123	298	48	132	171	430
12:30		120	296	49	116	169	412		116	286	43	106	159	392
12:45		98	328	54	106	152	434		103	323	49	122	152	445
01:00		76	311	50	106	126	417		78	340	53	120	131	460
01:15		92	286	40	121	132	407		76	324	49	126	125	450
01:30		67	300	36	112	103	412		77	316	32	103	109	419
01:45		65	270	26	128	91	398		59	284	26	120	85	404
02:00		58	332	34	130	92	462		54	296	22	128	76	424
02:15		62	278	34	114	96	392		40	288	14	110	54	398
02:30		50	258	22	141	72	399		48	304	26	115	74	419
02:45		54	286	28	154	82	440		47	302	19	148	66	450
03:00		42	328	34	106	76	434		48	271	32	132	80	403
03:15		54	326	28	135	82	461		40	332	28	138	68	470
03:30		39	318	24	138	63	456		53	346	20	142	73	488
03:45		55	294	28	112	83	406		74	264	17	142	91	406
04:00		57	254	17	150	74	404		49	324	18	124	67	***448***
04:15		56	307	26	144	82	451		46	285	28	***168***	74	***453***
04:30		60	324	24	130	84	454		48	307	20	***143***	68	***450***
04:45		76	298	30	***150***	106	448		84	323	22	***142***	106	***465***
05:00		69	268	28	***144***	97	412		63	279	22	***147***	85	426
05:15		83	310	29	***140***	112	450		86	299	35	132	121	431
05:30		116	300	60	***148***	176	448		136	338	39	134	175	472
05:45		144	281	40	118	184	399		128	299	52	124	180	423
06:00		176	337	60	130	236	467		166	338	50	132	216	470
06:15		179	310	53	87	232	397		186	326	67	106	253	432
06:30		224	313	59	130	283	443		242	331	43	120	285	451
06:45		262	***344***	66	128	328	***472***		248	***337***	72	88	320	425
07:00		285	***327***	72	98	357	***425***		268	***339***	68	110	336	449
07:15		316	***369***	80	110	396	***479***		312	***349***	60	96	372	445
07:30		292	***338***	89	107	381	***445***		310	***347***	94	114	404	461
07:45		276	304	84	90	360	394		288	289	74	77	362	366
08:00		286	292	97	106	383	398		308	312	97	121	405	433
08:15		266	302	98	98	364	400		262	286	76	90	338	376
08:30		298	304	81	84	379	388		308	320	80	106	388	426
08:45		***384***	270	100	112	484	382		***358***	308	84	108	442	416
09:00		***322***	268	79	90	401	358		***306***	294	86	97	392	391
09:15		***315***	295	90	86	405	381		***330***	307	95	67	425	374
09:30		***344***	262	93	90	437	352		***324***	258	91	84	415	342
09:45		310	251	96	85	406	336		276	266	108	73	384	339
10:00		330	246	110	93	***440***	339		264	243	104	90	368	333
10:15		325	274	101	63	***426***	337		277	264	90	74	367	338
10:30		296	176	119	76	***415***	252		290	227	110	66	400	293
10:45		328	138	120	76	***448***	214		262	215	***122***	60	384	275
11:00		302	156	***112***	62	414	218		291	208	***115***	66	***406***	274
11:15		289	136	***115***	70	404	206		324	142	***113***	87	***437***	229
11:30		318	166	***106***	58	424	224		328	182	***132***	64	***460***	246
11:45		314	178	***135***	62	449	240		309	160	117	70	***426***	230
Total		8845	13495	3058	5266	11903	18761		8643	13964	2917	5290	11560	19254
Day Total		22340		8324		30664			22607		8207		30814	
% Total		28.8%	44.0%	10.0%	17.2%				28.0%	45.3%	9.5%	17.2%		
Peak	-	08:45	06:45	11:00	04:45	10:00	06:45	-	08:45	06:45	10:45	04:15	11:00	04:00
Vol.	-	1365	1378	468	582	1729	1821	-	1318	1372	482	600	1729	1816
P.H.F.		0.889	0.934	0.867	0.970	0.965	0.950		0.920	0.983	0.913	0.893	0.940	0.930

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

Start	18-May-17	EB		WB		Combined		19-Ma	EB		WB		Combined	
Time	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		132	356	60	128	192	484		*	*	*	*	*	*
12:15		126	326	62	122	188	448		*	*	*	*	*	*
12:30		125	315	51	143	176	458		*	*	*	*	*	*
12:45		110	299	54	132	164	431		*	*	*	*	*	*
01:00		87	297	46	120	133	417		*	*	*	*	*	*
01:15		80	344	30	139	110	483		*	*	*	*	*	*
01:30		79	316	46	135	125	451		*	*	*	*	*	*
01:45		85	314	36	120	121	434		*	*	*	*	*	*
02:00		66	274	28	115	94	389		*	*	*	*	*	*
02:15		66	308	28	127	94	435		*	*	*	*	*	*
02:30		49	329	30	153	79	***482***		*	*	*	*	*	*
02:45		60	334	20	150	80	***484***		*	*	*	*	*	*
03:00		42	297	24	152	66	***449***		*	*	*	*	*	*
03:15		42	296	21	156	63	***452***		*	*	*	*	*	*
03:30		51	278	21	140	72	418		*	*	*	*	*	*
03:45		62	260	30	***160***	92	420		*	*	*	*	*	*
04:00		58	244	35	***170***	93	414		*	*	*	*	*	*
04:15		48	324	20	***167***	68	491		*	*	*	*	*	*
04:30		58	266	21	***152***	79	418		*	*	*	*	*	*
04:45		70	265	24	156	94	421		*	*	*	*	*	*
05:00		71	294	24	134	95	428		*	*	*	*	*	*
05:15		80	292	30	156	110	448		*	*	*	*	*	*
05:30		130	333	43	146	173	479		*	*	*	*	*	*
05:45		144	272	34	126	178	398		*	*	*	*	*	*
06:00		146	307	60	135	206	442		*	*	*	*	*	*
06:15		180	297	67	122	247	419		*	*	*	*	*	*
06:30		251	282	60	124	311	406		*	*	*	*	*	*
06:45		269	307	54	122	323	429		*	*	*	*	*	*
07:00		298	***358***	101	116	399	474		*	*	*	*	*	*
07:15		310	***324***	72	104	382	428		*	*	*	*	*	*
07:30		297	***336***	84	102	381	438		*	*	*	*	*	*
07:45		274	***318***	94	80	368	398		*	*	*	*	*	*
08:00		318	270	88	122	406	392		*	*	*	*	*	*
08:15		306	304	86	68	392	372		*	*	*	*	*	*
08:30		342	278	94	96	436	374		*	*	*	*	*	*
08:45		332	269	90	97	422	366		*	*	*	*	*	*
09:00		282	284	92	102	374	386		*	*	*	*	*	*
09:15		***325***	236	81	60	406	296		*	*	*	*	*	*
09:30		***316***	276	95	83	411	359		*	*	*	*	*	*
09:45		***350***	259	100	86	***450***	345		*	*	*	*	*	*
10:00		***318***	244	88	84	***406***	328		*	*	*	*	*	*
10:15		312	240	113	93	***425***	333		*	*	*	*	*	*
10:30		317	228	102	78	***419***	306		*	*	*	*	*	*
10:45		307	201	***128***	70	435	271		*	*	*	*	*	*
11:00		318	188	***98***	69	416	257		*	*	*	*	*	*
11:15		258	190	***136***	63	394	253		*	*	*	*	*	*
11:30		325	156	***113***	64	438	220		*	*	*	*	*	*
11:45		317	179	115	82	432	261		*	*	*	*	*	*
Total		8989	13564	3029	5621	12018	19185		0	0	0	0	0	0
Day Total		22553		8650		31203			0		0		0	
% Total		28.8%	43.5%	9.7%	18.0%				0.0%	0.0%	0.0%	0.0%		
Peak	-	09:15	07:00	10:45	03:45	09:45	02:30	-	-	-	-	-	-	-
Vol.	-	1309	1336	475	649	1700	1867	-	-	-	-	-	-	-
P.H.F.		0.935	0.933	0.873	0.954	0.944	0.964							

ADT	ADT 30,894	AADT 30,894

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 9 Avenue

Start	10-Jul-17		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	311	160	*	*	*	*	311	160	*	*	*	*
01:00	*	*	*	*	170	145	*	*	*	*	170	145	*	*	*	*
02:00	*	*	*	*	136	96	*	*	*	*	136	96	*	*	*	*
03:00	*	*	*	*	155	91	*	*	*	*	155	91	*	*	*	*
04:00	*	*	*	*	203	99	*	*	*	*	203	99	*	*	*	*
05:00	*	*	*	*	422	163	*	*	*	*	422	163	*	*	*	*
06:00	*	*	*	*	780	264	*	*	*	*	780	264	*	*	*	*
07:00	*	*	*	*	**1008**	407	*	*	*	*	**1008**	407	*	*	*	*
08:00	*	*	*	*	938	420	*	*	*	*	938	420	*	*	*	*
09:00	*	*	*	*	802	396	*	*	*	*	802	396	*	*	*	*
10:00	*	*	*	*	760	**424**	*	*	*	*	760	**424**	*	*	*	*
11:00	*	*	*	*	832	375	*	*	*	*	832	375	*	*	*	*
12:00 PM	*	*	*	*	748	499	*	*	*	*	748	499	*	*	*	*
01:00	*	*	*	*	710	474	*	*	*	*	710	474	*	*	*	*
02:00	*	*	*	*	766	477	*	*	*	*	766	477	*	*	*	*
03:00	*	*	*	*	921	498	*	*	*	*	921	498	*	*	*	*
04:00	*	*	*	*	992	**512**	*	*	*	*	992	**512**	*	*	*	*
05:00	*	*	*	*	**1032**	485	*	*	*	*	**1032**	485	*	*	*	*
06:00	*	*	*	*	924	448	*	*	*	*	924	448	*	*	*	*
07:00	*	*	*	*	720	352	*	*	*	*	720	352	*	*	*	*
08:00	*	*	*	*	612	304	*	*	*	*	612	304	*	*	*	*
09:00	*	*	*	*	546	240	*	*	*	*	546	240	*	*	*	*
10:00	*	*	*	*	457	191	*	*	*	*	457	191	*	*	*	*
11:00	*	*	*	*	397	193	*	*	*	*	397	193	*	*	*	*
Total	0	0	0	0	15342	7713	0	0	0	0	15342	7713	0	0	0	0
Day	0		0		23055		0		0		23055		0		0	
AM Peak	-	-	-	-	07:00	10:00	-	-	-	-	07:00	10:00	-	-	-	-
Vol.	-	-	-	-	1008	424	-	-	-	-	1008	424	-	-	-	-
PM Peak	-	-	-	-	17:00	16:00	-	-	-	-	17:00	16:00	-	-	-	-
Vol.	-	-	-	-	1032	512	-	-	-	-	1032	512	-	-	-	-

Comb. Total	0		0		23055		0		0		23055		0		0	

ADT ADT 23,055 AADT 23,055

CH Perez and Associates Consulting Engineers Inc.

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Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 9 Avenue

Start	12-Jul-17	EB		WB		Combined		13-Jul-	EB		WB		Combined	
Time	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		86	182	44	144	130	326		*	*	*	*	*	*
12:15		86	201	40	108	126	309		*	*	*	*	*	*
12:30		74	186	38	137	112	323		*	*	*	*	*	*
12:45		65	179	38	110	103	289		*	*	*	*	*	*
01:00		40	146	36	116	76	262		*	*	*	*	*	*
01:15		45	168	24	101	69	269		*	*	*	*	*	*
01:30		39	168	49	127	88	295		*	*	*	*	*	*
01:45		46	228	36	130	82	358		*	*	*	*	*	*
02:00		53	180	26	98	79	278		*	*	*	*	*	*
02:15		26	200	25	132	51	332		*	*	*	*	*	*
02:30		36	188	32	119	68	307		*	*	*	*	*	*
02:45		21	198	13	128	34	326		*	*	*	*	*	*
03:00		47	214	16	97	63	311		*	*	*	*	*	*
03:15		30	216	23	***149***	53	365		*	*	*	*	*	*
03:30		44	261	26	***112***	70	373		*	*	*	*	*	*
03:45		34	230	26	***140***	60	370		*	*	*	*	*	*
04:00		41	250	24	***126***	65	376		*	*	*	*	*	*
04:15		42	246	31	118	73	364		*	*	*	*	*	*
04:30		67	256	20	128	87	***384***		*	*	*	*	*	*
04:45		53	240	24	140	77	***380***		*	*	*	*	*	*
05:00		76	***275***	29	114	105	***389***		*	*	*	*	*	*
05:15		88	***254***	38	128	126	***382***		*	*	*	*	*	*
05:30		121	***252***	52	117	173	369		*	*	*	*	*	*
05:45		137	***251***	44	126	181	377		*	*	*	*	*	*
06:00		154	240	62	128	216	368		*	*	*	*	*	*
06:15		204	240	62	116	266	356		*	*	*	*	*	*
06:30		210	240	52	104	262	344		*	*	*	*	*	*
06:45		212	204	88	100	300	304		*	*	*	*	*	*
07:00		***233***	199	82	104	315	303		*	*	*	*	*	*
07:15		***263***	199	***114***	92	***377***	291		*	*	*	*	*	*
07:30		***266***	164	***116***	84	***382***	248		*	*	*	*	*	*
07:45		***246***	158	***95***	72	***341***	230		*	*	*	*	*	*
08:00		222	154	***103***	78	***325***	232		*	*	*	*	*	*
08:15		224	192	103	86	327	278		*	*	*	*	*	*
08:30		256	146	94	68	350	214		*	*	*	*	*	*
08:45		236	120	120	72	356	192		*	*	*	*	*	*
09:00		201	154	99	74	300	228		*	*	*	*	*	*
09:15		198	138	98	66	296	204		*	*	*	*	*	*
09:30		232	126	94	50	326	176		*	*	*	*	*	*
09:45		171	128	105	50	276	178		*	*	*	*	*	*
10:00		184	106	104	55	288	161		*	*	*	*	*	*
10:15		196	123	105	51	301	174		*	*	*	*	*	*
10:30		194	122	104	42	298	164		*	*	*	*	*	*
10:45		186	106	111	43	297	149		*	*	*	*	*	*
11:00		200	108	35	52	235	160		*	*	*	*	*	*
11:15		206	93	113	47	319	140		*	*	*	*	*	*
11:30		202	86	113	44	315	130		*	*	*	*	*	*
11:45		224	110	114	50	338	160		*	*	*	*	*	*
Total		6517	8825	3040	4673	9557	13498		0	0	0	0	0	0
Day Total		15342		7713		23055			0		0		0	
% Total		28.3%	38.3%	13.2%	20.3%				0.0%	0.0%	0.0%	0.0%		
Peak	-	07:00	05:00	07:15	03:15	07:15	04:30	-	-	-	-	-	-	-
Vol.	-	1008	1032	428	527	1425	1535	-	-	-	-	-	-	-
P.H.F.		0.947	0.938	0.922	0.884	0.933	0.987							

