RRR SAFETY REVIEW CRASH UPDATE

FLORIDA DEPARTMENT OF TRANSPORTATION

TWO 75

DISTRICT SIX – TRAFFIC OPERATIONS

Districtwide Traffic Operations & Safety Studies

June 2023

FPID 250650-5-32-01

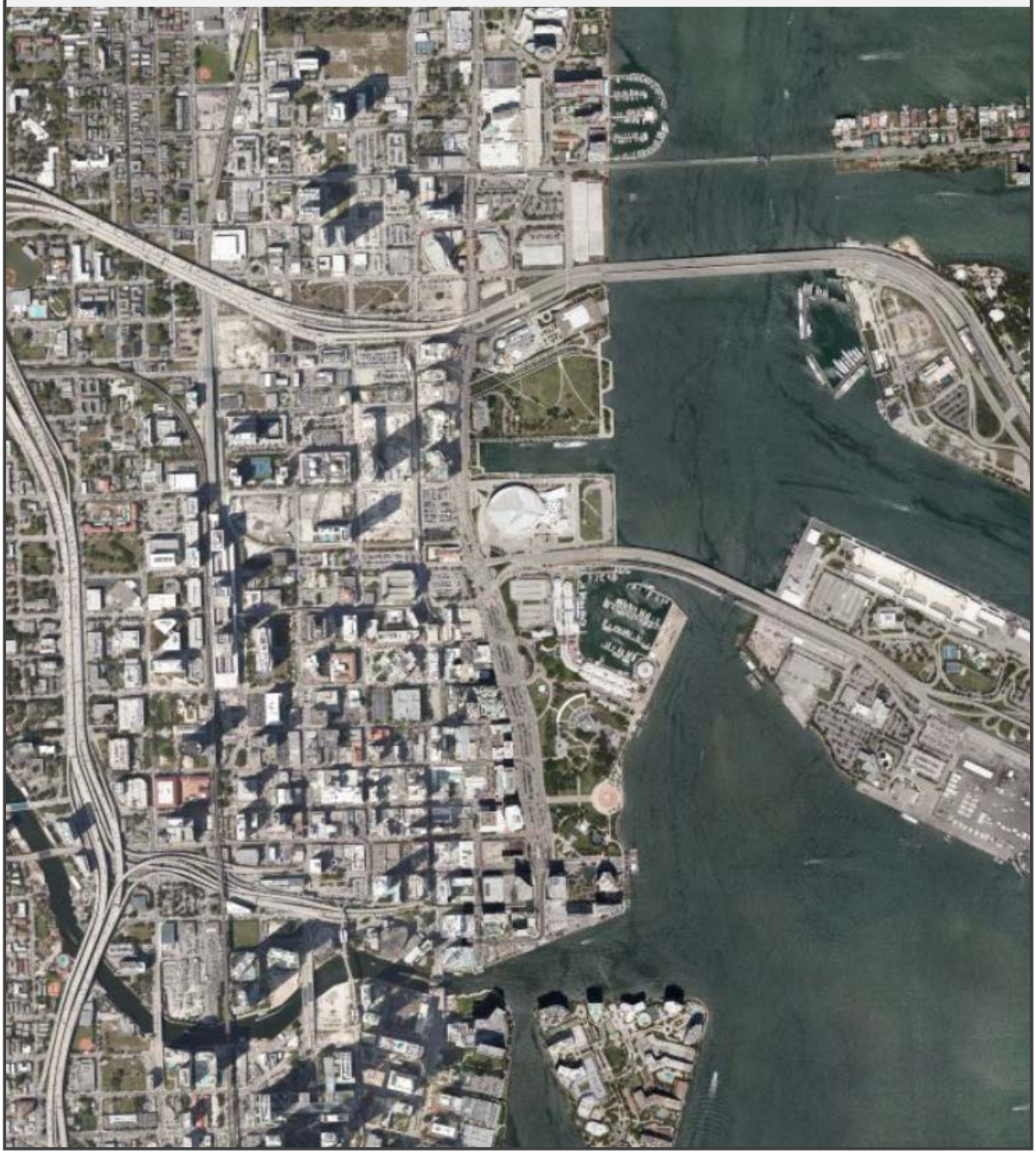
Contract C-AA02

SR 886/Port Boulevard

From Biscayne Boulevard

To Port Miami

Section 87061000 (MP 0.000 to 0.776)



FDOT Project Manager: Cristina Morales, P.E.

Resurfacing, Restoration, and Rehabilitation (RRR/3R)

CRASH UPDATE

District Six Traffic Operations

District-Wide Traffic Operations & Safety Studies

FM: 250650-5-32-01

Contract No. C-AA02

Task Work Order No. 75

SR 886/PORT BOULEVARD

From Biscayne Boulevard to Port Miami

Section 87061000 (MP 0.000 TO MP 0.776)

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ENGINEER'S CERTIFICATION

I, Keffler Castro, PE, with Florida PE 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.

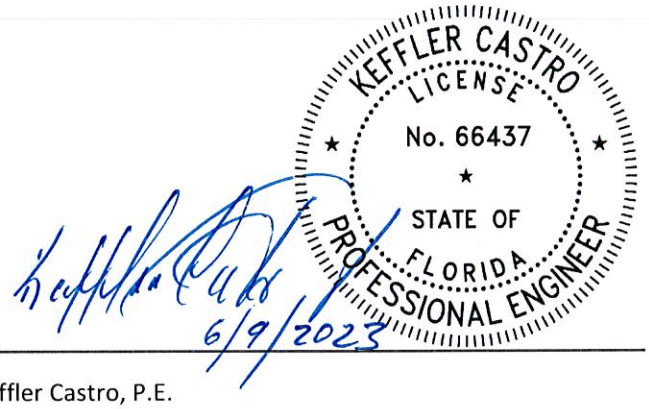
Project Description:

CRASH UPDATE FOR 3R SAFETY REVIEW

SR 886/PORT BOULEVARD

FROM BISCAYNE BOULEVARD TO PORT MIAMI

SECTION 87061000 (MP 0.000 TO MP 0.776)



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1. INTRODUCTION

The segment of SR 886/Port Boulevard from Biscayne Boulevard to Port Miami was identified by the Department as a candidate for a Resurfacing, Restoration, and Rehabilitation (3R) project with FM No. 443913-1. A 3R Safety Review was completed in April 2020 in response to the Department's request. The 3R Safety Review included a crash analysis for the segment based on the crash data for the period starting on January 1, 2014, and ending on December 31, 2016. This Technical Memorandum has been prepared in response to the Department's request for an update on the 3R Safety Review crash analysis based on crash data starting on January 1, 2017, and ending on December 31, 2019, and performing field review during AM, MIDDAY, and PM conditions. This Technical Memorandum aims to confirm previous crash patterns and safety countermeasures or identify new crash patterns, suggest a further review, and/or recommend new safety countermeasures to enhance safety and operations and that could be implemented through the subject 3R Project. **Figure 1.1** depicts the study area.

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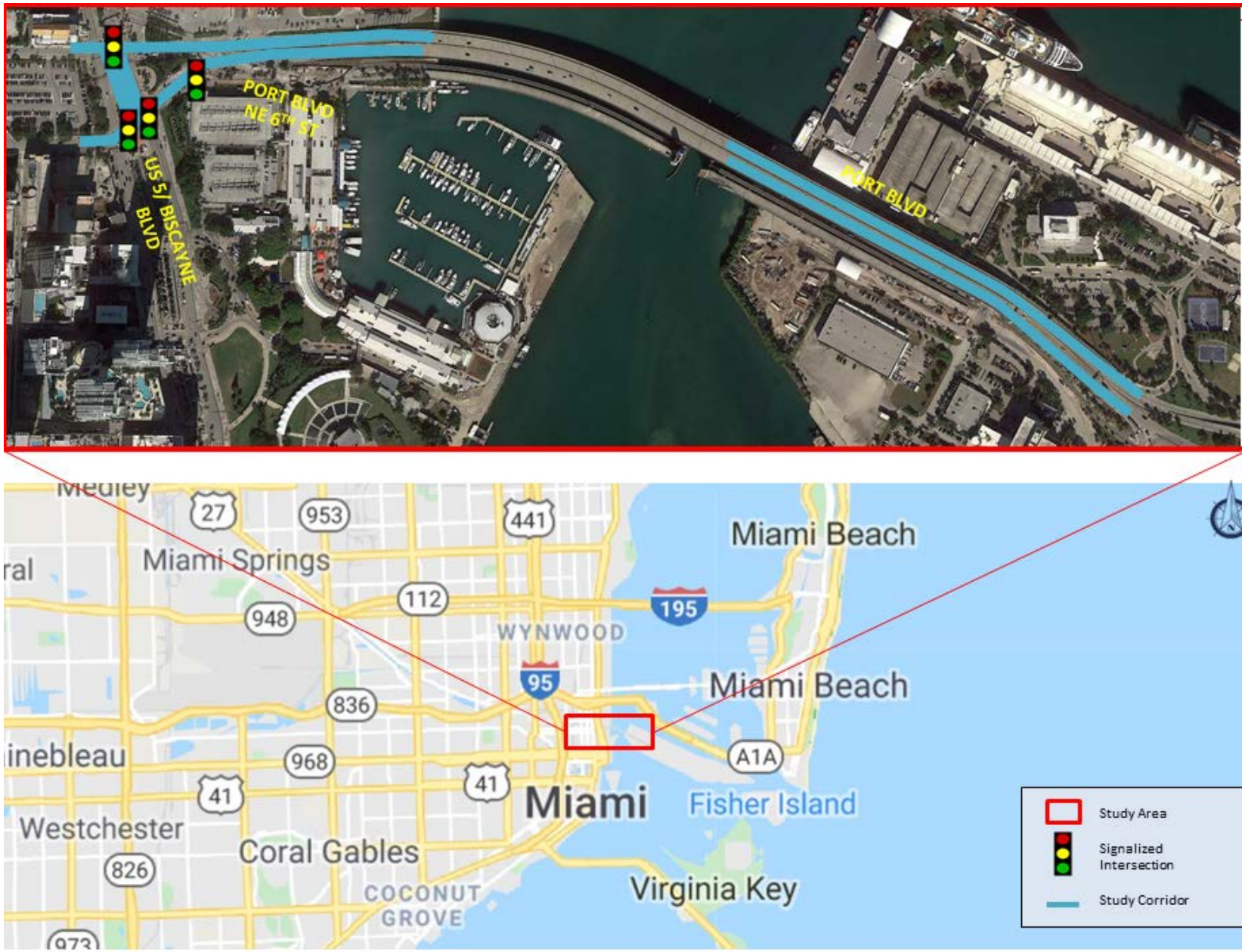