ADT	ADT 23,055	AADT 23,055

APPENDIX N – SPEED DATA

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 19 Avenue

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/16/17	29	55	65	37	26	4	3	**1**	0	0	0	0	0	0	220	46	52
01:00	25	32	59	32	16	5	1	0	0	0	0	0	0	0	170	46	52
02:00	18	26	24	27	6	1	2	1	0	0	0	0	0	0	105	46	50
03:00	14	25	36	23	10	6	2	0	0	0	0	0	0	0	116	47	54
04:00	17	27	34	27	16	7	0	1	0	0	0	0	0	0	129	48	54
05:00	25	68	92	72	51	16	4	1	0	0	0	0	0	0	329	49	55
06:00	114	226	245	**159**	**63**	**26**	5	1	0	0	0	0	0	0	839	46	51
07:00	258	**368**	**287**	120	50	11	1	1	0	0	0	0	0	0	**1096**	41	47
08:00	258	283	246	128	54	9	3	1	0	0	0	0	0	0	982	42	48
09:00	**272**	262	210	109	58	12	0	1	0	0	0	0	0	0	924	41	48
10:00	204	251	230	133	38	13	0	0	0	0	0	0	0	0	869	43	48
11:00	252	273	246	117	30	8	**6**	0	0	0	0	0	0	0	932	42	47
12 PM	286	276	212	83	33	9	1	0	0	**1**	0	0	0	0	901	40	46
13:00	309	321	**225**	96	34	7	3	0	0	0	0	0	0	0	**995**	40	46
14:00	**429**	239	189	58	15	1	0	0	**1**	1	0	0	0	0	933	37	43
15:00	394	287	156	78	27	5	1	0	0	0	0	0	0	0	948	38	44
16:00	326	**337**	211	73	22	11	1	0	0	0	0	0	0	0	981	39	45
17:00	380	302	188	82	21	10	3	1	0	0	0	0	0	0	987	38	45
18:00	328	273	178	96	23	5	2	0	0	0	0	0	0	0	905	39	45
19:00	232	256	206	80	24	8	2	1	1	0	0	0	0	0	810	41	46
20:00	177	219	194	86	22	10	1	0	0	0	0	0	0	0	709	42	47
21:00	130	210	195	81	**40**	**12**	0	0	1	0	0	0	0	0	669	43	49
22:00	74	131	152	**103**	32	10	1	2	0	0	0	0	0	0	505	45	50
23:00	56	100	123	76	26	8	**5**	**3**	0	0	0	0	0	0	397	45	51
Total	4607	4847	4003	1976	737	214	47	15	3	2	0	0	0	0	16451		
Percent	28.0%	29.5%	24.3%	12.0%	4.5%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	06:00	06:00	06:00	11:00	00:00							07:00		
Vol.	272	368	287	159	63	26	6	1							1096		
PM Peak	14:00	16:00	13:00	22:00	21:00	21:00	23:00	23:00	14:00	12:00					13:00		
Vol.	429	337	225	103	40	12	5	3	1	1					995		

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At East of NW 19 Avenue

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/17/17	25	54	62	30	24	5	1	0	0	0	0	0	0	0	201	46	52
01:00	33	38	45	30	11	1	1	1	0	0	0	0	0	0	160	44	50
02:00	17	22	45	28	10	2	1	0	0	0	0	0	0	0	125	46	51
03:00	23	35	28	29	6	4	3	0	0	0	0	0	0	0	128	45	51
04:00	15	31	38	40	17	5	2	0	**1**	0	0	0	0	0	149	48	54
05:00	40	83	100	71	37	14	2	**3**	0	0	0	0	0	0	350	47	53
06:00	75	183	**293**	**140**	**74**	**18**	2	1	0	0	0	0	0	0	786	46	52
07:00	**342**	**348**	243	102	41	7	2	0	0	0	0	0	0	0	**1085**	40	46
08:00	283	314	251	111	29	7	3	2	0	0	0	0	0	0	1000	41	46
09:00	188	270	245	115	55	10	**9**	2	0	0	0	0	0	0	894	43	49
10:00	196	259	236	95	43	8	3	0	0	0	0	0	0	0	840	42	48
11:00	255	241	238	119	36	6	2	1	0	0	0	0	0	0	898	42	47
12 PM	294	297	216	90	28	10	2	**1**	0	0	0	0	0	0	938	40	46
13:00	314	291	**250**	**106**	**41**	3	2	0	1	0	0	0	0	0	1008	41	46
14:00	277	**351**	203	85	23	6	1	1	0	0	0	0	0	0	947	39	45
15:00	367	279	208	67	25	5	**4**	1	0	0	0	0	0	0	956	39	44
16:00	**406**	274	207	86	33	4	0	0	0	0	0	0	0	0	1010	39	45
17:00	395	306	206	97	25	11	1	0	0	0	0	0	0	0	**1041**	39	45
18:00	262	273	214	102	34	7	4	0	0	0	0	0	0	0	896	41	47
19:00	274	223	208	71	30	7	0	1	0	0	0	0	0	0	814	40	46
20:00	220	238	180	77	27	**14**	1	0	0	0	0	0	0	0	757	41	47
21:00	144	226	214	84	32	7	4	0	0	0	0	0	0	0	711	42	48
22:00	96	150	152	78	36	5	1	1	**2**	**1**	0	**1**	0	0	523	44	50
23:00	59	96	124	61	22	4	2	0	0	0	0	0	0	0	368	44	49
Total	4600	4882	4206	1914	739	170	53	15	4	1	0	1	0	0	16585		
Percent	27.7%	29.4%	25.4%	11.5%	4.5%	1.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	06:00	06:00	06:00	06:00	09:00	05:00	04:00						07:00		
Vol.	342	348	293	140	74	18	9	3	1						1085		
PM Peak	16:00	14:00	13:00	13:00	13:00	20:00	15:00	12:00	22:00	22:00		22:00			17:00		
Vol.	406	351	250	106	41	14	4	1	2	1		1			1041		

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At East of NW 19 Avenue

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/18/17	35	52	73	57	19	5	3	0	0	0	0	0	0	0	244	46	51
01:00	51	54	30	21	10	0	0	0	**1**	**1**	0	0	0	0	168	40	48
02:00	18	36	31	22	13	3	1	1	0	0	0	0	0	0	125	46	52
03:00	19	22	31	34	10	3	2	0	0	0	0	0	0	0	121	47	52
04:00	15	34	49	43	13	5	0	0	0	0	0	0	0	0	159	47	52
05:00	58	97	85	58	23	12	3	**2**	0	0	0	0	0	0	338	45	51
06:00	128	213	**264**	**150**	**72**	**23**	**5**	1	0	0	0	0	0	0	856	45	51
07:00	356	**330**	231	103	36	9	0	0	0	0	0	0	0	0	**1065**	40	46
08:00	**364**	327	204	74	34	5	2	0	0	0	0	0	0	0	1010	39	45
09:00	226	250	226	93	40	9	1	2	1	0	0	0	0	0	848	42	47
10:00	250	237	212	103	38	9	2	1	0	1	0	0	0	0	853	41	47
11:00	309	269	185	100	34	5	3	1	0	0	0	0	0	0	906	40	46
12 PM	320	241	**235**	91	**45**	3	2	0	**1**	**1**	0	0	0	0	939	41	46
13:00	308	283	220	**107**	38	**12**	3	**1**	0	0	0	0	0	0	972	41	47
14:00	428	**294**	195	92	19	6	0	0	0	0	0	0	0	0	**1034**	38	44
15:00	477	241	174	62	16	5	1	0	0	1	0	0	0	0	977	37	43
16:00	465	246	163	60	29	4	0	0	0	0	0	0	0	0	967	37	43
17:00	445	290	169	60	27	4	2	1	0	0	0	0	0	0	998	37	43
18:00	**520**	244	95	36	4	0	0	0	0	0	0	0	0	0	899	34	40
19:00	490	178	88	22	8	1	0	0	0	0	0	0	0	0	787	33	40
20:00	288	222	117	43	17	4	2	0	0	0	0	0	0	0	693	37	44
21:00	152	215	170	80	29	9	**5**	0	0	0	0	0	0	0	660	42	48
22:00	86	139	143	87	40	11	1	1	0	0	0	0	0	0	508	45	50
23:00	59	126	118	70	33	7	4	0	0	0	0	0	0	0	417	45	51
Total	5867	4640	3508	1668	647	154	42	11	3	4	0	0	0	0	16544		
Percent	35.5%	28.0%	21.2%	10.1%	3.9%	0.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	06:00	06:00	06:00	06:00	06:00	05:00	01:00	01:00					07:00		
Vol.	364	330	264	150	72	23	5	2	1	1					1065		
PM Peak	18:00	14:00	12:00	13:00	12:00	13:00	21:00	13:00	12:00	12:00					14:00		
Vol.	520	294	235	107	45	12	5	1	1	1					1034		
Grand Total	15074	14369	11717	5558	2123	538	142	41	10	7	0	1	0	0	49580		
Percent	30.4%	29.0%	23.6%	11.2%	4.3%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 13 MPH
50th Percentile : 27 MPH
85th Percentile : 41 MPH
95th Percentile : 47 MPH

Statistics

10 MPH Pace Speed : 18-27 MPH
Number in Pace : 13049
Percent in Pace : 26.3%
Number of Vehicles > 35 MPH : 34506
Percent of Vehicles > 35 MPH : 69.6%
Mean Speed(Average) : 28 MPH

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WB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/16/17	35	60	92	33	12	3	**4**	0	0	0	**1**	0	0	0	240	44	50
01:00	8	33	67	28	10	4	0	0	0	0	0	0	0	0	150	46	51
02:00	16	24	62	22	11	2	2	0	0	**1**	0	0	0	0	140	46	52
03:00	8	27	39	20	6	1	1	0	0	0	0	0	0	0	102	46	50
04:00	17	24	36	34	18	5	2	0	0	0	0	0	0	0	136	48	54
05:00	45	86	107	59	27	5	1	0	**1**	0	0	0	0	0	331	45	51
06:00	101	185	178	**96**	**42**	**7**	1	0	0	0	0	0	0	0	610	44	49
07:00	**241**	262	196	89	27	5	1	**1**	1	0	0	0	0	0	823	40	46
08:00	228	275	214	71	26	7	0	0	0	0	0	0	0	0	821	40	46
09:00	240	267	**253**	70	13	4	0	0	0	0	0	0	0	0	847	41	45
10:00	214	360	218	74	22	4	0	0	0	0	0	0	0	0	**892**	40	45
11:00	221	**367**	173	40	20	2	1	1	0	0	1	0	0	0	826	39	44
12 PM	209	419	192	54	13	3	1	0	0	0	0	0	0	0	891	39	44
13:00	308	315	189	45	18	5	0	0	0	1	**2**	0	0	**1**	884	38	44
14:00	272	384	217	52	11	0	1	0	0	0	0	0	**1**	0	938	39	44
15:00	334	357	173	42	18	6	1	**1**	**1**	**2**	0	0	0	1	936	38	43
16:00	**485**	334	153	53	7	2	2	0	1	1	0	0	0	1	1039	36	42
17:00	369	**420**	233	69	15	1	2	1	1	1	0	0	0	0	**1112**	38	44
18:00	250	358	223	74	15	3	0	0	0	0	0	0	0	0	923	40	45
19:00	123	223	**313**	**98**	26	6	2	0	0	0	0	0	0	0	791	43	47
20:00	111	222	248	83	**30**	**9**	1	0	0	0	0	0	0	0	704	43	48
21:00	106	241	203	80	28	2	2	0	0	0	0	0	0	0	662	42	47
22:00	68	160	178	67	24	7	2	1	0	0	0	0	0	0	507	44	49
23:00	51	106	144	60	26	4	**3**	0	1	0	0	0	0	0	395	44	50
Total	4060	5509	4101	1413	465	97	30	5	6	6	4	0	1	3	15700		
Percent	25.9%	35.1%	26.1%	9.0%	3.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	09:00	06:00	06:00	06:00	00:00	07:00	05:00	02:00	00:00				10:00		
Vol.	241	367	253	96	42	7	4	1	1	1	1				892		
PM Peak	16:00	17:00	19:00	19:00	20:00	20:00	23:00	15:00	15:00	15:00	13:00		14:00	13:00	17:00		
Vol.	485	420	313	98	30	9	3	1	1	2	2		1	1	1112		

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WB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/17/17	28	58	86	47	20	9	0	0	0	0	0	0	0	0	248	46	52
01:00	18	35	77	31	10	5	1	1	0	0	0	0	0	0	178	46	51
02:00	19	41	47	26	14	4	1	0	0	0	0	0	0	0	152	46	52
03:00	21	25	47	22	8	4	1	0	0	0	0	0	0	0	128	45	51
04:00	20	31	46	29	14	5	1	1	0	0	0	0	0	0	147	47	53
05:00	39	78	99	74	23	11	1	0	0	0	0	0	0	0	325	46	51
06:00	88	155	235	86	43	10	3	2	0	0	0	0	0	0	622	44	50
07:00	186	245	206	78	24	9	1	0	0	0	0	0	0	0	749	41	46
08:00	112	257	236	114	42	8	2	0	0	3	3	0	**3**	**6**	786	44	49
09:00	60	193	**275**	**124**	**80**	13	8	4	3	3	4	2	1	5	775	47	53
10:00	85	171	256	83	34	**33**	**50**	**10**	**20**	**29**	**8**	**6**	2	6	793	50	69
11:00	**296**	**283**	175	62	26	6	1	0	0	2	0	0	0	1	**852**	39	45
12 PM	335	359	154	55	13	3	1	0	0	0	0	**2**	0	0	922	38	43
13:00	242	357	215	92	21	7	0	1	0	0	0	0	0	0	935	40	46
14:00	275	397	213	55	13	4	1	0	0	0	0	0	0	0	958	39	44
15:00	234	452	242	53	11	2	0	0	0	0	0	0	0	0	994	39	44
16:00	**421**	384	153	41	6	2	0	0	0	0	0	0	0	0	1007	37	42
17:00	241	**468**	236	76	20	3	1	0	0	0	0	0	0	**1**	**1046**	40	44
18:00	236	436	231	60	10	6	2	0	0	0	0	0	0	0	981	39	44
19:00	89	298	**268**	93	19	4	1	0	0	0	0	0	**1**	1	774	43	47
20:00	102	267	257	61	20	3	2	**2**	0	0	0	0	0	0	714	42	46
21:00	92	182	266	70	22	6	3	0	0	0	0	0	0	0	641	43	48
22:00	44	115	187	**100**	**39**	5	1	1	0	0	0	0	0	0	492	46	51
23:00	30	59	202	81	23	**10**	**4**	0	0	0	0	0	0	0	409	46	51
Total	3313	5346	4409	1613	555	172	86	22	23	37	15	10	7	20	15628		
Percent	21.2%	34.2%	28.2%	10.3%	3.6%	1.1%	0.6%	0.1%	0.1%	0.2%	0.1%	0.1%	0.0%	0.1%			
AM Peak	11:00	11:00	09:00	09:00	09:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	08:00	08:00	11:00		
Vol.	296	283	275	124	80	33	50	10	20	29	8	6	3	6	852		
PM Peak	16:00	17:00	19:00	22:00	22:00	23:00	23:00	20:00				12:00	19:00	17:00	17:00		
Vol.	421	468	268	100	39	10	4	2				2	1	1	1046		

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WB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/18/17	23	48	163	33	17	5	1	2	0	0	0	0	0	0	292	45	51
01:00	35	59	59	31	8	0	0	0	0	0	0	0	0	0	192	43	48
02:00	14	29	52	16	9	5	1	0	0	0	0	0	0	0	126	45	52
03:00	19	24	28	21	17	5	0	1	1	0	1	0	0	0	117	48	54
04:00	22	35	61	28	9	4	1	1	0	0	0	0	0	0	161	45	51
05:00	63	100	98	33	15	4	0	0	0	0	0	0	0	0	313	42	48
06:00	72	167	237	**85**	24	8	6	0	0	0	0	0	0	0	599	44	49
07:00	173	273	**241**	70	33	11	1	0	0	0	0	0	0	0	802	42	47
08:00	196	331	176	54	10	3	0	0	1	0	0	0	0	0	771	39	44
09:00	127	**365**	169	61	11	3	2	2	0	2	0	0	0	0	742	40	45
10:00	150	257	174	77	**54**	**30**	**18**	**38**	**28**	**8**	**2**	**2**	**2**	**4**	844	45	63
11:00	**282**	317	224	72	20	2	1	0	0	0	0	0	0	2	**920**	40	45
12 PM	181	420	185	40	11	6	2	1	0	0	**1**	0	0	0	847	39	44
13:00	198	380	198	**79**	**26**	7	2	0	0	1	0	**4**	0	**2**	897	40	46
14:00	235	**437**	161	36	14	4	0	0	**2**	**2**	0	0	0	1	892	38	43
15:00	428	382	173	49	11	2	1	0	0	1	0	0	0	0	1047	37	42
16:00	460	393	157	35	11	0	2	1	0	0	0	0	0	0	**1059**	37	41
17:00	**479**	362	136	46	7	1	1	0	0	0	0	0	0	0	1032	36	41
18:00	472	329	125	28	7	1	0	0	0	0	0	0	0	0	962	36	41
19:00	409	322	101	29	10	3	0	0	0	0	0	0	0	0	874	36	41
20:00	233	276	138	17	9	1	1	0	0	0	0	0	0	0	675	38	42
21:00	82	199	**227**	76	26	5	1	0	0	0	0	0	0	0	616	43	48
22:00	59	133	211	76	21	**10**	**3**	**2**	2	0	0	0	0	0	517	44	50
23:00	44	96	165	65	21	9	0	0	0	1	0	0	0	0	401	45	50
Total	4456	5734	3659	1157	401	129	44	48	34	15	4	6	2	9	15698		
Percent	28.4%	36.5%	23.3%	7.4%	2.6%	0.8%	0.3%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	09:00	07:00	06:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	11:00		
Vol.	282	365	241	85	54	30	18	38	28	8	2	2	2	4	920		
PM Peak	17:00	14:00	21:00	13:00	13:00	22:00	22:00	22:00	14:00	14:00	12:00	13:00		13:00	16:00		
Vol.	479	437	227	79	26	10	3	2	2	2	1	4		2	1059		
Grand Total	11829	16589	12169	4183	1421	398	160	75	63	58	23	16	10	32	47026		
Percent	25.2%	35.3%	25.9%	8.9%	3.0%	0.8%	0.3%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%			

15th Percentile : 14 MPH
50th Percentile : 29 MPH
85th Percentile : 41 MPH
95th Percentile : 46 MPH

Statistics

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 14016
Percent in Pace : 29.8%
Number of Vehicles > 35 MPH : 35197
Percent of Vehicles > 35 MPH : 74.9%
Mean Speed(Average) : 29 MPH

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SR 934/NW 79 Street EB & WB
At East of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/16/17	29	55	65	37	26	4	3	**1**	0	0	0	0	0	0	220	46	52
01:00	25	32	59	32	16	5	1	0	0	0	0	0	0	0	170	46	52
02:00	18	26	24	27	6	1	2	1	0	0	0	0	0	0	105	46	50
03:00	14	25	36	23	10	6	2	0	0	0	0	0	0	0	116	47	54
04:00	17	27	34	27	16	7	0	1	0	0	0	0	0	0	129	48	54
05:00	25	68	92	72	51	16	4	1	0	0	0	0	0	0	329	49	55
06:00	114	226	245	**159**	**63**	**26**	5	1	0	0	0	0	0	0	839	46	51
07:00	258	**368**	**287**	120	50	11	1	1	0	0	0	0	0	0	**1096**	41	47
08:00	258	283	246	128	54	9	3	1	0	0	0	0	0	0	982	42	48
09:00	**272**	262	210	109	58	12	0	1	0	0	0	0	0	0	924	41	48
10:00	204	251	230	133	38	13	0	0	0	0	0	0	0	0	869	43	48
11:00	252	273	246	117	30	8	**6**	0	0	0	0	0	0	0	932	42	47
12 PM	286	276	212	83	33	9	1	0	0	**1**	0	0	0	0	901	40	46
13:00	309	321	**225**	96	34	7	3	0	0	0	0	0	0	0	**995**	40	46
14:00	**429**	239	189	58	15	1	0	0	**1**	1	0	0	0	0	933	37	43
15:00	394	287	156	78	27	5	1	0	0	0	0	0	0	0	948	38	44
16:00	326	**337**	211	73	22	11	1	0	0	0	0	0	0	0	981	39	45
17:00	380	302	188	82	21	10	3	1	0	0	0	0	0	0	987	38	45
18:00	328	273	178	96	23	5	2	0	0	0	0	0	0	0	905	39	45
19:00	232	256	206	80	24	8	2	1	1	0	0	0	0	0	810	41	46
20:00	177	219	194	86	22	10	1	0	0	0	0	0	0	0	709	42	47
21:00	130	210	195	81	**40**	**12**	0	0	1	0	0	0	0	0	669	43	49
22:00	74	131	152	**103**	32	10	1	2	0	0	0	0	0	0	505	45	50
23:00	56	100	123	76	26	8	**5**	**3**	0	0	0	0	0	0	397	45	51
Total	4607	4847	4003	1976	737	214	47	15	3	2	0	0	0	0	16451		
Percent	28.0%	29.5%	24.3%	12.0%	4.5%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	06:00	06:00	06:00	11:00	00:00							07:00		
Vol.	272	368	287	159	63	26	6	1							1096		
PM Peak	14:00	16:00	13:00	22:00	21:00	21:00	23:00	23:00	14:00	12:00					13:00		
Vol.	429	337	225	103	40	12	5	3	1	1					995		

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At East of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/17/17	25	54	62	30	24	5	1	0	0	0	0	0	0	0	201	46	52
01:00	33	38	45	30	11	1	1	1	0	0	0	0	0	0	160	44	50
02:00	17	22	45	28	10	2	1	0	0	0	0	0	0	0	125	46	51
03:00	23	35	28	29	6	4	3	0	0	0	0	0	0	0	128	45	51
04:00	15	31	38	40	17	5	2	0	**1**	0	0	0	0	0	149	48	54
05:00	40	83	100	71	37	14	2	**3**	0	0	0	0	0	0	350	47	53
06:00	75	183	**293**	**140**	**74**	**18**	2	1	0	0	0	0	0	0	786	46	52
07:00	**342**	**348**	243	102	41	7	2	0	0	0	0	0	0	0	**1085**	40	46
08:00	283	314	251	111	29	7	3	2	0	0	0	0	0	0	1000	41	46
09:00	188	270	245	115	55	10	**9**	2	0	0	0	0	0	0	894	43	49
10:00	196	259	236	95	43	8	3	0	0	0	0	0	0	0	840	42	48
11:00	255	241	238	119	36	6	2	1	0	0	0	0	0	0	898	42	47
12 PM	294	297	216	90	28	10	2	**1**	0	0	0	0	0	0	938	40	46
13:00	314	291	**250**	**106**	**41**	3	2	0	1	0	0	0	0	0	1008	41	46
14:00	277	**351**	203	85	23	6	1	1	0	0	0	0	0	0	947	39	45
15:00	367	279	208	67	25	5	**4**	1	0	0	0	0	0	0	956	39	44
16:00	**406**	274	207	86	33	4	0	0	0	0	0	0	0	0	1010	39	45
17:00	395	306	206	97	25	11	1	0	0	0	0	0	0	0	**1041**	39	45
18:00	262	273	214	102	34	7	4	0	0	0	0	0	0	0	896	41	47
19:00	274	223	208	71	30	7	0	1	0	0	0	0	0	0	814	40	46
20:00	220	238	180	77	27	**14**	1	0	0	0	0	0	0	0	757	41	47
21:00	144	226	214	84	32	7	4	0	0	0	0	0	0	0	711	42	48
22:00	96	150	152	78	36	5	1	1	**2**	**1**	0	**1**	0	0	523	44	50
23:00	59	96	124	61	22	4	2	0	0	0	0	0	0	0	368	44	49
Total	4600	4882	4206	1914	739	170	53	15	4	1	0	1	0	0	16585		
Percent	27.7%	29.4%	25.4%	11.5%	4.5%	1.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	06:00	06:00	06:00	06:00	09:00	05:00	04:00						07:00		
Vol.	342	348	293	140	74	18	9	3	1						1085		
PM Peak	16:00	14:00	13:00	13:00	13:00	20:00	15:00	12:00	22:00	22:00		22:00			17:00		
Vol.	406	351	250	106	41	14	4	1	2	1		1			1041		

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EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/18/17	35	52	73	57	19	5	3	0	0	0	0	0	0	0	244	46	51
01:00	51	54	30	21	10	0	0	0	**1**	**1**	0	0	0	0	168	40	48
02:00	18	36	31	22	13	3	1	1	0	0	0	0	0	0	125	46	52
03:00	19	22	31	34	10	3	2	0	0	0	0	0	0	0	121	47	52
04:00	15	34	49	43	13	5	0	0	0	0	0	0	0	0	159	47	52
05:00	58	97	85	58	23	12	3	**2**	0	0	0	0	0	0	338	45	51
06:00	128	213	**264**	**150**	**72**	**23**	**5**	1	0	0	0	0	0	0	856	45	51
07:00	356	**330**	231	103	36	9	0	0	0	0	0	0	0	0	**1065**	40	46
08:00	**364**	327	204	74	34	5	2	0	0	0	0	0	0	0	1010	39	45
09:00	226	250	226	93	40	9	1	2	1	0	0	0	0	0	848	42	47
10:00	250	237	212	103	38	9	2	1	0	1	0	0	0	0	853	41	47
11:00	309	269	185	100	34	5	3	1	0	0	0	0	0	0	906	40	46
12 PM	320	241	**235**	91	**45**	3	2	0	**1**	**1**	0	0	0	0	939	41	46
13:00	308	283	220	**107**	38	**12**	3	**1**	0	0	0	0	0	0	972	41	47
14:00	428	**294**	195	92	19	6	0	0	0	0	0	0	0	0	**1034**	38	44
15:00	477	241	174	62	16	5	1	0	0	1	0	0	0	0	977	37	43
16:00	465	246	163	60	29	4	0	0	0	0	0	0	0	0	967	37	43
17:00	445	290	169	60	27	4	2	1	0	0	0	0	0	0	998	37	43
18:00	**520**	244	95	36	4	0	0	0	0	0	0	0	0	0	899	34	40
19:00	490	178	88	22	8	1	0	0	0	0	0	0	0	0	787	33	40
20:00	288	222	117	43	17	4	2	0	0	0	0	0	0	0	693	37	44
21:00	152	215	170	80	29	9	**5**	0	0	0	0	0	0	0	660	42	48
22:00	86	139	143	87	40	11	1	1	0	0	0	0	0	0	508	45	50
23:00	59	126	118	70	33	7	4	0	0	0	0	0	0	0	417	45	51
Total	5867	4640	3508	1668	647	154	42	11	3	4	0	0	0	0	16544		
Percent	35.5%	28.0%	21.2%	10.1%	3.9%	0.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	06:00	06:00	06:00	06:00	06:00	05:00	01:00	01:00					07:00		
Vol.	364	330	264	150	72	23	5	2	1	1					1065		
PM Peak	18:00	14:00	12:00	13:00	12:00	13:00	21:00	13:00	12:00	12:00					14:00		
Vol.	520	294	235	107	45	12	5	1	1	1					1034		
Grand Total	15074	14369	11717	5558	2123	538	142	41	10	7	0	1	0	0	49580		
Percent	30.4%	29.0%	23.6%	11.2%	4.3%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	13 MPH
50th Percentile :	27 MPH
85th Percentile :	41 MPH
95th Percentile :	47 MPH

Statistics

10 MPH Pace Speed :	18-27 MPH
Number in Pace :	13049
Percent in Pace :	26.3%
Number of Vehicles > 40 MPH :	20137
Percent of Vehicles > 40 MPH :	40.6%
Mean Speed(Average) :	28 MPH

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At East of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

WB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/16/17	35	60	92	33	12	3	**4**	0	0	0	**1**	0	0	0	240	44	50
01:00	8	33	67	28	10	4	0	0	0	0	0	0	0	0	150	46	51
02:00	16	24	62	22	11	2	2	0	0	**1**	0	0	0	0	140	46	52
03:00	8	27	39	20	6	1	1	0	0	0	0	0	0	0	102	46	50
04:00	17	24	36	34	18	5	2	0	0	0	0	0	0	0	136	48	54
05:00	45	86	107	59	27	5	1	0	**1**	0	0	0	0	0	331	45	51
06:00	101	185	178	**96**	**42**	**7**	1	0	0	0	0	0	0	0	610	44	49
07:00	**241**	262	196	89	27	5	1	**1**	1	0	0	0	0	0	823	40	46
08:00	228	275	214	71	26	7	0	0	0	0	0	0	0	0	821	40	46
09:00	240	267	**253**	70	13	4	0	0	0	0	0	0	0	0	847	41	45
10:00	214	360	218	74	22	4	0	0	0	0	0	0	0	0	**892**	40	45
11:00	221	**367**	173	40	20	2	1	1	0	0	1	0	0	0	826	39	44
12 PM	209	419	192	54	13	3	1	0	0	0	0	0	0	0	891	39	44
13:00	308	315	189	45	18	5	0	0	0	1	**2**	0	0	**1**	884	38	44
14:00	272	384	217	52	11	0	1	0	0	0	0	0	**1**	0	938	39	44
15:00	334	357	173	42	18	6	1	**1**	**1**	**2**	0	0	0	1	936	38	43
16:00	**485**	334	153	53	7	2	2	0	1	1	0	0	0	1	1039	36	42
17:00	369	**420**	233	69	15	1	2	1	1	1	0	0	0	0	**1112**	38	44
18:00	250	358	223	74	15	3	0	0	0	0	0	0	0	0	923	40	45
19:00	123	223	**313**	**98**	26	6	2	0	0	0	0	0	0	0	791	43	47
20:00	111	222	248	83	**30**	**9**	1	0	0	0	0	0	0	0	704	43	48
21:00	106	241	203	80	28	2	2	0	0	0	0	0	0	0	662	42	47
22:00	68	160	178	67	24	7	2	1	0	0	0	0	0	0	507	44	49
23:00	51	106	144	60	26	4	**3**	0	1	0	0	0	0	0	395	44	50
Total	4060	5509	4101	1413	465	97	30	5	6	6	4	0	1	3	15700		
Percent	25.9%	35.1%	26.1%	9.0%	3.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	09:00	06:00	06:00	06:00	00:00	07:00	05:00	02:00	00:00				10:00		
Vol.	241	367	253	96	42	7	4	1	1	1	1				892		
PM Peak	16:00	17:00	19:00	19:00	20:00	20:00	23:00	15:00	15:00	15:00	13:00		14:00	13:00	17:00		
Vol.	485	420	313	98	30	9	3	1	1	2	2		1	1	1112		

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At East of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