Figure 1.1: Project Location Map

2. CRASH ANALYSIS

The crash data for the five years (January 1, 2018 to December 31, 2022) for 87061000/SR 886/Port Boulevard from MP 0.000 to 0.776 and 87030000/SR 5/US 1/Biscayne Boulevard from MP 11.309 to MP 11.350 was downloaded from the FDOT's Crash Analysis Reporting (CAR) Online Database, Signal Four Analytics database, and the State Safety Office GIS Query Tool (SSOGis), and summarized for the study area. A review was conducted by individually reviewing the police reports for all crashes and updating the database for crash information such as crash type, contributing cause, vehicle travel direction, number of injuries, etc. The following is a summary of the Analysis:

- The segment experienced 152 crashes in the five years, with a yearly breakdown of 39, 31, 13, 33, and 36 (2018, 2019, 2020, 2021, and 2022, respectively). The Covid 19 pandemic could cause a drop in crashes in 2020.
- The percentage of nighttime crashes (night/dusk/dawn) was 33.6% (51 crashes), above the district-wide average of 28.5%.
- The percentage of crashes during wet/slippery pavement conditions was 11.2% (17 crashes), slightly below the district-wide average of 11.8%.
- Based on crash severity, 9.2% (14 crashes) were injury-type crashes, and 90.8% (138 crashes) were property damage-only crashes. *There were no fatal crashes during the five-year study period.*
- The leading types of crashes were sideswipe, with 79 crashes and rear-end, with 42 crashes. These are the same leading crashes identified in the 3R safety review completed in August 2020.
- There were four (4) pedestrian and three (3) bicycle crashes during the five years study period. *Since pedestrian and bicycle features such as high-emphasis crosswalks and countdown pedestrian signal heads were upgraded recently, these crash types were not further investigated.*

Table 2.1 presents a summary by crash type for the segment, and **Table 2.2** presents a crash summary by different categories, such as lighting conditions, surface conditions, and weather conditions. The same information is depicted graphically in **Figure 2.1** for visual comparison.

Table 2-1: Crash Summary by Type – Segment

SR 886/Port Boulevard From SR 5/US 1/Biscayne Boulevard to Port Miami		Number of Crashes Year 2018	2019	2020	2021	2022	5 Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	10	10	3	11	8	42	8	27.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	6	2	1	2	7	18	4	11.8%
	Left Turn	0	1	0	1	0	2	0	1.3%
	Right Turn	1	0	0	0	0	1	0	0.7%
	Sideswipe	18	17	8	17	19	79	16	52.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	2	1	1	0	0	4	1	2.6%
	Bicycle	1	0	0	1	1	3	1	2.0%
	Fixed Object	1	0	0	1	0	2	0	1.3%
	Concrete Traffic Barrier	0	0	0	1	0	1	0	0.7%
	Other Fixed Object	1	0	0	0	0	1	0	0.7%
	Other Non Fixed Object Collisions	0	0	0	0	1	1	0	0.7%
	Parked Motor Vehicle	0	0	0	0	1	1	0	0.7%
	Total Crashes	***39***	***31***	***13***	***33***	***36***	***152***	***30***	***100.0%***

Table 2-2: Crash Summaries by Other Categories – Segment

SR 886/Port Boulevard From SR 5/US 1/Biscayne Boulevard to Port Miami		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2018	2019	2020	2021	2022			
SEVERITY	PDO Crashes	32	30	12	30	34	138	28	90.8%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	7	1	1	3	2	14	3	9.2%
LIGHTING	Daylight	29	21	7	21	23	101	20	66.4%
	Dusk	0	0	1	1	2	4	1	2.6%
	Dawn	0	1	0	0	1	2	0	1.3%
	Dark	10	9	5	11	10	45	9	29.6%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE	Dry	36	25	12	27	35	135	27	88.8%
	Wet	3	6	1	6	1	17	3	11.2%
	Others	0	0	0	0	0	0	0	0.0%
MONTH	January	4	2	7	2	5	20	4	13.2%
	February	4	2	3	3	4	16	3	10.5%
	March	1	2	0	1	5	9	2	5.9%
	April	7	5	1	1	3	17	3	11.2%
	May	2	1	0	3	3	9	2	5.9%
	June	2	1	0	2	0	5	1	3.3%
	July	2	2	0	4	1	9	2	5.9%
	August	0	2	0	2	4	8	2	5.3%
	September	1	2	0	3	2	8	2	5.3%
	October	7	6	2	5	2	22	4	14.5%
	November	6	3	0	4	3	16	3	10.5%
	December	3	3	0	3	4	13	3	8.6%
DAY	Monday	6	5	2	5	3	21	4	13.8%
	Tuesday	7	4	1	2	3	17	3	11.2%
	Wednesday	6	2	1	1	2	12	2	7.9%
	Thursday	6	3	2	3	4	18	4	11.8%
	Friday	2	7	4	8	7	28	6	18.4%
	Saturday	6	7	1	11	9	34	7	22.4%
	Sunday	6	3	2	3	8	22	4	14.5%
HOUR	00:00-06:00	2	6	0	3	0	11	2	7.2%
	06:00-09:00	7	2	2	7	5	23	5	15.1%
	09:00-11:00	5	6	1	2	3	17	3	11.2%
	11:00-13:00	3	4	2	2	7	18	4	11.8%
	13:00-15:00	4	3	2	4	3	16	3	10.5%
	15:00-18:00	8	5	1	5	4	23	5	15.1%
	18:00-21:00	3	3	3	5	7	21	4	13.8%
	21:00-24:00	7	2	2	5	7	23	5	15.1%
WEATHER	Clear	35	26	12	27	33	133	27	87.5%
	Cloudy	2	0	0	0	2	4	1	2.6%
	Other	0	0	0	0	0	0	0	0.0%

Table 2.3 and **Figure 2.2** present an overall perspective of the clustering and staggering of crashes along the study segment. From **Table 2.4**, **Figure 2.2**, and a review of the crash summaries and/EVA analysis (raw data) for all intersections along the entire segment, the following locations are further investigated:

- SR 886/Port Boulevard/NE 5th Street and SR 5/US 1/Biscayne Boulevard
- SR 5/US 1/Biscayne Boulevard and NE 6th Street

Collision Diagrams were prepared for the above locations for the analysis period of January 1, 2018, through December 31, 2022, and are presented in **Appendix A**. The raw crash data for the segment is also presented in **Appendix B**.

Figure 2.1: Histograms of Crash Summaries

Table 2-3: Crash Distribution by Intersection

Location	2018	2019	2020	2021	2022	PDO	Injury	Fatal	Totals
SR 886/Port Boulevard/NE 5 Street	17	18	7	17	25	74	10	0	84
SR 886/Port Boulevard/NE 6 Street	19	11	5	15	11	57	4	0	61
Bayside Exit	3	2	0	1	0	6	0	0	6
Intercoastal Waterway	0	0	1	0	0	1	0	0	1
Total	**39**	**31**	**13**	**33**	**36**	**138**	**14**	**0**	**152**

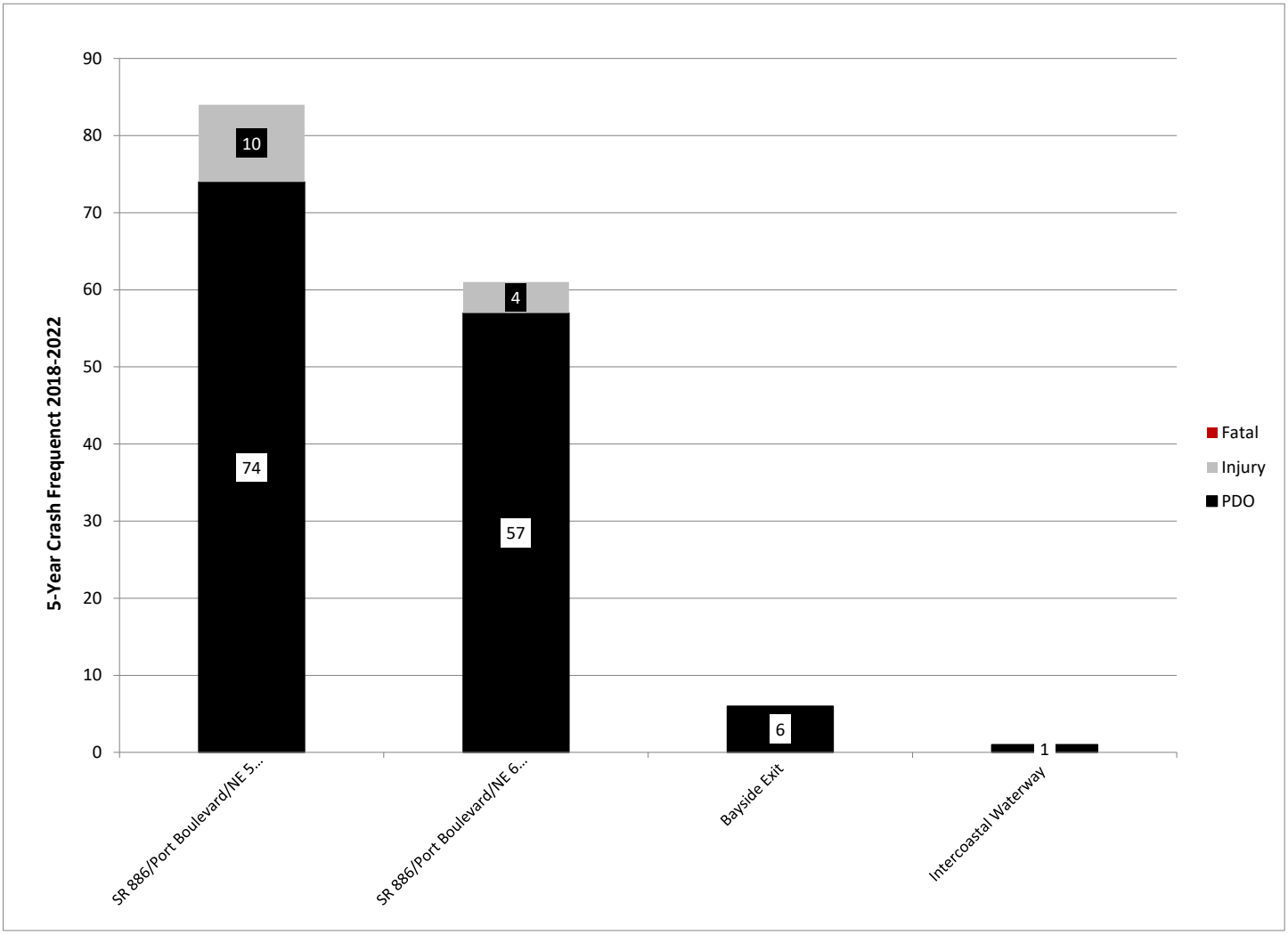

Figure 2.2: Crash Distribution by Intersection

SR 886/Port Boulevard/NE 5th Street and SR 5/US 1/Biscayne Boulevard

- Given this intersection's geometric layout, an expected value analysis (EVA) was not performed; instead, a frequency analysis was conducted.
- There were 84 crashes in the five-year study period, with a yearly breakdown of 17, 18, 7, 17, and 25 (2018, 2019, 2020, 2021, and 2022). The Covid 19 pandemic could cause a drop in crashes in 2020.
- The percentage of crashes during nighttime (night/dusk/dawn) was 36.9% (31 crashes), above the district-wide average of 28.5%.
- The percentage of crashes during wet/slippery pavement conditions was 13.1% (11 crashes), above the district-wide average of 11.8%.
- Based on crash severity, 11.9% (10 crashes) were injury-type crashes, and 88.1% (74 crashes) were property damage-only crashes. *There were no fatal crashes during the five-year study period.*
- There were no specific peak periods for all crashes.
- The leading crash types were sideswipe at 54.8% (46 crashes) and rear-end at 26.2% (22 crashes). However, since rear-end crashes were spread out and low in frequency, a crash pattern was not identified and will no longer be investigated.
- Of the 46 sideswipe crashes, 18 crashes involved eastbound left-turn vehicles at the east signal, with a yearly breakdown of four (4), four (4), one (1), five (5), and four (4). There was no specific peak period for sideswipe crashes. Improper turn from the inside through lane was the leading cause of the sideswipe crashes.
- There were three (3) pedestrian and two (2) bicycle crashes. *Since pedestrian and bicycle features such as high-emphasis crosswalks and countdown pedestrian signal heads were upgraded recently, these crash types are not further investigated.*

Table 2.5 summarizes the crash statistics of the intersection.

Table 2-4: Crash Statistics - SR 886/Port Blvd/NE 5th St and SR 5/US 1/Biscayne Blvd

SR 886/Port Boulevard/NE 5 Street at SR 5/US 1/Biscayne Boulevard		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2018	2019	2020	2021	2022			
CRASH TYPE	Rear End	4	4	1	7	6	22	4	26.2%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	1	0	1	1	5	8	2	9.5%
	Left Turn	0	1	0	0	0	1	0	1.2%
	Right Turn	1	0	0	0	0	1	0	1.2%
	Sideswipe	9	13	4	8	12	46	9	54.8%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	2	0	1	0	0	3	1	3.6%
	Bicycle	0	0	0	1	1	2	0	2.4%
	Fixed Object	0	0	0	0	0	0	0	0.0%
	Other Non Fixed Object Collisions	0	0	0	0	1	1	0	1.2%
	Parked Motor Vehicle	0	0	0	0	1	1	0	1.2%
	Total Crashes	***17***	***18***	***7***	***17***	***25***	***84***	***17***	***100.0%***
SEVERITY	PDO Crashes	13	18	6	14	23	74	15	88.1%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	4	0	1	3	2	10	2	11.9%
LIGHTING	Daylight	10	12	4	11	16	53	11	63.1%
	Dusk	0	0	0	1	2	3	1	3.6%
	Dawn	0	1	0	0	0	1	0	1.2%
	Dark	7	5	3	5	7	27	5	32.1%
SURFACE	Dry	16	14	6	13	24	73	14.6	86.9%
	Wet	1	4	1	4	1	11	2	13.1%

SR 886/Port Boulevard/NE 6th Street and SR 5/US 1/Biscayne Boulevard

- Given this intersection's geometric layout, an expected value analysis (EVA) was not performed; instead, a frequency analysis was conducted.
- There were 61 crashes in the five-year study period, with a yearly breakdown of 19, 11, 5, 15, and 11 (2018, 2019, 2020, 2021, and 2022).
- The percentage of crashes during nighttime (night/dusk/dawn) was 29.5% (18 crashes), slightly above the district-wide average of 28.5%.
- The percentage of crashes during wet/slippery pavement conditions was 8.2% (5 crashes), below the district-wide average of 11.8%.
- Based on crash severity, 8.9% (4 crashes) were injury-type crashes, and 91.1% (41 crashes) were property damage-only crashes. *There were no fatal crashes during the five-year study period.*
- The peak periods for all crashes were 9 PM to Midnight, with 13 crashes (19.7%).
- The leading crash types were sideswipe at 50.8% (31 crashes) and rear-end at 27.9% (17 crashes). However, since rear-end crashes were spread out and low in frequency, a crash pattern was not identified and will no longer be investigated.
- Of the 31 sideswipe crashes, (13) involved northbound vehicles, (14) westbound vehicles, and four (4) southbound vehicles. There was no specific peak period for sideswipe crashes. Improper Passing was the leading cause of the sideswipe crashes.
- There were one (1) pedestrian and one (1) bicycle crashes. *Since pedestrian and bicycle features such as high-emphasis crosswalks and countdown pedestrian signal heads were upgraded recently, these crash types are not further investigated.*

Table 2.6 summarizes the crash statistics of the intersection.

Table 2-5: Crash Statistics - SR 886/Port Blvd/NE 6th St and SR 5/US 1/Biscayne Blvd

SR 886/Port Boulevard/NE 6 Street at SR 5/US 1/Biscayne Boulevard		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2018	2019	2020	2021	2022			
CRASH TYPE	Rear End	4	5	2	4	2	17	3	27.9%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	4	2	0	1	2	9	2	14.8%
	Left Turn	0	0	0	1	0	1	0	1.6%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	9	3	3	9	7	31	6	50.8%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	1	0	0	0	1	0	1.6%
	Bicycle	1	0	0	0	0	1	0	1.6%
	Fixed Object	1	0	0	0	0	1	0	1.6%
	Other Fixed Object	1	0	0	0	0	1	0	1.6%
	Other Non Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Total Crashes	***19***	***11***	***5***	***15***	***11***	***61***	***12***	***100.0%***
SEVERITY	PDO Crashes	16	10	5	15	11	57	11	93.4%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	3	1	0	0	0	4	1	6.6%
LIGHTING	Daylight	16	7	3	10	7	43	9	70.5%
	Dusk	0	0	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	1	1	0	1.6%
	Dark	3	4	2	5	3	17	3	27.9%
SURFACE	Dry	17	10	5	13	11	56	11.2	91.8%
	Wet	2	1	0	2	0	5	1	8.2%

3. FIELD REVIEW

Field reviews were conducted on Wednesday, September 21, 2022, from 3:30 PM to 5:00 PM and Wednesday, October 5, 2022, from 7:30 AM to 9:30 AM during the typical peak periods. In addition, a field review was conducted on October 18, from 6:00 PM to 7:30 PM, before an event in the FTX Arena. The following observations were made:

AM and PM Field Reviews (Typical Peak Hours)

- Low to moderate volumes were observed on the morning and afternoon field reviews. Queues from all approaches at NE 5th Street and NE 6th Street were short and cleared with their respective phases.
- Moderate pedestrian and bicycle activity was observed during the morning and afternoon field reviews. Most pedestrians/bicyclists followed the traffic signal and signs indications and regulations. A few pedestrians crossing away from the crosswalk on the south leg were observed. In addition, several pedestrians going from/to the FTX Arena and the Bayside plaza were observed crossing near the railroad tracks on the east leg. Note that a path for pedestrians connects FTX Arena and Bayside Plaza. The path runs below the Port Boulevard bridge.
- Most eastbound vehicles traveling in the shared left-turn/through and inside-through lanes performed left-turn instead of through movements during all field reviews. However, several conflicts occurred between eastbound through vehicles traveling in the shared left-turn lanes and eastbound vehicles performing illegal left-turn movements from the inside-through lane.