WB

Start	1	36	41	46	51	56	61	66	71	76	81	86	91	96		85th	95th
Time	35	40	45	50	55	60	65	70	75	80	85	90	95	999	Total	Percent	Percent
05/17/17	28	58	86	47	20	9	0	0	0	0	0	0	0	0	248	46	52
01:00	18	35	77	31	10	5	1	1	0	0	0	0	0	0	178	46	51
02:00	19	41	47	26	14	4	1	0	0	0	0	0	0	0	152	46	52
03:00	21	25	47	22	8	4	1	0	0	0	0	0	0	0	128	45	51
04:00	20	31	46	29	14	5	1	1	0	0	0	0	0	0	147	47	53
05:00	39	78	99	74	23	11	1	0	0	0	0	0	0	0	325	46	51
06:00	88	155	235	86	43	10	3	2	0	0	0	0	0	0	622	44	50
07:00	186	245	206	78	24	9	1	0	0	0	0	0	0	0	749	41	46
08:00	112	257	236	114	42	8	2	0	0	3	3	0	**3**	**6**	786	44	49
09:00	60	193	**275**	**124**	**80**	13	8	4	3	3	4	2	1	5	775	47	53
10:00	85	171	256	83	34	**33**	**50**	**10**	**20**	**29**	**8**	**6**	2	6	793	50	69
11:00	**296**	**283**	175	62	26	6	1	0	0	2	0	0	0	1	**852**	39	45
12 PM	335	359	154	55	13	3	1	0	0	0	0	**2**	0	0	922	38	43
13:00	242	357	215	92	21	7	0	1	0	0	0	0	0	0	935	40	46
14:00	275	397	213	55	13	4	1	0	0	0	0	0	0	0	958	39	44
15:00	234	452	242	53	11	2	0	0	0	0	0	0	0	0	994	39	44
16:00	**421**	384	153	41	6	2	0	0	0	0	0	0	0	0	1007	37	42
17:00	241	**468**	236	76	20	3	1	0	0	0	0	0	0	**1**	**1046**	40	44
18:00	236	436	231	60	10	6	2	0	0	0	0	0	0	0	981	39	44
19:00	89	298	**268**	93	19	4	1	0	0	0	0	0	**1**	1	774	43	47
20:00	102	267	257	61	20	3	2	**2**	0	0	0	0	0	0	714	42	46
21:00	92	182	266	70	22	6	3	0	0	0	0	0	0	0	641	43	48
22:00	44	115	187	**100**	**39**	5	1	1	0	0	0	0	0	0	492	46	51
23:00	30	59	202	81	23	**10**	**4**	0	0	0	0	0	0	0	409	46	51
Total	3313	5346	4409	1613	555	172	86	22	23	37	15	10	7	20	15628		
Percent	21.2%	34.2%	28.2%	10.3%	3.6%	1.1%	0.6%	0.1%	0.1%	0.2%	0.1%	0.1%	0.0%	0.1%			
AM Peak	11:00	11:00	09:00	09:00	09:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	08:00	08:00	11:00		
Vol.	296	283	275	124	80	33	50	10	20	29	8	6	3	6	852		
PM Peak	16:00	17:00	19:00	22:00	22:00	23:00	23:00	20:00				12:00	19:00	17:00	17:00		
Vol.	421	468	268	100	39	10	4	2				2	1	1	1046		

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SR 934/NW 79 Street EB & WB
At East of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

WB

Start	1	36	41	46	51	56	61	66	71	76	81	86	91	96		85th	95th
Time	35	40	45	50	55	60	65	70	75	80	85	90	95	999	Total	Percent	Percent
05/18/17	23	48	163	33	17	5	1	2	0	0	0	0	0	0	292	45	51
01:00	35	59	59	31	8	0	0	0	0	0	0	0	0	0	192	43	48
02:00	14	29	52	16	9	5	1	0	0	0	0	0	0	0	126	45	52
03:00	19	24	28	21	17	5	0	1	1	0	1	0	0	0	117	48	54
04:00	22	35	61	28	9	4	1	1	0	0	0	0	0	0	161	45	51
05:00	63	100	98	33	15	4	0	0	0	0	0	0	0	0	313	42	48
06:00	72	167	237	**85**	24	8	6	0	0	0	0	0	0	0	599	44	49
07:00	173	273	**241**	70	33	11	1	0	0	0	0	0	0	0	802	42	47
08:00	196	331	176	54	10	3	0	0	1	0	0	0	0	0	771	39	44
09:00	127	**365**	169	61	11	3	2	2	0	2	0	0	0	0	742	40	45
10:00	150	257	174	77	**54**	**30**	**18**	**38**	**28**	**8**	**2**	**2**	**2**	**4**	844	45	63
11:00	**282**	317	224	72	20	2	1	0	0	0	0	0	0	2	**920**	40	45
12 PM	181	420	185	40	11	6	2	1	0	0	**1**	0	0	0	847	39	44
13:00	198	380	198	**79**	**26**	7	2	0	0	1	0	**4**	0	**2**	897	40	46
14:00	235	**437**	161	36	14	4	0	0	**2**	**2**	0	0	0	1	892	38	43
15:00	428	382	173	49	11	2	1	0	0	1	0	0	0	0	1047	37	42
16:00	460	393	157	35	11	0	2	1	0	0	0	0	0	0	**1059**	37	41
17:00	**479**	362	136	46	7	1	1	0	0	0	0	0	0	0	1032	36	41
18:00	472	329	125	28	7	1	0	0	0	0	0	0	0	0	962	36	41
19:00	409	322	101	29	10	3	0	0	0	0	0	0	0	0	874	36	41
20:00	233	276	138	17	9	1	1	0	0	0	0	0	0	0	675	38	42
21:00	82	199	**227**	76	26	5	1	0	0	0	0	0	0	0	616	43	48
22:00	59	133	211	76	21	**10**	**3**	**2**	2	0	0	0	0	0	517	44	50
23:00	44	96	165	65	21	9	0	0	0	1	0	0	0	0	401	45	50
Total	4456	5734	3659	1157	401	129	44	48	34	15	4	6	2	9	15698		
Percent	28.4%	36.5%	23.3%	7.4%	2.6%	0.8%	0.3%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak	11:00	09:00	07:00	06:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	11:00		
Vol.	282	365	241	85	54	30	18	38	28	8	2	2	2	4	920		
PM Peak	17:00	14:00	21:00	13:00	13:00	22:00	22:00	22:00	14:00	14:00	12:00	13:00		13:00	16:00		
Vol.	479	437	227	79	26	10	3	2	2	2	1	4		2	1059		
Grand Total	11829	16589	12169	4183	1421	398	160	75	63	58	23	16	10	32	47026		
Percent	25.2%	35.3%	25.9%	8.9%	3.0%	0.8%	0.3%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%			

15th Percentile : 14 MPH
50th Percentile : 29 MPH
85th Percentile : 41 MPH
95th Percentile : 46 MPH

Statistics

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 14016
Percent in Pace : 29.8%
Number of Vehicles > 40 MPH : 18608
Percent of Vehicles > 40 MPH : 39.6%
Mean Speed(Average) : 29 MPH

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SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/16/17	238	130	42	13	0	0	0	0	0	0	0	0	0	0	423	34	40
01:00	224	55	15	1	0	0	0	0	0	0	0	0	0	0	295	30	36
02:00	120	65	29	5	1	0	0	0	0	0	0	0	0	0	220	35	40
03:00	104	51	24	5	3	0	**1**	0	0	0	0	0	0	0	188	35	41
04:00	138	60	33	11	6	0	0	0	0	0	0	0	0	0	248	35	42
05:00	160	125	75	26	9	2	0	0	0	0	0	0	0	0	397	38	44
06:00	280	274	**161**	**55**	**17**	**6**	1	0	0	0	0	0	0	0	794	39	44
07:00	827	162	44	7	3	0	1	0	0	0	0	0	0	0	1044	30	36
08:00	**939**	78	26	3	0	1	0	0	0	0	0	0	0	0	1047	28	33
09:00	681	**317**	159	25	8	2	0	0	0	0	0	0	0	0	**1192**	34	40
10:00	741	295	106	31	5	1	0	0	0	0	0	0	0	0	1179	33	39
11:00	669	311	107	32	11	3	0	0	0	0	0	0	0	0	1133	34	40
12 PM	758	228	106	23	8	**2**	0	0	0	0	0	0	0	0	1125	32	39
13:00	739	208	102	**33**	9	0	0	0	0	0	0	0	0	0	1091	32	39
14:00	954	50	14	0	1	0	0	0	0	0	0	0	0	0	1019	27	32
15:00	**1042**	57	17	1	0	0	0	0	0	0	0	0	0	0	1117	27	32
16:00	865	176	47	9	2	2	0	0	0	0	0	0	0	0	1101	30	36
17:00	661	280	103	31	7	1	0	0	0	0	0	0	0	0	1083	33	39
18:00	701	333	139	24	4	0	0	0	0	0	0	0	0	0	1201	34	40
19:00	743	**353**	**149**	24	10	1	0	0	0	0	0	0	0	0	**1280**	34	40
20:00	661	303	115	23	10	1	**1**	0	0	0	0	0	0	0	1114	34	40
21:00	594	287	120	19	12	1	1	0	0	0	0	0	0	0	1034	34	40
22:00	472	210	95	23	2	1	0	**1**	0	0	0	0	0	0	804	34	40
23:00	295	181	109	22	**13**	2	0	0	0	**1**	0	0	0	0	623	36	42
Total	13606	4589	1937	446	141	26	5	1	0	1	0	0	0	0	20752		
Percent	65.6%	22.1%	9.3%	2.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	06:00	06:00	06:00	06:00	03:00								09:00		
Vol.	939	317	161	55	17	6	1								1192		
PM Peak	15:00	19:00	19:00	13:00	23:00	12:00	20:00	22:00		23:00					19:00		
Vol.	1042	353	149	33	13	2	1	1		1					1280		

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At East of NW 4 Avenue

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/17/17	236	112	95	20	4	0	**1**	0	0	0	0	0	0	0	468	36	42
01:00	160	69	39	13	3	0	1	0	0	0	0	0	0	0	285	35	41
02:00	106	57	13	7	4	0	1	0	0	0	0	0	0	0	188	34	40
03:00	118	46	32	9	3	0	0	0	0	0	0	0	0	0	208	35	42
04:00	111	64	35	8	1	0	0	0	**1**	0	0	0	0	0	220	36	41
05:00	181	136	57	15	7	1	1	0	0	0	0	0	0	0	398	36	42
06:00	330	259	**150**	**40**	**13**	1	0	0	0	0	0	0	0	0	793	37	43
07:00	854	137	49	11	4	0	0	0	0	0	0	0	0	0	1055	29	35
08:00	**929**	133	33	7	0	0	0	0	0	0	0	0	0	0	1102	29	35
09:00	733	277	103	22	8	**6**	0	0	0	0	0	0	0	0	1149	33	39
10:00	606	**292**	109	23	6	1	0	0	0	0	0	0	0	0	1037	34	40
11:00	755	283	108	22	7	3	1	0	0	0	0	0	0	0	**1179**	33	39
12 PM	705	277	111	18	11	**4**	**1**	0	0	0	0	0	0	0	1127	33	39
13:00	821	225	94	15	7	1	0	0	0	0	0	0	0	0	1163	31	38
14:00	**954**	69	16	1	0	0	0	0	0	0	0	0	0	0	1040	28	33
15:00	922	130	37	4	1	0	0	0	0	0	0	0	0	0	1094	29	35
16:00	749	276	88	23	2	0	0	0	0	0	0	0	0	0	1138	32	38
17:00	687	302	125	15	5	1	0	0	0	0	0	0	0	0	1135	34	39
18:00	725	342	127	29	9	1	1	0	0	0	0	0	0	0	1234	34	40
19:00	685	**369**	147	**37**	10	1	1	0	0	0	0	0	0	0	**1250**	35	40
20:00	703	317	107	34	**13**	1	0	**1**	0	0	0	0	0	0	1176	34	40
21:00	566	324	**156**	16	7	2	0	0	0	0	0	0	0	0	1071	35	40
22:00	534	226	138	22	7	0	0	0	0	0	**1**	0	0	0	928	34	41
23:00	331	220	95	23	8	0	0	0	0	0	0	0	0	0	677	36	41
Total	13501	4942	2064	434	140	23	8	1	1	0	1	0	0	0	21115		
Percent	63.9%	23.4%	9.8%	2.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	06:00	06:00	06:00	09:00	00:00		04:00						11:00		
Vol.	929	292	150	40	13	6	1		1						1179		
PM Peak	14:00	19:00	21:00	19:00	20:00	12:00	12:00	20:00			22:00				19:00		
Vol.	954	369	156	37	13	4	1	1			1				1250		

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At East of NW 4 Avenue

EB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/18/17	247	146	74	13	7	2	0	0	0	0	0	0	0	0	489	36	41
01:00	156	100	57	12	3	1	0	0	0	0	0	0	0	0	329	36	42
02:00	116	64	42	11	1	2	**1**	0	0	0	0	0	0	0	237	36	42
03:00	102	48	28	9	3	0	0	0	**1**	0	0	0	0	0	191	35	42
04:00	93	67	39	20	7	1	0	0	0	0	0	0	0	0	227	38	45
05:00	171	133	80	13	6	0	0	0	0	0	0	0	0	0	403	37	42
06:00	342	235	**157**	**38**	**20**	**3**	1	0	0	0	0	0	0	0	796	37	43
07:00	806	139	68	5	5	1	0	0	0	0	0	0	0	0	1024	30	36
08:00	**964**	106	33	4	1	1	0	0	0	0	0	0	0	0	1109	28	34
09:00	678	**328**	126	30	12	2	0	0	0	0	0	0	0	0	**1176**	34	40
10:00	707	291	114	26	8	0	0	0	0	0	0	0	0	0	1146	33	39
11:00	718	266	119	16	5	0	1	0	0	0	0	0	0	0	1125	33	39
12 PM	772	266	93	32	5	0	**1**	0	0	0	0	0	0	0	1169	32	39
13:00	831	215	90	9	2	1	0	0	0	0	0	0	0	0	1148	31	37
14:00	989	76	11	2	1	1	0	0	0	0	0	0	0	0	1080	28	33
15:00	951	61	23	0	0	0	0	0	0	0	0	0	0	0	1035	28	33
16:00	819	141	55	6	3	0	0	0	0	0	0	0	0	0	1024	30	36
17:00	746	250	94	28	6	0	0	0	0	0	0	0	0	0	1124	32	39
18:00	904	164	45	8	1	0	0	0	0	0	0	0	0	0	1122	30	35
19:00	**1048**	151	41	7	1	0	0	0	0	0	0	0	0	0	**1248**	29	35
20:00	752	212	86	11	1	1	0	0	0	0	0	0	0	0	1063	31	38
21:00	514	**329**	**121**	**33**	**10**	2	1	0	0	0	0	0	0	0	1010	35	41
22:00	460	289	119	20	4	0	0	0	0	0	**1**	0	0	0	893	35	40
23:00	444	164	62	16	2	**3**	0	0	0	0	0	0	0	0	691	33	39
Total	14330	4241	1777	369	114	21	5	0	1	0	1	0	0	0	20859		
Percent	68.7%	20.3%	8.5%	1.8%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	06:00	06:00	06:00	06:00	02:00		03:00						09:00		
Vol.	964	328	157	38	20	3	1		1						1176		
PM Peak	19:00	21:00	21:00	21:00	21:00	23:00	12:00				22:00				19:00		
Vol.	1048	329	121	33	10	3	1				1				1248		
Grand Total	41437	13772	5778	1249	395	70	18	2	2	1	2	0	0	0	62726		
Percent	66.1%	22.0%	9.2%	2.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 10 MPH
50th Percentile : 20 MPH
85th Percentile : 32 MPH
95th Percentile : 39 MPH

Statistics

10 MPH Pace Speed : 15-24 MPH
Number in Pace : 23373
Percent in Pace : 37.3%
Number of Vehicles > 35 MPH : 21289
Percent of Vehicles > 35 MPH : 33.9%
Mean Speed(Average) : 22 MPH