PM Field Review (Before FTX Event)

- High pedestrian activity before the FTX Arena event was observed. No conflicts between vehicles and pedestrians were observed. Police officers assisted pedestrians crossings NE 5th Street and NE 6th Street. A few pedestrians from the Bayside plaza to the FTX Arena were crossing near the railroad tracks on the east leg.
- During typical peak hours, most eastbound vehicles traveling in the shared left-turn/through and inside-through lanes performed left-turn instead of through movements during all field reviews.
- A few northbound vehicles were observed performing illegal left turn movements from the inside through lane.


Photo 3 – Looking East at NE 5th Street (AM)
PortMiami
Port Miami
SOUTH
Low volume on EB approach
New overhead guide signs
Eastbound approach

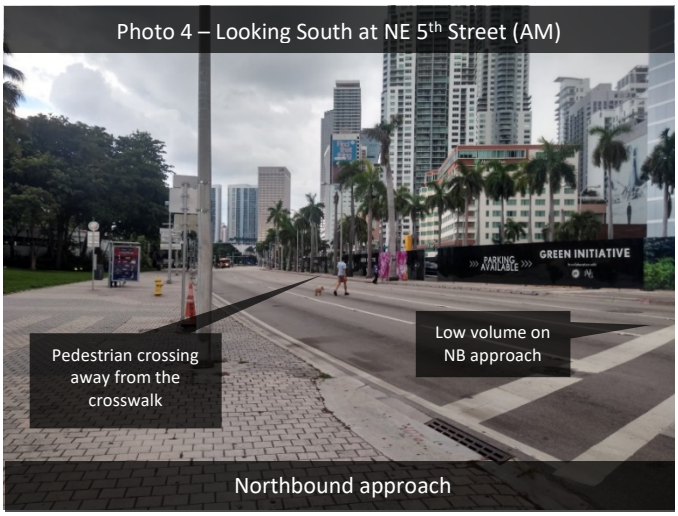
Photo 4 – Looking South at NE 5th Street (AM)
GREEN INITIATIVE
Pedestrian crossing away from the crosswalk
Low volume on NB approach
Northbound approach


Photo 5 – Looking West at NE 6th Street (AM)
SOUTH
NORTH
Low volume on EB approach
Westbound approach


Photo 6 – Looking East at NE 6th Street (AM)
Low volume on EB approach
Westbound approach

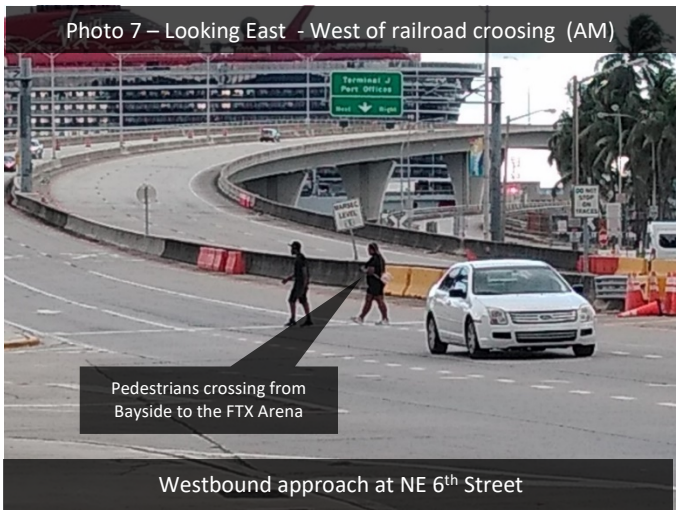
Photo 7 – Looking East - West of railroad croosing (AM)
Terminal J
Port Offices
Pedestrians crossing from Bayside to the FTX Arena
Westbound approach at NE 6th Street

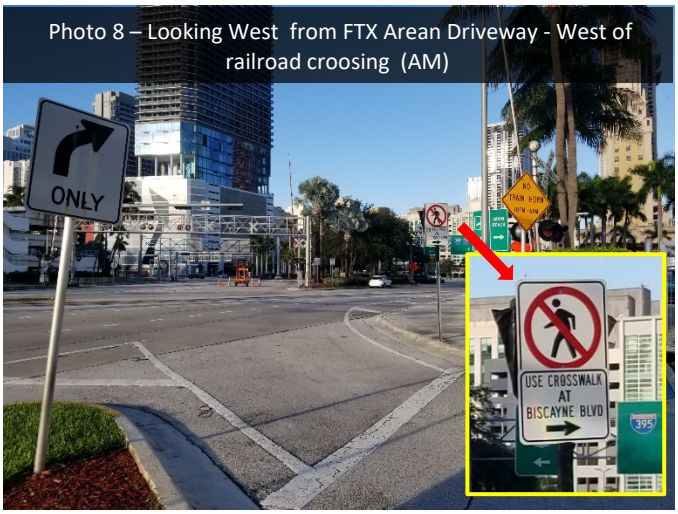
Photo 8 – Looking West from FTX Arean Driveway - West of railroad croosing (AM)
ONLY
USE CROSSWALK AT BISCAYNE BLVD
395

Photo 9 – Pedestrian path connecting FTX Arena and Bayside Plaza

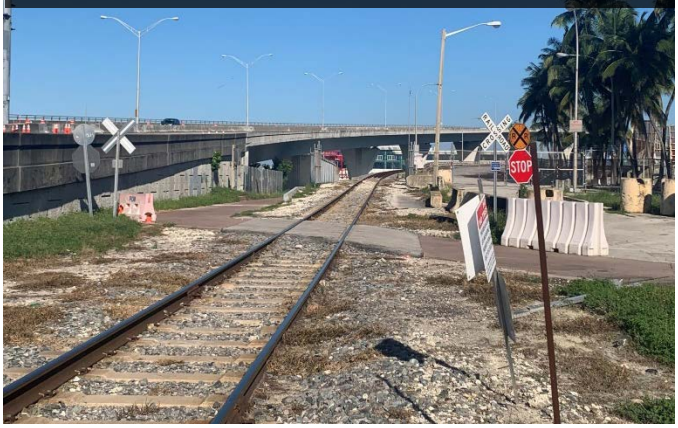

Photo 10 – Pedestrian path connecting FTX Arena and Bayside Plaza

Photo 11 – Pedestrian path connecting FTX Arena and Bayside Plaza

Photo 12 – Pedestrian path connecting FTX Arena and Bayside Plaza

Photo 13 – Pedestrian path connecting FTX Arena and Bayside Plaza


Photo 14 – Looking South at NE 5th Street (PM)
Low volume on NB approach
Northbound approach

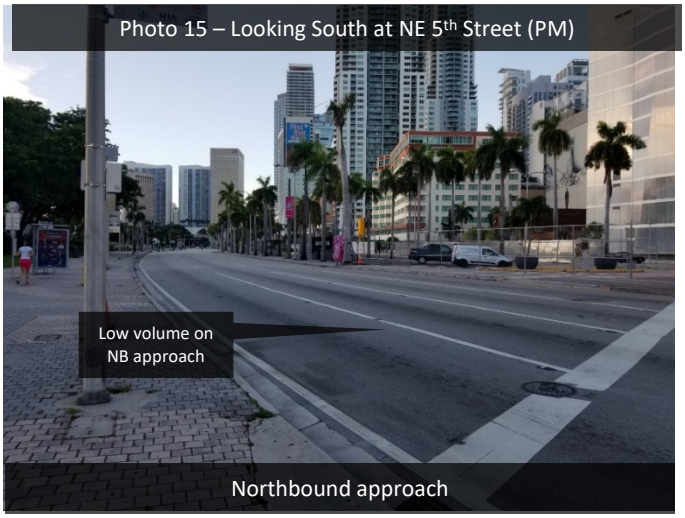
Photo 15 – Looking South at NE 5th Street (PM)
Low volume on NB approach
Northbound approach

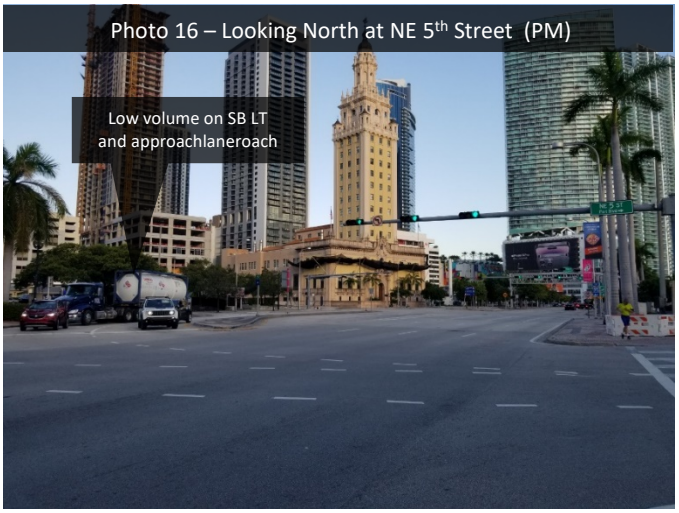
Photo 16 – Looking North at NE 5th Street (PM)
Low volume on SB LT and approachlaneroach

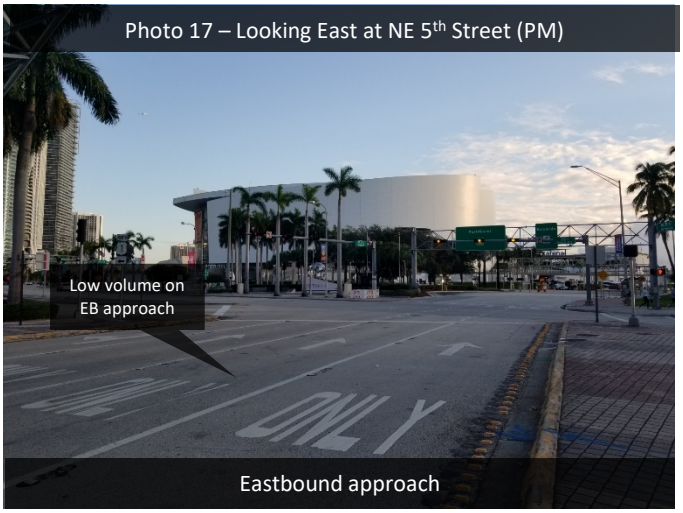
Photo 17 – Looking East at NE 5th Street (PM)
Low volume on EB approach
Eastbound approach

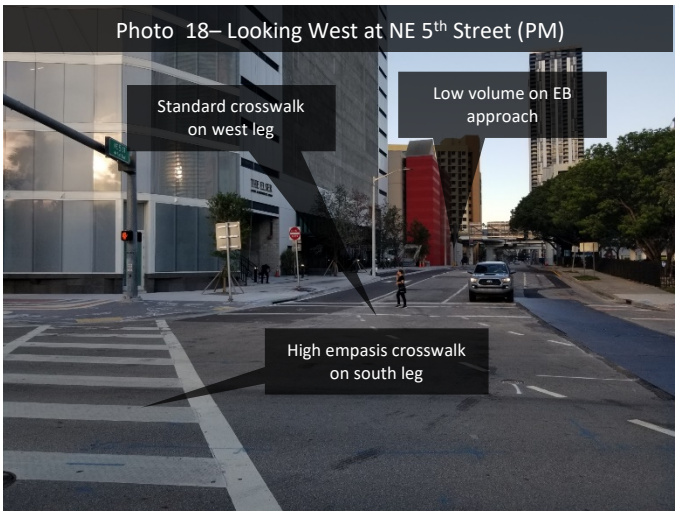
Photo 18– Looking West at NE 5th Street (PM)
Standard crosswalk on west leg
Low volume on EB approach
High empasis crosswalk on south leg


Photo 19 – Looking West at NE 5th Street (PM)
Moderate traffic during before FTX Event
Illegal left-turn from through lane
Eastbound approach at NE 5th Street


Photo 20 – Looking East at NE 5th Street (PM)
Moderate traffic during before FTX Event
ONLY

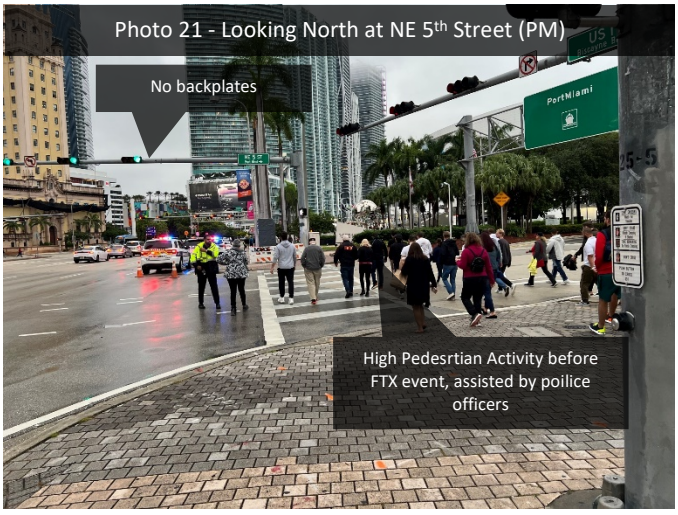
Photo 21 - Looking North at NE 5th Street (PM)
No backplates
PortMiami
High Pedesrtian Activity before FTX event, assisted by poilice officers

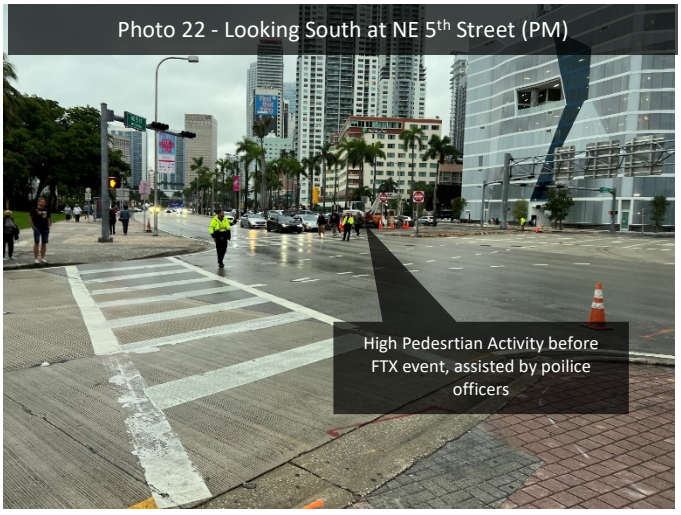
Photo 22 - Looking South at NE 5th Street (PM)
High Pedesrtian Activity before FTX event, assisted by poilice officers

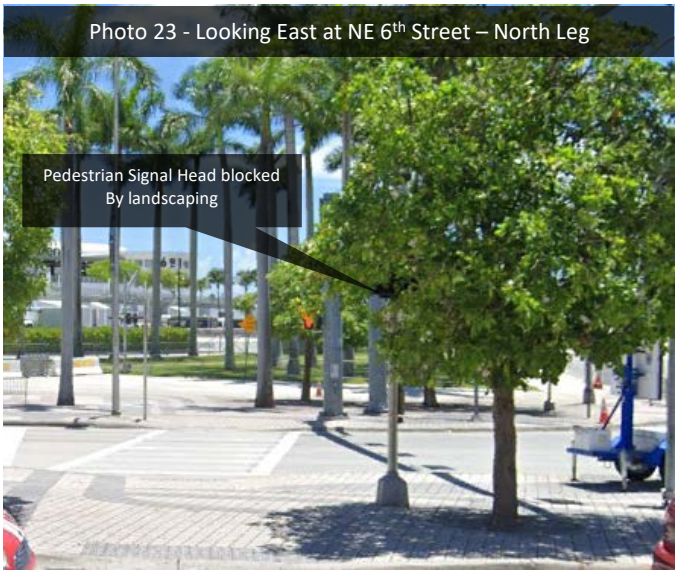
Photo 23 - Looking East at NE 6th Street – North Leg
Pedestrian Signal Head blocked By landscaping

4. PROPOSED IMPROVEMENTS

SR 886/Port Boulevard/NE 5th Street and SR 5/US 1/Biscayne Boulevard

- The crash analysis confirmed the sideswipe crash patterns identified under the RRR safety review. Although overhead guide signs were installed facing the NE 5th Street eastbound approach, the Signal Four Analytics review revealed a continuation of sideswipe crashes involving eastbound left-turn vehicles at NE 6th Street. During all field reviews, most eastbound vehicles traveling in the shared left-turn/through and inside-through lanes performed left-turn instead of through movements. However, several conflicts occurred between eastbound through vehicles traveling in the shared left-turn lanes and eastbound vehicles performing illegal left-turn movements from the inside-through lane.
- The RRR Safety review did not recommend any improvement at NE 5th Street because signing and pavement markings improvements were implemented during the study. However, since the sideswipe crash pattern continues, the Safety Office requested CHP to conduct an operational analysis to evaluate changing the lane configuration at the eastbound approach. Based on the crash pattern and field review observations, the following two (2) Alternatives were considered:
  - Alternative 1: An exclusive left-turn lane and three through lanes facing the eastbound approach.
  - Alternative 2: An exclusive left-turn lane, a shared left-turn/through lane, and two through lanes facing the eastbound approach.

The conceptual improvements for Alternatives 1 and 2 are presented in Figure The operational analysis is presented in **Section 4.1**.