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WB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/16/17	202	**1**	0	0	0	0	0	0	0	0	0	0	0	0	203	26	31
01:00	150	0	0	0	0	0	0	0	0	0	0	0	0	0	150	26	31
02:00	117	0	0	0	0	0	0	0	0	0	0	0	0	0	117	26	31
03:00	113	0	0	0	0	0	0	0	0	0	0	0	0	0	113	26	31
04:00	95	0	0	0	0	0	0	0	0	0	0	0	0	0	95	26	31
05:00	156	0	0	0	0	0	0	0	0	0	0	0	0	0	156	26	31
06:00	232	0	0	0	0	0	0	0	0	0	0	0	0	0	232	26	31
07:00	310	0	0	0	0	0	0	0	0	0	0	0	0	0	310	26	31
08:00	361	0	0	0	0	0	0	0	0	0	0	0	0	0	361	26	31
09:00	349	0	0	0	0	0	0	0	0	0	0	0	0	0	349	26	31
10:00	427	0	0	0	0	0	0	0	0	0	0	0	0	0	427	26	31
11:00	**454**	0	0	0	0	0	0	0	0	0	0	0	0	0	**454**	26	31
12 PM	437	0	0	0	0	0	0	0	0	0	0	0	0	0	437	26	31
13:00	461	0	0	0	0	0	0	0	0	0	0	0	0	0	461	26	31
14:00	531	0	0	0	0	0	0	0	0	0	0	0	0	0	531	26	31
15:00	479	0	0	0	0	0	0	0	0	0	0	0	0	0	479	26	31
16:00	**559**	0	0	0	0	0	0	0	0	0	0	0	0	0	**559**	26	31
17:00	538	0	0	0	0	0	0	0	0	0	0	0	0	0	538	26	31
18:00	467	0	0	0	0	0	0	0	0	0	0	0	0	0	467	26	31
19:00	401	0	0	0	0	0	0	0	0	0	0	0	0	0	401	26	31
20:00	397	0	0	0	0	0	0	0	0	0	0	0	0	0	397	26	31
21:00	350	0	0	0	0	0	0	0	0	0	0	0	0	0	350	26	31
22:00	306	**1**	0	0	0	0	0	0	0	0	0	0	0	0	307	26	31
23:00	246	0	0	0	0	0	0	0	0	0	0	0	0	0	246	26	31
Total	8138	2	0	0	0	0	0	0	0	0	0	0	0	0	8140		
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	00:00													11:00		
Vol.	454	1													454		
PM Peak	16:00	22:00													16:00		
Vol.	559	1													559		

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

WB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/17/17	195	0	0	0	0	0	0	0	0	0	0	0	0	0	195	26	31
01:00	158	0	0	0	0	0	0	0	0	0	0	0	0	0	158	26	31
02:00	81	0	0	0	0	0	0	0	0	0	0	0	0	0	81	26	31
03:00	97	0	0	0	0	0	0	0	0	0	0	0	0	0	97	26	31
04:00	85	0	0	0	0	0	0	0	0	0	0	0	0	0	85	26	31
05:00	142	**1**	0	0	0	0	0	0	0	0	0	0	0	0	143	26	31
06:00	228	0	0	0	0	0	0	0	0	0	0	0	0	0	228	26	31
07:00	285	0	0	0	0	0	0	0	0	0	0	0	0	0	285	26	31
08:00	325	0	0	0	0	0	0	0	0	0	0	0	0	0	325	26	31
09:00	369	0	0	0	0	0	0	0	0	0	0	0	0	0	369	26	31
10:00	403	0	0	0	0	0	0	0	0	0	0	0	0	0	403	26	31
11:00	**457**	1	0	0	0	0	0	0	0	0	0	0	0	0	**458**	26	31
12 PM	470	0	0	0	0	0	0	0	0	0	0	0	0	0	470	26	31
13:00	451	**1**	0	0	0	0	0	0	0	0	0	0	0	0	452	26	31
14:00	483	0	0	0	0	0	0	0	0	0	0	0	0	0	483	26	31
15:00	547	0	0	0	0	0	0	0	0	0	0	0	0	0	547	26	31
16:00	**573**	1	0	0	0	0	0	0	0	0	0	0	0	0	**574**	26	31
17:00	533	0	0	0	0	0	0	0	0	0	0	0	0	0	533	26	31
18:00	440	0	0	0	0	0	0	0	0	0	0	0	0	0	440	26	31
19:00	391	0	0	0	0	0	0	0	0	0	0	0	0	0	391	26	31
20:00	422	0	0	0	0	0	0	0	0	0	0	0	0	0	422	26	31
21:00	319	0	0	0	0	0	0	0	0	0	0	0	0	0	319	26	31
22:00	290	0	0	0	0	0	0	0	0	0	0	0	0	0	290	26	31
23:00	285	0	0	0	0	0	0	0	0	0	0	0	0	0	285	26	31
Total	8029	4	0	0	0	0	0	0	0	0	0	0	0	0	8033		
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	05:00													11:00		
Vol.	457	1													458		
PM Peak	16:00	13:00													16:00		
Vol.	573	1													574		

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Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

WB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	85th Percent	95th Percent
05/18/17	225	0	0	0	0	0	0	0	0	0	0	0	0	0	225	26	31
01:00	159	0	0	0	0	0	0	0	0	0	0	0	0	0	159	26	31
02:00	105	0	0	0	0	0	0	0	0	0	0	0	0	0	105	26	31
03:00	93	2	0	0	0	0	0	0	0	0	0	0	0	0	95	27	31
04:00	96	**3**	0	0	0	0	0	0	0	0	0	0	0	0	99	27	32
05:00	130	1	0	0	0	0	0	0	0	0	0	0	0	0	131	26	31
06:00	232	1	0	0	0	0	0	0	0	0	0	0	0	0	233	26	31
07:00	341	0	0	0	0	0	0	0	0	0	0	0	0	0	341	26	31
08:00	345	0	0	0	0	0	0	0	0	0	0	0	0	0	345	26	31
09:00	359	2	0	0	0	0	0	0	0	0	0	0	0	0	361	26	31
10:00	414	0	0	0	0	0	0	0	0	0	0	0	0	0	414	26	31
11:00	**436**	0	0	0	0	0	0	0	0	0	0	0	0	0	**436**	26	31
12 PM	505	0	0	0	0	0	0	0	0	0	0	0	0	0	505	26	31
13:00	491	0	0	0	0	0	0	0	0	0	0	0	0	0	491	26	31
14:00	532	0	0	0	0	0	0	0	0	0	0	0	0	0	532	26	31
15:00	605	0	0	0	0	0	0	0	0	0	0	0	0	0	605	26	31
16:00	**665**	0	0	0	0	0	0	0	0	0	0	0	0	0	**665**	26	31
17:00	546	0	0	0	0	0	0	0	0	0	0	0	0	0	546	26	31
18:00	494	0	0	0	0	0	0	0	0	0	0	0	0	0	494	26	31
19:00	400	0	0	0	0	0	0	0	0	0	0	0	0	0	400	26	31
20:00	378	0	0	0	0	0	0	0	0	0	0	0	0	0	378	26	31
21:00	332	0	0	0	0	0	0	0	0	0	0	0	0	0	332	26	31
22:00	324	0	0	0	0	0	0	0	0	0	0	0	0	0	324	26	31
23:00	276	0	0	0	0	0	0	0	0	0	0	0	0	0	276	26	31
Total	8483	9	0	0	0	0	0	0	0	0	0	0	0	0	8492		
Percent	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	04:00													11:00		
Vol.	436	3													436		
PM Peak	16:00														16:00		
Vol.	665														665		
Grand Total	24650	15	0	0	0	0	0	0	0	0	0	0	0	0	24665		
Percent	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	9 MPH
	50th Percentile :	18 MPH
	85th Percentile :	26 MPH
	95th Percentile :	31 MPH
Statistics	10 MPH Pace Speed :	14-23 MPH
	Number in Pace :	11283
	Percent in Pace :	45.7%
	Number of Vehicles > 35 MPH :	15
	Percent of Vehicles > 35 MPH :	0.1%
	Mean Speed(Average) :	19 MPH

APPENDIX O – VEHICLE GAP DATA

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

EB & WB

Start	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
05/16/17	240	78	50	37	29	18	11	15	7	8	3	1	2	1
01:00	155	68	43	36	27	20	12	9	10	2	6	1	3	15
02:00	89	45	38	26	25	23	12	5	7	4	4	3	10	22
03:00	67	23	27	13	13	19	15	11	8	13	4	7	4	36
04:00	81	38	31	19	11	10	14	9	7	9	10	5	5	30
05:00	124	53	33	28	24	9	20	12	5	6	7	8	3	17
06:00	336	73	49	29	25	19	7	7	7	2	4	2	3	3
07:00	528	102	45	25	9	5	3	1	3	1	0	0	0	2
08:00	505	84	36	20	15	11	7	2	1	2	0	1	0	1
09:00	638	89	30	16	6	3	2	1	0	0	0	0	2	0
10:00	618	83	33	18	10	3	2	0	0	0	1	0	0	0
11:00	609	89	40	12	8	4	0	1	0	1	0	0	1	0
12 PM	619	98	29	15	11	0	0	1	2	1	2	0	0	0
13:00	645	71	33	23	15	0	2	3	0	0	0	0	0	0
14:00	627	80	37	23	8	2	2	0	0	0	1	0	0	0
15:00	614	79	21	26	8	3	2	0	1	0	0	0	0	0
16:00	647	60	28	19	8	3	3	2	1	0	0	0	1	0
17:00	645	83	27	13	8	5	1	2	1	1	0	0	0	0
18:00	619	84	38	7	6	6	4	2	2	1	0	2	0	0
19:00	663	84	34	12	5	3	0	1	0	0	0	0	0	0
20:00	596	99	37	20	10	1	2	0	1	0	1	0	0	0
21:00	585	106	39	21	8	5	6	2	1	1	0	0	0	0
22:00	553	114	41	19	9	7	2	2	5	1	2	0	0	1
23:00	326	91	61	31	24	20	4	7	5	1	1	2	2	5
Total	11129	1874	880	508	322	199	133	95	74	54	46	32	36	133

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Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

EB & WB

Start	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
05/17/17	300	97	44	39	24	11	9	8	10	3	2	1	4	4
01:00	169	60	64	34	28	22	12	11	14	5	4	3	0	7
02:00	61	30	22	18	11	15	8	14	10	9	4	7	1	34
03:00	53	28	23	18	17	14	11	11	4	12	3	3	3	36
04:00	58	38	23	18	19	11	11	8	4	4	11	6	8	31
05:00	114	56	35	30	19	22	13	4	10	10	6	5	3	19
06:00	310	80	46	30	24	16	13	8	4	1	4	1	1	5
07:00	494	90	45	16	14	4	8	2	4	1	1	1	1	0
08:00	537	81	40	19	13	11	5	1	1	0	0	0	1	0
09:00	624	89	38	19	6	2	2	1	2	0	0	0	0	0
10:00	565	98	30	22	11	4	2	3	3	2	0	0	0	1
11:00	644	88	36	16	8	2	2	2	0	0	0	0	0	0
12 PM	623	74	31	17	10	6	3	2	1	0	0	0	0	1
13:00	659	82	35	19	7	2	0	0	0	0	0	1	0	0
14:00	625	71	30	14	9	7	4	1	3	0	0	0	0	0
15:00	613	87	29	12	6	6	2	0	0	1	1	0	0	0
16:00	638	72	30	13	10	3	2	3	0	0	0	0	0	1
17:00	646	73	30	13	6	3	3	1	2	0	2	1	0	2
18:00	617	81	30	20	10	6	0	0	1	0	1	1	0	1
19:00	651	84	29	13	11	2	4	2	0	0	0	0	0	0
20:00	634	99	30	16	7	4	3	1	1	2	0	0	0	0
21:00	617	111	38	17	3	5	4	1	0	0	0	0	0	0
22:00	509	104	47	22	19	12	6	2	0	0	0	0	0	0
23:00	409	90	60	36	15	13	8	3	2	0	2	1	2	1
Total	11170	1863	865	491	307	203	135	89	76	50	41	31	24	143

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Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 4 Avenue

EB & WB

Start Time	1 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 999
05/18/17	310	88	51	37	23	18	10	10	4	7	3	2	0	2
01:00	171	61	40	30	18	15	16	12	9	7	1	5	2	18
02:00	105	43	30	20	31	18	17	8	9	9	6	4	5	21
03:00	51	23	24	17	19	14	10	11	7	4	2	7	7	39
04:00	73	40	29	16	19	11	18	7	9	10	7	8	9	22
05:00	127	47	39	28	19	19	10	13	4	4	4	0	5	26
06:00	330	78	40	30	22	11	7	7	6	8	6	2	3	4
07:00	562	100	39	13	10	4	1	4	1	0	0	4	1	1
08:00	546	83	30	17	15	6	4	3	2	4	0	1	0	1
09:00	617	87	39	18	10	3	3	0	1	1	0	0	0	0
10:00	636	86	36	21	6	8	2	1	0	0	0	0	0	0
11:00	610	79	42	18	12	6	2	0	0	0	0	0	0	0
12 PM	657	98	22	10	7	1	1	2	0	1	0	0	0	0
13:00	602	85	37	16	9	2	2	2	1	0	1	1	0	0
14:00	656	56	24	19	5	3	3	0	1	2	1	0	0	2
15:00	646	66	23	11	7	3	0	2	2	1	1	0	0	0
16:00	662	57	25	11	7	2	2	1	2	0	1	1	1	0
17:00	634	71	29	16	6	7	4	1	1	0	1	1	0	0
18:00	614	73	35	9	8	5	5	3	2	0	0	0	1	1
19:00	661	76	24	12	4	7	0	2	2	0	0	0	0	0
20:00	607	98	45	17	11	6	1	0	1	0	0	0	1	0
21:00	533	105	51	18	6	7	7	1	1	1	3	1	0	0
22:00	514	102	41	25	15	7	5	5	1	0	1	1	0	1
23:00	403	91	52	33	15	10	7	10	2	5	1	2	0	2
Total	11327	1793	847	462	304	193	137	105	68	64	39	40	35	140
Grand Total	33626	5530	2592	1461	933	595	405	289	218	168	126	103	95	416

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Site Code:
SR 934/NW 79 Street EB & WB
At East of NW 9 Avenue

EB & WB

Start Time	1 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 999
07/12/17	138	49	32	38	26	21	15	13	7	7	3	4	4	15
01:00	72	27	17	32	19	11	11	10	8	12	11	11	5	23
02:00	37	26	12	15	11	13	9	9	5	3	5	8	7	39
03:00	41	21	20	8	13	6	16	4	5	4	7	7	6	41
04:00	70	26	27	17	10	12	16	9	13	6	5	6	7	33
05:00	195	59	45	32	22	15	12	6	9	6	1	7	7	13
06:00	371	74	41	25	15	13	8	2	6	4	2	1	1	10
07:00	495	69	35	21	10	5	5	4	2	2	2	2	2	5
08:00	503	69	33	24	10	12	5	6	2	1	5	1	1	1
09:00	449	88	37	25	21	10	6	4	4	2	0	1	2	3
10:00	479	80	40	27	15	11	6	1	4	2	2	1	1	4
11:00	394	57	30	16	14	4	2	8	2	2	0	0	0	0
12 PM	487	87	33	23	11	9	6	2	2	4	2	1	1	0
13:00	492	73	42	18	7	10	4	5	3	4	4	0	0	2
14:00	498	75	33	25	11	8	7	5	2	3	1	2	2	1
15:00	538	85	43	30	7	7	3	2	2	0	1	1	0	0
16:00	577	80	42	17	13	4	4	3	1	0	0	0	0	0
17:00	610	76	36	16	6	5	3	2	1	0	1	0	0	0
18:00	559	106	43	13	13	5	7	0	2	2	0	0	0	0
19:00	440	88	47	27	9	13	10	5	1	2	4	2	0	2
20:00	338	82	40	23	22	16	7	5	6	5	3	2	1	8
21:00	312	75	30	33	21	12	9	5	4	5	4	3	4	9
22:00	212	59	55	30	26	22	14	8	10	9	5	0	0	9
23:00	207	78	35	21	27	17	14	12	9	4	4	3	2	11
Total	8514	1609	848	556	359	261	199	130	110	89	72	63	53	229
Grand Total	8514	1609	848	556	359	261	199	130	110	89	72	63	53	229

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SR 934/NW 79 Street EB
At East of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