Photo 24 – Eastbound Approach at NE 5th Street East Signal

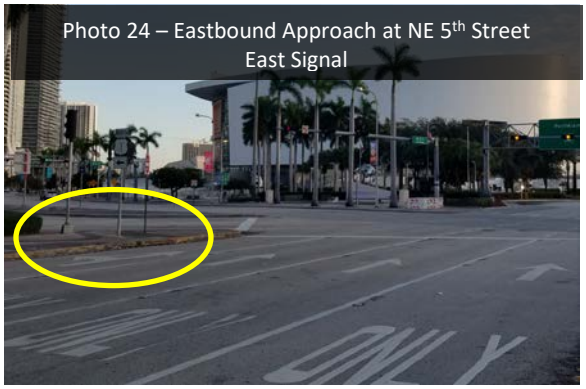

Photo 25 – Eastbound Approach at NE 5th Street West Signal

- The following improvements are also recommended for NE 5th Street:
  - Provide a high-emphasis crosswalk at the west leg of the intersection.
  - Install Flexible Retroreflective Backplates facing all approaches

SR 886/Port Boulevard/NE 6 Street and SR 5/US 1/Biscayne Boulevard

- The RRR Safety review recommended considering a lighting study at NE 6th Street to determine and/or confirm if the level of existing lighting complies with the current Department criteria given in FDM 231. However, the frequency and percentage of nighttime crashes have reduced significantly (from 32 (53.3%) to 4 crashes (26.7%)) and are now below the districtwide average; therefore, the improvement is no longer recommended.
- The following improvements are recommended for NE 6th Street:
  - Install Flexible Retroreflective Backplates facing all approaches.
  - Trim landscaping blocking the pedestrian signal heads on the north leg raised median.

SR 886/Port Boulevard at Arena Entrance

- The RRR Safety review recommended (non-safety improvement) considering removing the existing STOP sign on the north-westbound approach; however, the sign has already been removed.
- It is recommended to develop an educational campaign to reduce crossings between the FTX Arena and the Bayside plaza near the railroad crossing. Pedestrians/bicyclists can use the pedestrian path (under Port Boulevard bridge) or SR 5 sign

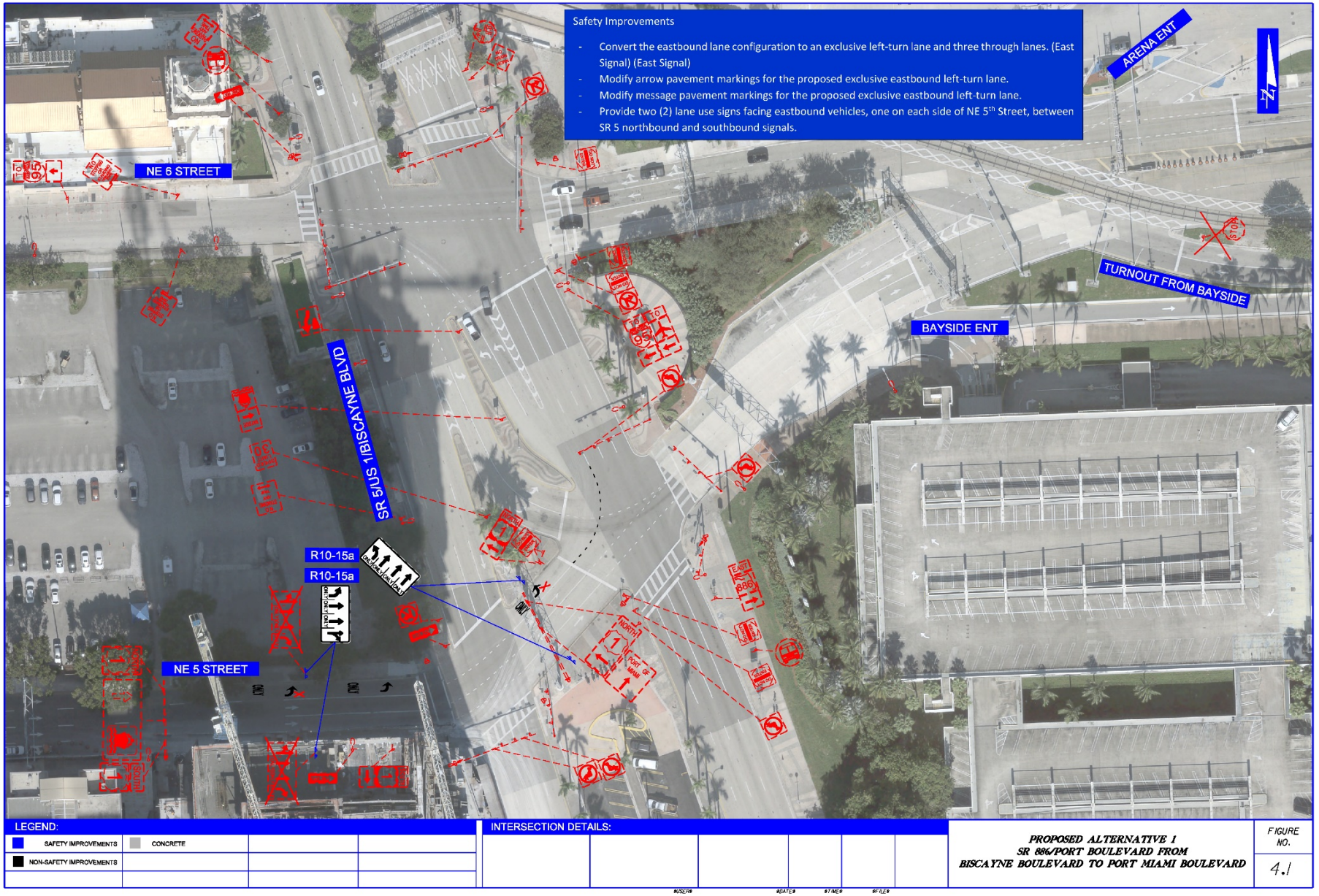

Figure 4.1: Conceptual Improvements for Alternative 1

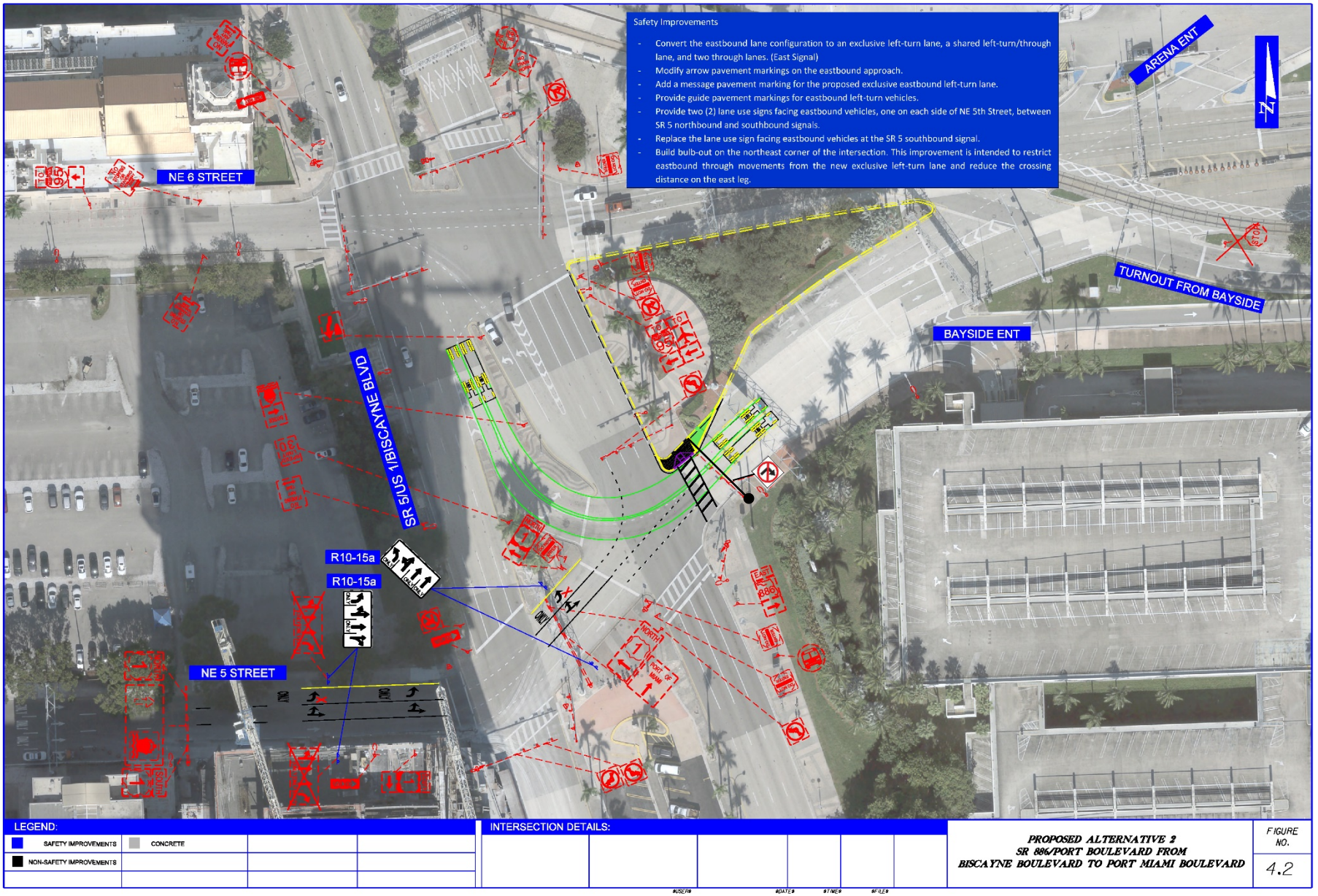

Figure 4.2: Conceptual Improvements for Alternative 2

5. OPERATIONAL ANALYSIS – SR 886/NE 5 STREET AND SR 5/US 1/BISCAYNE BOULEVARD (NB Signal)

The operational Analysis using Synchro was prepared for the AM, Miday, and PM peak hours of a typical weekday considering the following lane configuration alternatives:

- Existing: A shared left-turn lane and three through lanes.
- Alternative 1: An exclusive left-turn lane and three through lanes facing the eastbound approach.
- Alternative 2: An exclusive left-turn lane, a shared left-turn/through lane, and two through lanes facing the eastbound approach.