EB

Start	1	5	7	9	11	13	15	17	19	21	23	25	27	29
Time	4	6	8	10	12	14	16	18	20	22	24	26	28	999
05/16/17	78	17	13	7	11	9	7	4	5	7	8	7	2	45
01:00	53	14	5	4	12	7	4	6	5	5	4	3	6	42
02:00	18	4	9	3	4	2	4	4	1	5	3	1	2	45
03:00	25	6	4	2	7	5	3	1	2	2	3	4	3	49
04:00	34	8	7	7	6	1	1	5	2	2	1	4	1	50
05:00	154	37	20	11	12	11	9	7	5	11	5	5	5	37
06:00	648	53	31	21	16	8	12	8	1	6	11	6	5	13
07:00	903	63	32	22	20	13	8	12	7	4	2	4	1	5
08:00	787	65	32	25	10	16	6	7	9	8	1	1	3	12
09:00	708	68	38	25	20	13	21	7	8	6	4	2	0	4
10:00	653	60	40	28	25	16	12	9	6	5	2	2	2	9
11:00	734	61	33	27	19	14	11	4	9	4	3	2	0	11
12 PM	689	73	38	21	15	14	11	11	8	5	3	5	2	6
13:00	787	82	33	20	16	10	13	7	8	2	7	1	2	7
14:00	720	79	33	24	21	5	13	7	7	5	3	2	6	8
15:00	745	65	24	26	17	19	10	10	9	6	3	3	3	8
16:00	781	68	22	16	22	17	9	4	7	12	10	5	1	7
17:00	798	66	26	26	14	13	8	6	8	2	3	3	4	10
18:00	707	52	32	23	17	15	14	7	9	6	6	4	1	12
19:00	610	53	34	18	13	13	13	12	12	5	6	9	2	10
20:00	489	47	35	32	24	24	14	12	7	1	6	1	4	13
21:00	446	53	46	24	26	19	6	8	11	4	4	2	6	14
22:00	301	49	28	25	21	8	7	9	6	9	5	8	5	24
23:00	205	36	27	22	6	20	11	15	6	8	3	4	4	30
Total	12073	1179	642	459	374	292	227	182	158	130	106	88	70	471

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SR 934/NW 79 Street EB
At East of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

EB

Start Time	1 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 999
05/17/17	70	15	10	9	13	2	7	5	5	3	5	8	5	44
01:00	36	18	12	7	9	5	6	3	5	5	5	7	2	40
02:00	36	5	5	6	1	3	1	1	6	2	2	5	3	49
03:00	35	7	9	4	2	3	2	3	3	2	1	1	1	55
04:00	40	5	13	5	5	5	5	4	4	4	5	3	2	49
05:00	187	34	19	13	12	7	10	4	6	3	6	3	6	40
06:00	607	52	29	12	13	10	14	8	7	4	6	2	2	20
07:00	893	59	34	21	23	13	7	9	5	8	2	4	3	4
08:00	803	72	38	18	10	11	11	7	5	5	3	4	2	11
09:00	689	70	32	20	20	17	8	8	6	7	1	4	3	9
10:00	639	66	34	25	13	8	12	7	4	12	3	2	4	11
11:00	691	65	32	21	25	17	8	12	9	4	5	1	4	4
12 PM	741	70	28	23	12	16	9	3	8	10	6	1	2	9
13:00	781	79	45	29	21	15	8	6	7	2	9	0	3	3
14:00	742	69	27	33	15	14	12	13	5	6	0	0	2	9
15:00	790	41	23	21	15	5	10	6	7	10	4	5	2	17
16:00	824	46	27	26	18	17	13	9	8	5	3	5	2	7
17:00	845	58	36	18	10	19	14	10	7	4	4	5	0	11
18:00	698	68	26	16	13	14	12	7	14	2	3	5	5	13
19:00	622	60	24	15	14	17	10	9	5	8	8	2	1	19
20:00	535	53	43	34	16	18	17	10	9	4	4	2	4	8
21:00	486	76	31	16	21	18	15	9	8	6	6	0	4	15
22:00	320	52	21	20	21	11	13	10	8	8	4	6	1	28
23:00	170	34	15	19	19	16	17	12	12	7	11	7	10	19
Total	12280	1174	613	431	341	281	241	175	163	131	106	82	73	494

CH Perez and Associates Consulting Engineers Inc.
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SR 934/NW 79 Street EB
At East of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

EB

Start Time	1 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 999
05/18/17	93	22	23	14	12	8	5	6	3	3	2	2	3	48
01:00	41	14	14	9	5	6	7	5	2	4	4	5	6	46
02:00	22	11	7	4	6	4	4	3	3	5	2	2	1	51
03:00	34	7	3	11	6	2	1	2	4	0	3	3	0	45
04:00	52	10	5	10	3	5	6	4	3	3	6	3	5	44
05:00	168	31	11	16	13	12	13	11	8	4	6	3	10	32
06:00	668	46	38	18	22	13	11	8	5	8	2	1	1	15
07:00	873	67	29	24	24	8	4	7	10	3	3	2	2	9
08:00	796	76	37	29	11	15	14	9	5	7	4	1	0	6
09:00	645	68	31	23	12	12	7	10	7	10	5	6	5	7
10:00	638	77	37	19	20	12	11	12	5	2	2	4	2	12
11:00	698	60	43	24	18	11	15	11	5	6	2	3	2	8
12 PM	721	84	31	25	23	12	10	9	4	5	5	3	0	7
13:00	776	64	32	22	18	13	11	4	10	5	4	3	2	8
14:00	822	55	48	40	10	20	10	8	3	5	5	3	0	5
15:00	790	61	27	24	15	10	14	6	3	5	5	2	3	12
16:00	772	55	30	24	15	12	14	8	6	4	5	10	4	8
17:00	806	59	35	19	18	13	10	5	9	4	6	2	3	9
18:00	732	46	22	19	15	13	7	9	4	3	8	2	3	16
19:00	612	46	14	20	19	9	3	10	9	9	9	6	5	16
20:00	479	69	34	17	16	11	9	16	6	5	7	5	7	12
21:00	456	46	30	24	19	19	15	10	6	5	7	6	2	15
22:00	314	42	36	22	12	9	13	8	7	3	3	3	7	29
23:00	220	52	23	20	19	7	8	7	6	4	9	6	4	32
Total	12228	1168	640	477	351	256	222	188	133	112	114	86	77	492
Grand Total	36581	3521	1895	1367	1066	829	690	545	454	373	326	256	220	1457

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SR 934/NW 79 Street WB
At Eats of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

WB

Start Time	1 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 999
05/16/17	95	19	14	15	11	6	6	7	4	5	4	3	5	46
01:00	42	15	9	7	1	0	6	2	5	2	2	4	4	51
02:00	47	8	10	3	2	3	2	3	4	4	4	2	1	47
03:00	24	8	6	2	0	1	3	4	1	1	0	1	1	50
04:00	41	6	7	6	3	3	3	1	2	3	2	6	5	48
05:00	173	26	21	16	10	11	4	3	8	6	1	7	5	40
06:00	425	40	23	19	20	14	9	6	6	5	7	6	3	27
07:00	616	75	23	15	16	15	12	5	7	2	11	3	6	17
08:00	624	55	32	16	20	19	12	6	7	8	3	3	2	14
09:00	652	57	25	20	15	10	13	17	12	6	4	3	0	13
10:00	712	63	17	19	13	10	3	7	12	11	4	4	0	17
11:00	621	61	33	15	16	20	8	12	11	8	5	2	3	11
12 PM	704	57	23	21	13	13	14	10	6	5	6	2	3	14
13:00	672	68	38	13	18	18	13	13	7	6	5	0	2	11
14:00	730	67	33	25	19	8	10	8	8	6	9	2	3	10
15:00	712	81	44	21	19	11	15	2	5	6	8	3	1	8
16:00	834	67	37	19	20	9	13	9	7	4	3	5	2	10
17:00	932	58	21	20	13	13	17	7	5	4	7	2	3	10
18:00	714	69	40	17	13	15	16	5	5	5	3	4	1	16
19:00	593	59	27	16	25	9	10	11	5	6	5	2	0	23
20:00	498	55	29	18	22	21	9	11	10	5	4	3	4	15
21:00	455	50	34	31	11	17	11	11	6	6	4	4	2	20
22:00	306	47	23	30	15	15	9	5	9	8	5	8	3	24
23:00	218	33	15	20	15	10	10	12	5	7	6	5	3	36
Total	11440	1144	584	404	330	271	228	177	157	129	112	84	62	578

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SR 934/NW 79 Street WB
At Eats of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

WB

Start Time	1 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 999
05/17/17	110	15	14	9	10	12	4	2	7	4	8	2	4	47
01:00	60	15	13	2	6	5	4	6	5	2	2	6	2	50
02:00	51	5	6	10	7	4	5	3	1	4	3	1	1	51
03:00	34	11	7	7	4	1	3	2	2	2	3	4	1	47
04:00	41	9	8	6	4	6	1	5	3	2	3	2	4	53
05:00	170	20	18	15	8	12	7	5	7	5	7	8	6	37
06:00	449	37	24	11	11	12	11	4	11	6	4	6	4	32
07:00	515	72	33	28	29	16	17	9	2	6	4	4	1	13
08:00	580	64	34	17	19	12	7	7	8	7	10	4	1	16
09:00	558	68	36	18	19	15	11	14	8	4	2	6	2	14
10:00	599	51	27	19	16	14	10	11	8	4	3	6	5	20
11:00	656	65	22	24	15	14	10	11	6	3	3	7	3	13
12 PM	706	86	28	24	18	10	7	9	9	7	2	4	2	10
13:00	734	59	34	18	19	15	14	10	7	3	6	1	3	12
14:00	749	76	34	18	21	8	17	2	6	6	4	4	5	8
15:00	799	62	25	21	22	13	8	11	3	9	4	3	2	12
16:00	811	66	35	21	18	10	4	12	5	9	5	2	2	7
17:00	872	52	23	21	18	13	5	2	6	9	6	4	1	14
18:00	790	50	42	25	7	15	12	9	4	7	3	7	3	7
19:00	562	65	28	25	18	21	6	11	6	4	6	4	0	18
20:00	524	43	26	26	14	21	10	9	12	4	4	1	3	17
21:00	440	51	32	21	15	12	9	13	4	9	6	6	5	18
22:00	286	50	25	23	15	10	11	8	15	10	11	4	3	21
23:00	234	40	19	17	11	12	6	9	9	12	3	1	5	31
Total	11330	1132	593	426	344	283	199	184	154	138	112	97	68	568

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SR 934/NW 79 Street WB
At Eats of NW 14 Avenue
Date Start: 16-May-17
Date End: 18-May-17

WB

Start Time	1 4	5 6	7 8	9 10	11 12	13 14	15 16	17 18	19 20	21 22	23 24	25 26	27 28	29 999
05/18/17	134	21	17	14	9	10	11	6	8	6	3	7	7	39
01:00	71	12	12	7	8	4	6	7	1	1	6	3	2	52
02:00	35	7	4	2	1	3	5	3	3	3	2	2	4	52
03:00	28	7	3	8	4	6	3	3	5	0	3	2	1	44
04:00	49	7	13	11	2	8	6	3	5	1	3	4	2	47
05:00	158	29	19	6	9	14	6	4	5	10	7	4	5	37
06:00	411	31	29	18	21	17	9	9	10	5	8	3	6	22
07:00	588	59	39	18	17	19	19	13	5	7	3	2	4	9
08:00	559	71	23	17	14	21	16	13	11	8	6	2	1	9
09:00	559	56	20	17	18	11	6	16	5	5	5	4	2	18
10:00	646	59	30	21	13	9	9	10	10	7	7	4	4	15
11:00	723	65	28	19	17	11	7	7	9	9	6	3	2	14
12 PM	638	63	35	20	17	14	16	8	9	2	5	4	4	12
13:00	701	61	40	8	15	18	13	8	8	4	2	1	4	14
14:00	676	67	35	28	23	15	13	7	2	8	6	2	2	8
15:00	847	65	32	24	18	17	10	7	8	6	3	4	1	5
16:00	875	58	36	18	14	12	7	7	3	3	6	3	4	13
17:00	824	62	42	31	15	13	9	7	5	3	6	3	3	9
18:00	763	60	24	29	17	17	12	11	11	3	2	4	0	9
19:00	681	57	29	19	17	11	8	8	11	5	7	1	6	14
20:00	471	65	24	17	18	14	14	6	8	8	6	1	1	22
21:00	412	46	36	20	19	14	14	9	7	5	7	7	4	16
22:00	335	33	21	19	16	12	17	8	9	4	9	5	2	27
23:00	226	31	22	13	11	13	10	10	9	7	5	5	3	36
Total	11410	1092	613	404	333	303	246	190	167	120	123	80	74	543
Grand Total	34180	3368	1790	1234	1007	857	673	551	478	387	347	261	204	1689

APPENDIX P – DETAILED COST CALCULATION - ALTERNATIVE 3

CONCEPTUAL COST ESTIMATE

SR 934/NW 79 Street from NW 27 Avenue to NW 1 Court (MP 36.59 to MP 39.09)

Pedestrian and Bicycle Safety Improvements

Alternative 3 without Right of Way Acquisition

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	**CLEARING AND GRUBBING**	**AC**	**$ 96,331.79**	**0.50**	**$ 48,165.90**
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 40.76	1,138.00	$ 46,384.88
0110 21	TREE PROTECTION BARRIER	LF	$ 6.52	264.00	$ 1,721.28
0120 1	REGULAR EXCAVATION	CY	$ 16.77	279.10	$ 4,680.51
0160 4	TYPE B STABILIZATION	SY	$ 5.63	837.00	$ 4,712.31
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	$ 20.75	837.00	$ 17,367.75
0327 70 6	**MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH**	**SY**	**$ 3.62**	**23,944.45**	**$ 86,678.91**
0337 7 82	**ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22**	**TN**	**$ 196.16**	**2,115.00**	**$ 414,878.40**
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 34.86	1,164.00	$ 40,577.04
0520 1 10	**CONCRETE CURB & GUTTER, TYPE F**	**LF**	**$ 34.19**	**2,377.00**	**$ 81,269.63**
0520 2 4	CONCRETE CURB, TYPE D	LF	$ 27.60	133.00	$ 3,670.80
0520 5 11	TRAFFIC SEPARATOR CONCRETE- TYPE I, 4' WIDE	LF	$ 56.18	172.00	$ 9,662.96
0522 1	**CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK**	**SY**	**$ 51.71**	**411.00**	**$ 21,252.81**
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 59.62	91.00	$ 5,425.42
0522 4	BUS SHELTER PAD- CONCRETE	SY	$ 256.85	5.00	$ 1,284.25
0527 2	**DETECTABLE WARNINGS**	**SF**	**$ 36.18**	**238.00**	**$ 8,610.84**
0570 1 2	**PERFORMANCE TURF, SOD**	**SY**	**$ 5.65**	**1,117.00**	**$ 6,311.05**
				Roadway Subtotal	**$ 802,655.00**
0700 1 11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	AS	$ 395.76	100.00	$ 39,576.00
0700 1 13	SINGLE POST SIGN, F&I GROUND MOUNT, 21-30 SF	AS	$ 1,702.77	100.00	$ 170,277.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	$ 341.44	2.00	$ 682.88
0700 1 60	SINGLE POST SIGN, REMOVE	AS	$ 24.73	12.00	$ 296.76
0700 2 13	MULTI- POST SIGN, F&I GROUND MOUNT, 21-30 SF	AS	$ 5,770.20	2.00	$ 11,540.40
0700 6 21	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, UP TO 12 SF	AS	$ 7,812.70	4.00	$ 31,250.80
0704 1 2	TUBULAR MARKER, DURABLE, 36" YELLOW POST	EA	$ 174.00	25.00	$ 4,350.00
0706 1 3	RAISED PAVEMENT MARKER, TYPE B	EA	$ 3.34	253.00	$ 845.02
0710 11 131	WIDE	GM	$ 354.33	0.05	$ 18.78
0710 11 290	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, ISLAND NOSE	SF	$ 2.05	35.00	$ 71.75
0710 90	PAINTED PAVEMENT MARKINGS - FINAL SURFACE	LS	$ 8,143.87	1.00	$ 8,143.87
0711 11 123	THERMOPLASTIC, STD, WHITE, SOLID, 12" FOR CROSSWALKS AND ROUNDABOUT	LF	$ 2.49	2,852.00	$ 7,101.48
0711 11 124	THERMOPLASTIC, STD, WHITE, SOLID, 18" FOR DIAGONAL AND CHEVRONS	LF	$ 2.92	66.00	$ 192.72
0711 11 125	THERMOPLASTIC, STD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 4.15	388.00	$ 1,610.20
0711 11 141	THERMOPLASTIC, STD, WHITE, 2-4 DOTTED GUIDELINE, 6"	GM	$ 1,914.43	0.04	$ 68.92
0711 11 160	THERMOPLASTIC, STD, WHITE, MESSAGE OR SYMBOL	EA	$ 94.53	5.00	$ 472.65
0711 11 170	THERMOPLASTIC, STD, WHITE, ARROW	EA	$ 62.54	13.00	$ 813.02
0711 11 224	THERMOPLASTIC, STD, YELLOW, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF	$ 3.26	79.00	$ 257.54
0711 11 241	THERMOPLASTIC, STD, YELLOW, 2-4 DOTTED GUIDELINE, 6"	GM	$ 2,815.18	0.16	$ 453.24
0711 14 125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 15.66	2,064.00	$ 32,322.24
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	$ 215.91	4.00	$ 863.64
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,367.62	0.77	$ 4,138.44
0711 16 102	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"	GM	$ 8,046.44	0.16	$ 1,263.29
0711 16 131	THERMOPLASTIC, STD-OTHER SURFACES, WHITE, SKIP, 6"	GM	$ 1,263.60	0.43	$ 547.14
0711 16 201	THERMOPLASTIC, STD, YELLOW, SOLID, 6"	GM	$ 4,965.66	0.68	$ 3,376.65
0711 16 231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	$ 1,239.17	0.02	$ 23.54
0711 17 1	MARKINGS- SURFACE TO REMAIN	SF	$ 4.93	1,700.00	$ 8,381.00
				Signing & Pavement Markings Subtotal	**$ 328,939.00**
0630 2 12	CONDUIT-SIGNALS, F&I, DIRECTIONAL BORE	LF	$ 32.19	2,180.00	$ 70,174.20
0632 7 1	SIGNAL CABLE,-NEW OR RECONSTRUCTED INTERSECTION, F&I	PI	$ 9,010.72	9.00	$ 81,096.48
0635 2 11	**PULL & SPLICE BOXES, F&I, 13"x24"**	**EA**	**$ 1,035.73**	**131.00**	**$ 135,680.63**
0635 2 12	PULL & SPLICE BOXES, F&I, 24"x36"	EA	$ 1,791.32	3.00	$ 5,373.96
0639 1122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER BY CONTRACTOR	AS	$ 5,029.60	3.00	$ 15,088.80
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	$ 9.55	45.00	$ 429.75
0641 2 12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE	EA	$ 2,525.22	3.00	$ 7,575.66
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 1,856.31	15.00	$ 27,844.65
0646 1 12	**ALUMINUM SIGNALS POLE, FURNISH & INSTALL PEDESTRIAN DETECTOR POST**	**EA**	**$ 1,297.12**	**13.00**	**$ 16,862.56**
0646 1 60	ALUMINUM SIGNALS POLE, REMOVE	EA	$ 285.56	2.00	$ 571.12
0649 21 2	**STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 30'-30'**	**EA**	**$ 80,160.00**	**1.00**	**$ 80,160.00**
0649 21 3	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 40'	EA	$ 49,679.81	2.00	$ 99,359.62
0649 21 6	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 50'	EA	$ 55,833.14	1.00	$ 55,833.14
0649 21 7	**STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 50'-30'**	**EA**	**$ 99,000.00**	**1.00**	**$ 99,000.00**
0649 21 10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	$ 69,731.30	3.00	$ 209,193.90
0649 21 21	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 78'	EA	$ 77,605.50	1.00	$ 77,605.50
0649 26 5	STEEL MAST ARM ASSEMBLY, REMOVE, DEEP FOUNDATION- BOLT ON ATTACHMENT	EA	$ 13,678.38	3.00	$ 41,035.14
0650 1 14	**VEHICULAR TRAFFIC SIGNAL, F&I, ALUMINUM, 3 SECTION, 1 WAY**	**AS**	**$ 1,168.75**	**29.00**	**$ 33,893.75**
0650 2 109	**VEHICULAR SIGNAL AUXILIARY, RETROFIT, F&I, BACKPLATE- FLEXIBLE REQ**	**EA**	**$ 349.58**	**34.00**	**$ 11,885.72**
0653 1 11	**PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY**	**AS**	**$ 1,031.57**	**17.00**	**$ 17,536.69**
0653 1 12	**PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAYS**	**AS**	**$ 1,512.89**	**4.00**	**$ 6,051.56**
0654 3 10	MIDBLOCK CROSSWALK: PEDESTRIAN HYBRID BEACON ASSEMBLY, FURNISH & INSTALL COMPLETE ASSEMBLY	AS	$ 2,159.28	10.00	$ 21,592.80
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	$ 7,187.03	14.00	$ 100,618.42
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT	EA	$ 3,456.34	14.00	$ 48,388.76
0665 1 11	**PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD**	**EA**	**$ 364.47**	**40.00**	**$ 14,578.80**
0665 1 60	PEDESTRIAN DETECTOR, REMOVE- POLE/PEDESTAL TO REMAIN	EA	$ 78.09	6.00	$ 468.54
0670 5140	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070	AS	$ 36,751.04	3.00	$ 110,253.12
0684 90 102	NETWORK DEVICE, CELLULAR MODEM	EA	$ 2,049.37	3.00	$ 6,148.11
0700 3 101	**SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF**	**EA**	**$ 522.81**	**10.00**	**$ 5,228.10**
0700 3 201	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF	EA	$ 983.48	2.00	$ 1,966.96
0700 3 601	SIGN PANEL, REMOVE, UP TO 12 SF	EA	$ 101.86	6.00	$ 611.16
0700 5 22	**INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF**	**EA**	**$ 3,316.21**	**4.00**	**$ 13,264.84**
0700 11 391	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL OVERHEAD MOUNT- AC POWERED, BLANK	AS	$ 4,300.00	6.00	$ 25,800.00
				Signalization Subtotal	**$ 1,441,172.00**
0630 2 12	CONDUIT-SIGNALS, F&I, DIRECTIONAL BORE	LF	$ 32.19	1,363.00	$ 43,874.97
0635 2 11	PULL & SPLICE BOXES, F&I, 13"x24"	EA	$ 1,035.73	**28.00**	$ 29,000.44
0715 1 12	LIGHTING CONDUCTORS, F&I, INSULATED, NO.8 - 6	LF	$ 3.18	2,365.00	$ 7,520.70
0715 1 60	LIGHTING CONDUCTORS, REMOVE & DISPOSE, CONTRACTOR OWNS	LF	$ 0.78	1,815.00	$ 1,415.70
0715 11211	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE, ROADWAY, COBRA HEAD	EA	$ 1,745.31	**8.00**	$ 13,962.48
				Lighting Subtotal	**$ 95,774.00**
				SUBTOTAL	**$2,668,540.00**
	General Mobilization			10%	$ 266,854.00
	Maintenance of Traffic (MOT)			20%	$ 533,708.00
	Misc. & Contingency (Not including major utility)				$ 200,000.00
				CONSTRUCTION COST	**$ 3,669,102.00**
	Design (PE)			32%	$ 1,174,113.00
	CEI			18%	$ 660,438.00
				TOTAL PROJECT COST	**$ 5,503,653.00**

CONCEPTUAL COST ESTIMATE

SR 934/NW 79 Street from NW 27 Avenue to NW 1 Court (MP 36.59 to MP 39.09)

Pedestrian and Bicycle Safety Improvements

Alternative 3 with Right of Way Acquisition

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	**CLEARING AND GRUBBING**	**AC**	**$ 96,331.79**	**0.50**	**$ 48,165.90**
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 40.76	1,138.00	$ 46,384.88
0110 21	TREE PROTECTION BARRIER	LF	$ 6.52	264.00	$ 1,721.28
0120 1	REGULAR EXCAVATION	CY	$ 16.77	279.10	$ 4,680.51
0160 4	TYPE B STABILIZATION	SY	$ 5.63	837.00	$ 4,712.31
0285 709	OPTIONAL BASE, BASE GROUP 09	SY	$ 20.75	837.00	$ 17,367.75
0327 70 6	**MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH**	**SY**	**$ 3.62**	**23,944.45**	**$ 86,678.91**
0337 7 82	**ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22**	**TN**	**$ 196.16**	**2,115.00**	**$ 414,878.40**
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 34.86	1,164.00	$ 40,577.04
0520 1 10	**CONCRETE CURB & GUTTER, TYPE F**	**LF**	**$ 34.19**	**2,377.00**	**$ 81,269.63**
0520 2 4	CONCRETE CURB, TYPE D	LF	$ 27.60	133.00	$ 3,670.80
0520 5 11	TRAFFIC SEPARATOR CONCRETE- TYPE I, 4' WIDE	LF	$ 56.18	172.00	$ 9,662.96
0522 1	**CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK**	**SY**	**$ 51.71**	**411.00**	**$ 21,252.81**
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 59.62	91.00	$ 5,425.42
0522 4	BUS SHELTER PAD- CONCRETE	SY	$ 256.85	5.00	$ 1,284.25
0527 2	**DETECTABLE WARNINGS**	**SF**	**$ 36.18**	**238.00**	**$ 8,610.84**
0570 1 2	**PERFORMANCE TURF, SOD**	**SY**	**$ 5.65**	**1,117.00**	**$ 6,311.05**
				Roadway Subtotal	**$ 802,655.00**
0700 1 11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	AS	$ 395.76	100.00	$ 39,576.00
0700 1 13	SINGLE POST SIGN, F&I GROUND MOUNT, 21-30 SF	AS	$ 1,702.77	100.00	$ 170,277.00
0700 1 50	SINGLE POST SIGN, RELOCATE	AS	$ 341.44	2.00	$ 682.88
0700 1 60	SINGLE POST SIGN, REMOVE	AS	$ 24.73	12.00	$ 296.76
0700 2 13	MULTI- POST SIGN, F&I GROUND MOUNT, 21-30 SF	AS	$ 5,770.20	2.00	$ 11,540.40
0700 6 21	HIGHLIGHTED SIGN, F&I GROUND MOUNT- SOLAR POWERED, UP TO 12 SF	AS	$ 7,812.70	4.00	$ 31,250.80
0704 1 2	TUBULAR MARKER, DURABLE, 36" YELLOW POST	EA	$ 174.00	25.00	$ 4,350.00
0706 1 3	RAISED PAVEMENT MARKER, TYPE B	EA	$ 3.34	253.00	$ 845.02
0710 11 131	WIDE	GM	$ 354.33	0.05	$ 18.78
0710 11 290	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, ISLAND NOSE	SF	$ 2.05	35.00	$ 71.75
0710 90	PAINTED PAVEMENT MARKINGS - FINAL SURFACE	LS	$ 8,143.87	1.00	$ 8,143.87
0711 11 123	THERMOPLASTIC, STD, WHITE, SOLID, 12" FOR CROSSWALKS AND ROUNDABOUT	LF	$ 2.49	2,852.00	$ 7,101.48
0711 11 124	THERMOPLASTIC, STD, WHITE, SOLID, 18" FOR DIAGONAL AND CHEVRONS	LF	$ 2.92	66.00	$ 192.72
0711 11 125	THERMOPLASTIC, STD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 4.15	388.00	$ 1,610.20
0711 11 141	THERMOPLASTIC, STD, WHITE, 2-4 DOTTED GUIDELINE, 6"	GM	$ 1,914.43	0.04	$ 68.92
0711 11 160	THERMOPLASTIC, STD, WHITE, MESSAGE OR SYMBOL	EA	$ 94.53	5.00	$ 472.65
0711 11 170	THERMOPLASTIC, STD, WHITE, ARROW	EA	$ 62.54	13.00	$ 813.02
0711 11 224	THERMOPLASTIC, STD, YELLOW, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF	$ 3.26	79.00	$ 257.54
0711 11 241	THERMOPLASTIC, STD, YELLOW, 2-4 DOTTED GUIDELINE, 6"	GM	$ 2,815.18	0.16	$ 453.24
0711 14 125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 15.66	2,064.00	$ 32,322.24
0711 14 160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	$ 215.91	4.00	$ 863.64
0711 16 101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,367.62	0.77	$ 4,138.44
0711 16 102	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"	GM	$ 8,046.44	0.16	$ 1,263.29
0711 16 131	THERMOPLASTIC, STD-OTHER SURFACES, WHITE, SKIP, 6"	GM	$ 1,263.60	0.43	$ 547.14
0711 16 201	THERMOPLASTIC, STD, YELLOW, SOLID, 6"	GM	$ 4,965.66	0.68	$ 3,376.65
0711 16 231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	$ 1,239.17	0.02	$ 23.54
0711 17 1	MARKINGS- SURFACE TO REMAIN	SF	$ 4.93	1,700.00	$ 8,381.00
				Signing & Pavement Markings Subtotal	**$ 328,939.00**
0630 2 12	CONDUIT-SIGNALS, F&I, DIRECTIONAL BORE	LF	$ 32.19	2,180.00	$ 70,174.20
0632 7 1	SIGNAL CABLE,-NEW OR RECONSTRUCTED INTERSECTION, F&I	PI	$ 9,010.72	9.00	$ 81,096.48
0635 2 11	**PULL & SPLICE BOXES, F&I, 13"x24"**	**EA**	**$ 1,035.73**	**131.00**	**$ 135,680.63**
0635 2 12	PULL & SPLICE BOXES, F&I, 24"x36"	EA	$ 1,791.32	3.00	$ 5,373.96
0639 1122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER BY CONTRACTOR	AS	$ 5,029.60	3.00	$ 15,088.80
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	$ 9.55	45.00	$ 429.75
0641 2 12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE	EA	$ 2,525.22	3.00	$ 7,575.66
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 1,856.31	15.00	$ 27,844.65
0646 1 12	**ALUMINUM SIGNALS POLE, FURNISH & INSTALL PEDESTRIAN DETECTOR POST**	**EA**	**$ 1,297.12**	**13.00**	**$ 16,862.56**
0646 1 60	ALUMINUM SIGNALS POLE, REMOVE	EA	$ 285.56	2.00	$ 571.12
0649 21 2	**STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 30'-30'**	**EA**	**$ 80,160.00**	**1.00**	**$ 80,160.00**
0649 21 3	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 40'	EA	$ 49,679.81	2.00	$ 99,359.62
0649 21 6	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 50'	EA	$ 55,833.14	1.00	$ 55,833.14
0649 21 7	**STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 50'-30'**	**EA**	**$ 99,000.00**	**1.00**	**$ 99,000.00**
0649 21 10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	$ 69,731.30	3.00	$ 209,193.90
0649 21 21	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 78'	EA	$ 77,605.50	1.00	$ 77,605.50
0649 26 5	STEEL MAST ARM ASSEMBLY, REMOVE, DEEP FOUNDATION- BOLT ON ATTACHMENT	EA	$ 13,678.38	3.00	$ 41,035.14
0650 1 14	**VEHICULAR TRAFFIC SIGNAL, F&I, ALUMINUM, 3 SECTION, 1 WAY**	**AS**	**$ 1,168.75**	**29.00**	**$ 33,893.75**
0650 2 109	**VEHICULAR SIGNAL AUXILIARY, RETROFIT, F&I, BACKPLATE- FLEXIBLE REQ**	**EA**	**$ 349.58**	**34.00**	**$ 11,885.72**
0653 1 11	**PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY**	**AS**	**$ 1,031.57**	**17.00**	**$ 17,536.69**
0653 1 12	**PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAYS**	**AS**	**$ 1,512.89**	**4.00**	**$ 6,051.56**
0654 3 10	MIDBLOCK CROSSWALK: PEDESTRIAN HYBRID BEACON ASSEMBLY, FURNISH & INSTALL COMPLETE ASSEMBLY	AS	$ 2,159.28	10.00	$ 21,592.80
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	$ 7,187.03	14.00	$ 100,618.42
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT	EA	$ 3,456.34	14.00	$ 48,388.76
0665 1 11	**PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD**	**EA**	**$ 364.47**	**40.00**	**$ 14,578.80**
0665 1 60	PEDESTRIAN DETECTOR, REMOVE- POLE/PEDESTAL TO REMAIN	EA	$ 78.09	6.00	$ 468.54
0670 5140	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070	AS	$ 36,751.04	3.00	$ 110,253.12
0684 90 102	NETWORK DEVICE, CELLULAR MODEM	EA	$ 2,049.37	3.00	$ 6,148.11
0700 3 101	**SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF**	**EA**	**$ 522.81**	**10.00**	**$ 5,228.10**
0700 3 201	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF	EA	$ 983.48	2.00	$ 1,966.96
0700 3 601	SIGN PANEL, REMOVE, UP TO 12 SF	EA	$ 101.86	6.00	$ 611.16
0700 5 22	**INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF**	**EA**	**$ 3,316.21**	**4.00**	**$ 13,264.84**
0700 11 391	ELECTRONIC DISPLAY SIGN, FURNISH & INSTALL OVERHEAD MOUNT- AC POWERED, BLANK	AS	$ 4,300.00	6.00	$ 25,800.00
				Signalization Subtotal	**$ 1,441,172.00**
0630 2 12	CONDUIT-SIGNALS, F&I, DIRECTIONAL BORE	LF	$ 32.19	1,363.00	$ 43,874.97
0635 2 11	**PULL & SPLICE BOXES, F&I, 13"x24"**	**EA**	**$ 1,035.73**	**28.00**	**$ 29,000.44**
0715 1 12	LIGHTING CONDUCTORS, F&I, INSULATED, NO.8 - 6	LF	$ 3.18	2,365.00	$ 7,520.70
0715 1 60	LIGHTING CONDUCTORS, REMOVE & DISPOSE, CONTRACTOR OWNS	LF	$ 0.78	1,815.00	$ 1,415.70
0715 11211	**LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE, ROADWAY, COBRA HEAD**	**EA**	**$ 1,745.31**	**8.00**	**$ 13,962.48**
				Lighting Subtotal	**$ 95,774.00**
				SUBTOTAL	**$2,668,540.00**
	General Mobilization			10%	$ 266,854.00
	Maintenance of Traffic (MOT)			20%	$ 533,708.00
	Misc. & Contingency (Not including major utility)				$ 200,000.00
				CONSTRUCTION COST	**$3,669,102.00**
	Design (PE)			32%	$ 1,174,113.00
	CEI			18%	$ 660,438.00
	Right of Way				$ 175,900.00
				TOTAL PROJECT COST	**$ 5,679,553.00**