Table 5-1: Operational Analysis for SR 886/Port Blvd/NE 5th St and SR 5/US 1/Biscayne Blvd (NB Signal)

			Existing Conditions				Proposed Conditions Alternative 1				Difference between Existing vs Proposed Alternative 1 AM						Proposed Conditions Alternative 2				Difference between Existing vs Proposed Alternative 2 AM					
						95%				95%	Δ Delay			Δ 95% Queue						95%	Δ Delay			Δ 95% Queue		
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%		Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%	
AM PEAK	EB	LT	110	0.0			110	5.9	A	5	5.9	#DIV/0!	Worse	5	-		110				0.0	#DIV/0!	Same	0	-	
		TH	197	4.4	A	3	197	4.7	A	3	0.3	7%	Same	0	0%		197	5.6	A	5	1.2	27%	Same	2	67%	
		Appr	307	4.4	E		307	5.0	A		0.6	14%	Better	-	-		307	5.6	A		1.2	27%	Better	0	-	
	NB	LT	767	15.9	B	152	767	15.9	B	152	0.0	0%	Same	0	0%		767	15.9	B	152	0.0	0%	Same	0	0%	
		RT	155				155										155				0.0	#DIV/0!	Same	0	-	
		Appr	922	15.9	B		922	15.9	B		0.0	0%	Same	-	-		922	15.9	B		0.0	0%	Same	0	-	
	SE	LT	489	10.3	B	101	489	10.3	B	101	0.0	0%	Same	0	0%		489	10.3	B	101	0.0	0%	Same	0	0%	
		UT	2	0.0			2	0.0			0.0	#DIV/0!	Same	0			2	0.0			0.0	#DIV/0!	Same	0	-	
		Appr	491	10.3	B		491	10.3	B		0.0	0%	Same	-	-		491	10.3	B		0.0	0%	Same	0	-	
	Intersection		1720	11.9	B		1720	12.0	B		0.1	1%	Same	-	-		1720	12.1	B		0.2	2%	Same	-	-	

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Midday						Proposed Conditions Alternative 2				Difference between Existing vs Proposed Alternative 2 Midday					
						95%				95%	Δ Delay			Δ 95% Queue						95%	Δ Delay			Δ 95% Queue		
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%		Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%	
MIDDAY PEAK	EB	LT	133	0.0			133	15.1	B	48	15.1	#DIV/0!	Worse	48	-		133				0.0	#DIV/0!	Same	0	-	
		TH	101	8.3	A	9	101	8.5	A	6	0.2	2%	Same	(3)	-33%		101	9.1	A	13	0.8	10%	Same	4	44%	
		Appr	234	8.3	A		234	12.3	B		4.0	48%	Worse	-	-		234	9.1	A		0.8	10%	Same	0	-	
	NB	LT	1060	13.0	B	157	1060	13.0	B	157	0.0	0%	Same	0	0%		1060	13.0	B	157	0.0	0%	Same	0	0%	
		RT	57	0.0			57										57				0.0	#DIV/0!	Same	0	-	
		Appr	1117	13.0	B		1117	13.0	B		0.0	0%	Same	-	-		1117	13.0	B		0.0	0%	Same	0	-	
	SE	LT	118	6.5	A	28	118	6.5	A	28	0.0	0%	Same	0	0%		118	6.5	A	28	0.0	0%	Same	0	0%	
		UH	8	0.0			8	0.0			0.0	#DIV/0!	Same	0	-		8	0.0			0.0	#DIV/0!	Same	0	-	
		Appr	126	6.5	A		126	6.5	A		0.0	0%	Same	-	-		126	6.5	A		0.0	0%	Same	0	-	
	Intersection		1477	11.6	B		1477	12.3	B		0.7	6%	Same	-	-		1477	11.7	B		0.1	1%	Same	-	-	

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed PM						Proposed Conditions Alternative 2				Difference between Existing vs Proposed Alternative 2 PM					
						95%				95%	Δ Delay			Δ 95% Queue						95%	Δ Delay			Δ 95% Queue		
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%		Volume (vph)	Delay (s-veh)	LOS	Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%	
PM PEAK	EB	LT	223				223	40.2	D	155	40.2	#DIV/0!	Worse	155	-		223				0.0	#DIV/0!	Same	0	-	
		TH	53	4.2	A	3	53	4.3	A	1	0.1	2%	Same	(2)	-67%		53	5.2	A	5	1.0	24%	Same	2	67%	
		Appr	276	4.2	A		276	33.7	C		29.5	702%	Worse	-	-		276	5.2	A		1.0	24%	Same	0	-	
	NB	LT	1681	15.2	B	254	1681	15.2	B	254	0.0	0%	Same	0	0%		1681	15.2	B	254	0.0	0%	Same	0	0%	
		RT	51				51										51				0.0	#DIV/0!	Same	0	-	
		Appr	1732	15.2	B		1732	15.2	B		0.0	0%	Same	-	-		1732	15.2	B		0.0	0%	Same	0	-	
	SB	LT	49	6.3	A	15	49	6.3	A	15	0.0	0%	Same	0	0%		49	6.3	A	15	0.0	0%	Same	0	0%	
		UT	14				14				0.0	#DIV/0!	Same	0			14				0.0	#DIV/0!	Same	0	-	
		Appr	63	6.3	A		63	6.3	A		0.0	0%	Same	-	-		63	6.3	A		0.0	0%	Same	0	-	
	Intersection		2071	13.2	B		2071	17.7	B		4.5	34%	Same	-	-		2071	13.3	B		0.1	1%	Same	-	-	

Signal timing and phasing information (TOD and SOP) have been included in **Appendix D**.

As shown in **Table 5-1**, the operational analysis revealed that **Alternative 2** improves the Level of Service (LOS) for the eastbound left-turn movements during the AM peak period without impacting the LOS, delay, or V/C of the rest of the movements, approaches, or overall intersection. Although the slight operational improvements, the lane configuration change is anticipated to reduce conflicts and sideswipe crashes between eastbound left-turn and through vehicles. The implementation of this improvement requires the following:

- Modify arrow pavement markings on the eastbound approach.
- Add a message pavement marking for the proposed exclusive eastbound left-turn lane.
- Provide guide pavement markings for eastbound left-turn vehicles.
- Provide two (2) lane use signs facing eastbound vehicles, one on each side of NE 5th Street, between SR 5 northbound and southbound signals.
- Replace the lane use sign facing eastbound vehicles at the SR 5 southbound signal.
- ***Build bulb-out on the northeast corner of the intersection. This improvement is intended to restrict eastbound through movements from the new exclusive left-turn lane and reduce the crossing distance on the east leg.***
- ***Replace the mast arm facing eastbound.***

Note that the new overhead guide signs facing eastbound need not be modified.

6. BENEFIT/COST ANALYSIS – SR 886/NE 5 STREET AND SR 5/US 1/BISCAYNE BOULEVARD (NB Signal)

Given the high demand for eastbound left-turn vehicles during the PM peak period and the anticipated low impact of Alternative 1 improvements to reduce crashes, a Benefit/Cost analysis (B/C) was performed only for Alternative 2 (Preferred alternative). The analysis includes evaluating the potential reduction of sideswipe crashes at NE 5th Street upon implementing the improvements under Alternative 2 and the associated estimated improvement costs.

Preliminary Cost Estimates: **Tables 6.1** and **6.2** show the preliminary construction cost estimates for Alternative 2, with and without replacing the mast arm facing eastbound. The recommended improvements were prepared using FDOT's standard pay items and historical unit costs from previous construction projects recently completed in Miami-Dade County. The cost estimates include pay items for roadway, signalization, signing and pavement marking, traffic control maintenance, preliminary engineering, mobilization, and a contingency amount to account for unforeseen cost elements. Detailed cost estimates for Alternative 2 are included in **Appendix E**.

Table 6.1: Cost Estimates for Alternative 2 – SR 886 at SR 5 (NB Signal) – With MA Replacement

SAFETY IMPROVEMENTS		COST
Roadway	$	99,521.39
Signing & Pavement Marking	$	12,086.34
Signalization	$	129,686.86
SUBTOTAL	**$**	**241,294.59**
20% Maintenance of Traffic	$	48,258.92
10% Mobilization	$	24,129.46
32% Preliminary Engineering	$	77,214.27
18% Construction Engineering & Inspection	$	43,433.03
Project Contigency	$	25,000.00
GRAND TOTAL	**$**	**459,330.26**

Table 6.2: Cost Estimates for Alternative 2 – SR 886 at SR 5 (NB Signal) - Without MA Replacement

SAFETY IMPROVEMENTS		COST
Roadway	$	92,793.09
Signing & Pavement Marking	$	5,394.90
SUBTOTAL	**$**	**98,187.99**
20% Maintenance of Traffic	$	19,637.60
10% Mobilization	$	9,818.80
32% Preliminary Engineering	$	31,420.16
18% Construction Engineering & Inspection	$	17,673.84
Project Contigency	$	20,000.00
GRAND TOTAL	**$**	**196,738.38**

The cost estimates assume that a portion of the proposed bulb-out will be built with brick pavers to match the existing features.