APPENDIX Q – DETAILED BENEFIT/COST ANALYSIS - ALTERNATIVE 3

FORM 511-09
SAFETY 7/1/1991

CONCEPTUAL ALTERNATIVE 3 WITHOUT RIGHT OF WAY ACQUISITION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1	SUBMITTED BY	**CHP**				WPA NO.	**N/A**			SAFETY PRIORITY	
2	DATE SUBMITTED	**March 9, 2023**				ENVIRONMENTAL STUDY					
3	PROJECT NO.	**250650-4-32-01 - TWO 104**								SKID (I.D.)	**N/A**
4	ALTERNATIVE NO.	**3**				SN	**NA**			SPEED	**40/35**
6	DISTRICT	**IV**	COUNTY	**DADE**	SECTION	**870809**	STATE ROAD	**934**		U.S. ROAD	**N/A**
7	BEGINNING MILE POST	**36.59**	ENDING MILE POST			**39.09**	LENGTH	**2.500**	miles	NODE	-
8	DESCRIPTION OF LOCATION/FACILITY TYPE	**SR 934/NW 79 Street from NW 25 Avenue to NW 1 Place- Alternative 3 (without ROW Costs)**									

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

Pedestrian and Bicycle Crashes along SR 934 from NW 27 Avenue to NW 1 Place due to lack midblock pedestrian crossings, substandard signage, lack of pedestrians refuge to cross SR 934
Rear End, Angle, and Left turn Crashes at SR 934 at NW 27 Avenue, NW 22 Avenue, and NW 17 Avenue

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)

See Report, Section 4

	2014	2015	2016	2017	2018	2019	2020	2021	2022	AVG.
11 **NO. PEDESTRIAN CRASHES TARGETED ALONG SEGMENT**					**25**	**17**	**10**	**13**	**13**	**15.6**
12 **NO. PEDESTRIAN CRASHES POTENTIALLY REDUCED**					**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**
NO. CRASHES TARGETED AT NW 27 AVE				**139.0**						**46.3**
NO. CRASHES REDUCED AT NW 27 AVE				**23.0**						**7.7**
NO. CRASHES TARGETED AT NW 22 AVE			**29.0**							**5.8**
NO. CRASHES REDUCED AT NW 22 AVE			**14.5**							**2.9**
NO. CRASHES TARGETED AT NW 17 AVE				**84.0**						**28.0**
NO. CRASHES REDUCED AT NW 17 AVE				**19.7**						**6.6**

Total Crashes Reduced per Year **20.1**

14 **CRASH INFORMATION FOR FACILITY**

COST/CRASH	$ 123,598
CRASH CLEANUP	$ 100
INTEREST RATE	4%

13

TYPE OF CRASH	NUMBER OF CRASHES (3/5-year)	CRASHES TO BE REDUCED	
Rear End	141	27.86	**
Head On	0	0.00	
Angle	34	4.40	**
Left Turn	77	24.92	**
Right Turn	0	0.00	
Sideswipe	0	0.00	
Backed Into	0	0.00	
Parked Car	0	0.00	
Pedestrian/Bicycle	78	15.21	*
Fixed Object	0	0.00	
Ran into Water	0	0.00	
Overturned	0	0.00	
Other	0	0.00	
Wet/Slippery		0.00	
Night Time		0.00	

* From Pedestrian Safety Study for SR 934 Segment
** From Intersection Safety Studies for NW 17 Ave/22 Ave/27 Ave

15 **ANNUAL COST OF IMPROVEMENTS**

	TYPE	COST	LIFE	CRF	ANNUAL COST
A.	R-O-W		20	0.0736	$ -
B.	P.E.C.E.I.	$ 1,834,551.00	15	0.0899	$ 165,001.54
C.	STRUCTURE	$ -	16	0.0858	$ -
D.	ROADWAY	$ 1,103,608.00	20	0.0736	$ 81,205.41
E.	SIGNING/PAVEMENT	$ 452,274.00	15	0.0899	$ 40,678.02
F.	SIGNALIZATION/LIGHTING	$ 2,113,220.00	15	0.0899	$ 190,065.33
G.	SUBTOTAL	$ 5,503,653.00			$ 476,950.30
H.	CHANGE IN MAINTENANCE				$ -
I.	CRASH CLEANUP				$ (296.00)
J.	**TOTAL**				**$ 476,654.30**

16 **BENEFITS**

A.	CRASH REDUCTION	20.09	crash @	$ 123,598	$ 2,482,671.83
B.	DELAY SAVINGS	0.00	veh-hrs @	$ -	$ -
	SUB TOTAL ANNUAL BENEFIT				**$ 2,482,671.83**
C.	OTHER BENEFIT	0		$ -	$ -
D.	**TOTAL ANNUAL BENEFIT**				**$ 2,482,671.83**

NET BENEFIT/COST	$ 2,482,671.83	$ 476,654.30	**5.2**
SAFETY BENEFIT/COST	$ 2,482,671.83	$ 476,654.30	**5.2**

PREPARED BY **JS** APPROVED BY **KC** DATE **03/09/2023**

COMMENTS/CRASH REDUCTION METHOD:

FWHA-2008 DESKTOP REFERENCE FOR CRASH REDUCTION FACTORS & CMF CLEARINGHOUSE

HIGH CRASH LISTINGS:

HCL LISTING

CONCEPTUAL ALTERNATIVE 3 WITH RIGHT OF WAY ACQUISITION

FORM 511-09
SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1	SUBMITTED BY	**CHP**				WPA NO.	**N/A**			SAFETY PRIORITY	
2	DATE SUBMITTED	**March 9, 2023**				ENVIRONMENTAL STUDY					
3	PROJECT NO.	**250650-4-32-01 - TWO 104**								SKID (I.D.)	**N/A**
4	ALTERNATIVE NO.	**3**				SN	**NA**			SPEED	**40/35**
6	DISTRICT	**IV**	COUNTY	**DADE**	SECTION	**870809**	STATE ROAD	**934**		U.S. ROAD	**N/A**
7	BEGINNING MILE POST	**36.59**	ENDING MILE POST			**39.09**	LENGTH	**2.500**	miles	NODE	-
8	DESCRIPTION OF LOCATION/FACILITY TYPE	**SR 934/NW 79 Street from NW 25 Avenue to NW 1 Place- Alternative 3 (with ROW Costs)**									

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

Pedestrian and Bicycle Crashes along SR 934 from NW 27 Avenue to NW 1 Place due to lack midblock pedestrian crossings, substandard signage, lack of pedestrians refuge to cross SR 934
Rear End, Angle, and Left turn Crashes at SR 934 at NW 27 Avenue, NW 22 Avenue, and NW 17 Avenue

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)

See Report, Section 4

		2014	2015	2016	2017	2018	2019	2020	2021	2022	AVG.
11	**NO. PEDESTRIAN CRASHES TARGETED ALONG SEGMENT**					**25**	**17**	**10**	**13**	**13**	**15.6**
12	**NO. PEDESTRIAN CRASHES POTENTIALLY REDUCED**					**3.0**	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**
	NO. CRASHES TARGETED AT NW 27 AVE				**139.0**						**46.3**
	NO. CRASHES REDUCED AT NW 27 AVE				**23.0**						**7.7**
	NO. CRASHES TARGETED AT NW 22 AVE			**29.0**							**5.8**
	NO. CRASHES REDUCED AT NW 22 AVE			**14.5**							**2.9**
	NO. CRASHES TARGETED AT NW 17 AVE				**84.0**						**28.0**
	NO. CRASHES REDUCED AT NW 17 AVE				**19.7**						**6.6**

Total Crashes Reduced per Year **20.1**

14 **CRASH INFORMATION FOR FACILITY**

COST/CRASH	$ 123,598
CRASH CLEANUP	$ 100
INTEREST RATE	4%

13

TYPE OF CRASH	NUMBER OF CRASHES (3/5-year)	CRASHES TO BE REDUCED	
Rear End	141	27.86	**
Head On	0	0.00	
Angle	34	4.40	**
Left Turn	77	24.92	**
Right Turn	0	0.00	
Sideswipe	0	0.00	
Backed Into	0	0.00	
Parked Car	0	0.00	
Pedestrian/Bicycle	78	15.21	*
Fixed Object	0	0.00	
Ran into Water	0	0.00	
Overturned	0	0.00	
Other	0	0.00	
Wet/Slippery		0.00	
Night Time		0.00	

* From Pedestrian Safety Study for SR 934 Segment
** From Intersection Safety Studies for NW 17 Ave/22 Ave/27 Ave

15 **ANNUAL COST OF IMPROVEMENTS**

	TYPE	COST	LIFE	CRF	ANNUAL COST
A.	R-O-W	$ 175,900.00	20	0.0736	$ 12,943.03
B.	P.E.C.E.I.	$ 1,834,551.00	15	0.0899	$ 165,001.54
C.	STRUCTURE	$ -	16	0.0858	$ -
D.	ROADWAY	$ 1,103,608.00	20	0.0736	$ 81,205.41
E.	SIGNING/PAVEMENT	$ 452,274.00	15	0.0899	$ 40,678.02
F.	SIGNALIZATION/LIGHTING	$ 2,113,220.00	15	0.0899	$ 190,065.33
G.	SUBTOTAL	$ 5,679,553.00			$ 489,893.33
H.	CHANGE IN MAINTENANCE				$ -
I.	CRASH CLEANUP				$ (296.00)
J.	**TOTAL**				**$ 489,597.33**

16 **BENEFITS**

A.	CRASH REDUCTION	20.09	crash @	$ 123,598	$	2,482,671.83
B.	DELAY SAVINGS	0.00	veh-hrs @	$ -	$	-
	SUB TOTAL ANNUAL BENEFIT				**$**	**2,482,671.83**
C.	OTHER BENEFIT	0		$ -	$	-
D.	**TOTAL ANNUAL BENEFIT**				**$**	**2,482,671.83**

NET BENEFIT/COST	$ 2,482,671.83	$ 489,597.33	**5.1**
SAFETY BENEFIT/COST	$ 2,482,671.83	$ 489,597.33	**5.1**

PREPARED BY **JS** APPROVED BY **KC** DATE **03/09/2023**

COMMENTS/CRASH REDUCTION METHOD:

FWHA-2008 DESKTOP REFERENCE FOR CRASH REDUCTION FACTORS & CMF CLEARINGHOUSE

HIGH CRASH LISTINGS:

HCL LISTING

WITHOUT ROW ACQUISITION

Project Name	**SR 934/NW 79 Street From NW 27 Avenue to NW 1 place**
Current Year	2023
Project Completion	2027
Project Life	15
Project Category	New Pedestrian Crossings, Raised Median, Signage
Discount Rate	0.07
Project Ends	2041

Estimated Reduction in Crashes = 20.0866666666667 crashes/year; Total Annual benefit = $2,482,672; Cost Per Crash $123,598

Year #	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Calendar Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Estimated Cost	$5,503,653																		
Estimated Benefits		2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672
Calculation																			
Discount Factor	1.000	0.935	0.873	0.816	0.763	0.713	0.666	0.623	0.582	0.544	0.508	0.475	0.444	0.415	0.388	0.362	0.339	0.317	0.296
Discounted Cost	-5,503,653	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Discounted Benefits	0	2,320,254	2,168,462	2,026,600	1,894,018	1,770,111	1,654,309	1,546,083	1,444,938	1,350,409	1,262,064	1,179,500	1,102,336	1,030,221	962,823	899,835	840,967	785,950	734,533
NPV	**10,671,531**																		

WITH ROW ACQUISITION

Project Name	**SR 934/NW 79 Street From NW 27 Avenue to NW 1 Place**
Current Year	2023
Project Completion	2027
Project Life	15
Project Category	New Pedestrian Crossings, Raised Median, Signage
Discount Rate	0.07
Project Ends	2041

Estimated Reduction in Crashes = 20.0866666666667 crashes/year; Total Annual benefit = $2,482,672; Cost Per Crash $123,598

Year #	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Calendar Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Estimated Cost	$5,679,553																		
Estimated Benefits		2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672	2,482,672
Calculation																			
Discount Factor	1.000	0.935	0.873	0.816	0.763	0.713	0.666	0.623	0.582	0.544	0.508	0.475	0.444	0.415	0.388	0.362	0.339	0.317	0.296
Discounted Cost	-5,679,553	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Discounted Benefits	0	2,320,254	2,168,462	2,026,600	1,894,018	1,770,111	1,654,309	1,546,083	1,444,938	1,350,409	1,262,064	1,179,500	1,102,336	1,030,221	962,823	899,835	840,967	785,950	734,533
NPV	**10,495,631**																		