Crash Reduction Factors (CRF)

An estimation of the potential crash reduction for Alternative 2 was calculated. The calculations were performed using the following sources: the Department's "CRASH" 9, the FHWA report titled "Desktop Reference for Crash Reduction Factors" (Sept 2008), and the Crash Modification Factors (CMF) Clearinghouse. **Table 6.3** details the crash reduction computations for the safety-related improvements for Alternative 2. Applying the above CRF sources, the safety improvements identified are estimated to be nearly **1.4** crash reductions annually.

Table 6.3: Crash Reduction Computation for Alternative 2 – SR 886/Port Blvd/NE 5th Street at SR 5 (NB Signal)

PROPOSED IMPROVEMENTS		CRF	SOURCE	TARGETED CRASH TYPE	NUMBER OF CRASHES TARGETED	NUMBER OF REDUCED CRASHES
NE 5 Street	Modify Lane Configuration	24%	FDOT Crash Reduction Factors (#11)	Sideswipe	28	6.72
		24%		Rear End	2	0.48
	TOTAL CRASHES REDUCED IN 5-YEARS					**7.20**
	CRASHES REDUCED PER YEAR					**1.4**

B/C Calculation

The safety B/C ratio values were calculated for Alternative 2, for the two scenarios, with and without replacing the mast arm facing eastbound, as shown in **Tables 6.4** and **6.5**. The B/C ratios for Alternative 2 were calculated to be **4.7** if the mast arm facing eastbound is replaced and **11.6** if the mast arm is not replaced.

Table 6.4: Summary of B/C Analysis for Alternative 2 – With MA Replacement

DESCRIPTION	ALTERNATIVE 1
Safety Benefits	$ 180,099.94
Annualized Cost of Project	$ 38,354.63
SAFETY B/C	**4.7**
NVP	**$ 1,443,087.54**

Table 6.5: Summary of B/C Analysis for Alternative 2 – Without MA Replacement

DESCRIPTION	ALTERNATIVE 1
Safety Benefits	$ 180,099.94
Annualized Cost of Project	$ 15,549.23
SAFETY B/C	**11.6**
NVP	**$ 1,705,679.42**

Detailed B/C ratio computations are included in **Appendix F**.

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7. CONCLUSIONS AND RECOMMENDATIONS

Based on the crash analysis and field observation, there is a clear pattern of sideswipe crashes involving eastbound left-turn vehicles at NE 5th Street (east signal). The traffic data collected reported a high volume of left-turn vehicles, especially in the afternoon peak period. From the crashes and conditions observed during the field review, the following two (2) Alternatives were evaluated using Synchro:

- Alternative 1: Convert the eastbound lane configuration to an exclusive left-turn lane and three through lanes
- Alternative 2: Convert the eastbound lane configuration to an exclusive left-turn lane, a shared left-turn/through lane, and two through lanes.

The operational analysis revealed that **Alternative 2** improves the Level of Service (LOS) for the eastbound left-turn movements during the AM peak period without impacting the LOS, delay, or V/C of the rest of the movements, approaches, or overall intersection. Although the operational improvements are minimum, modifying the lane configuration reduces conflicts and sideswipe crashes between eastbound left-turn and through vehicles. The implementation of this improvement requires the following:

- Modify arrow pavement markings on the eastbound approach.
- Add a message pavement marking for the proposed exclusive eastbound left-turn lane.
- Provide guide pavement markings for eastbound left-turn vehicles.
- Provide two (2) lane use signs facing eastbound vehicles, one on each side of NE 5th Street, between SR 5 northbound and southbound signals.
- Replace the lane use sign facing eastbound vehicles at the SR 5 southbound signal.
- ***Build bulb-out on the northeast corner of the intersection. This improvement is intended to restrict eastbound through movements from the new exclusive left-turn lane and reduce the crossing distance on the east leg.***
- ***Replace the mast arm facing eastbound.***

Note that the new overhead guide signs facing eastbound need not be modified.

The safety improvements proposed under Alternative 2 are estimated to reduce nearly 1.4 crashes annually, and the B/C ratios for were calculated to be **4.7** if the mast arm facing eastbound is replaced and **11.6** if the mast arm is not replaced.

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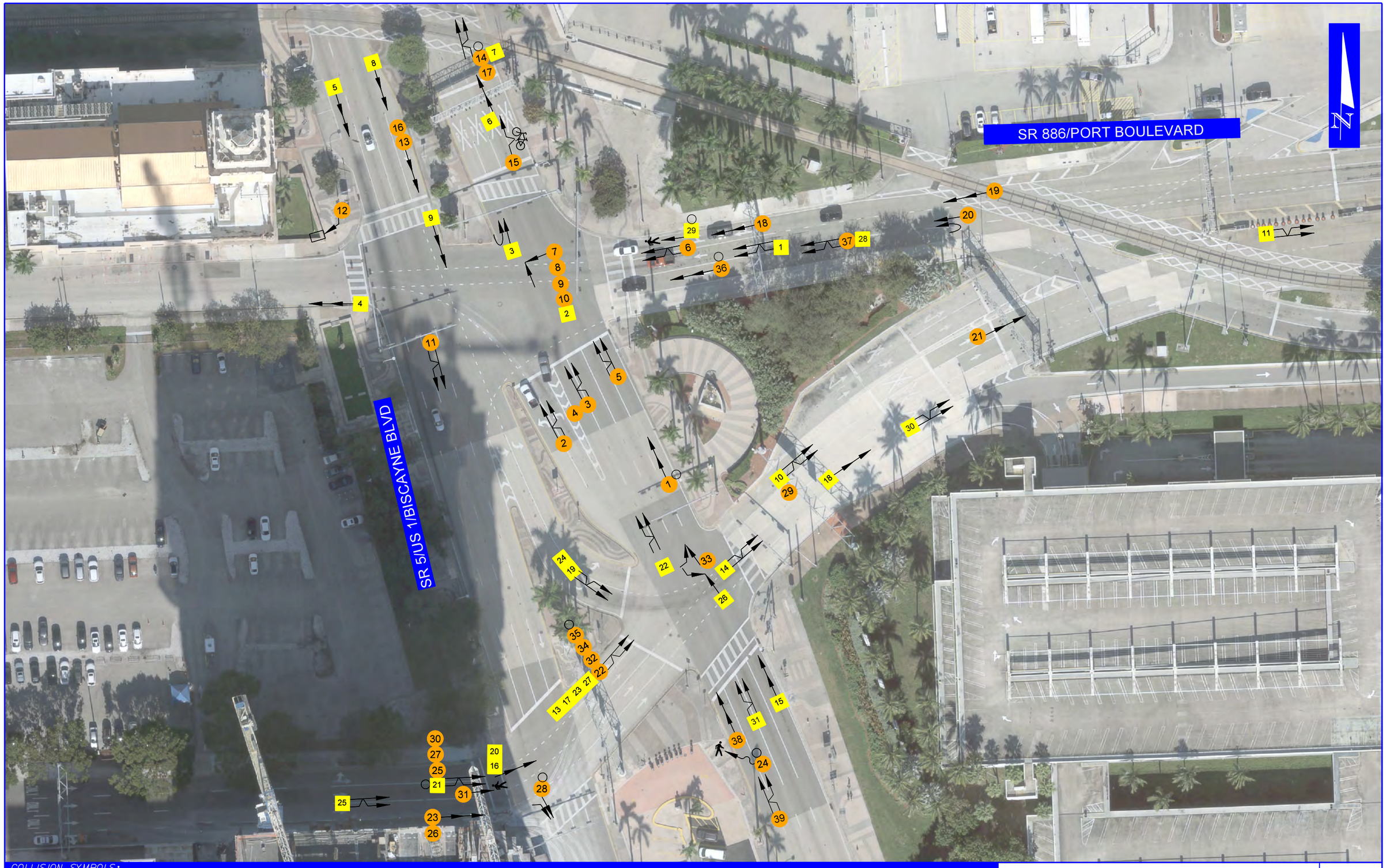
APPENDIX A – COLLISION DIAGRAMS AND ANNUAL CRASH SUMMARIES



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

$USER$ $DATE$ $TIME$ $FILE$

COLLISION DIAGRAM
SR 886 / PORT BOULEVARD FROM
BISCAYNE BOULEVARD TO PORT MIAMI BOULEVARD

FIGURE NO.
A1

MATCHLINE A

COLLISION SYMBOLS:

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

$USER$ $DATE$ $TIME$ $FILE$

COLLISION DIAGRAM
SR 886 / PORT BOULEVARD FROM
BISCAYNE BOULEVARD TO PORT MIAMI BOULEVARD

FIGURE NO.
A2

SR 886/PORT BOULEVARD

SR 5/US 1/BISCAYNE BLVD

N

COLLISION SYMBOLS:

(###) RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS/DEBRIS	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	

$USER$ $DATE$ $TIME$ $FILE$

COLLISION DIAGRAM
SR 886 / PORT BOULEVARD FROM
BISCAYNE BOULEVARD TO PORT MIAMI BOULEVARD

FIGURE NO.

A3

COLLISION SYMBOLS:

RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS/DEBRIS	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	

$USER$ $DATE$ $TIME$ $FILE$

COLLISION DIAGRAM
SR 886 / PORT BOULEVARD FROM
BISCAYNE BOULEVARD TO PORT MIAMI BOULEVARD

FIGURE NO.
A4

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 5 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
878461550	1	11.327	03/20/18	Tue	2300	Rear-End	0	1	0	Night	Dry	Followed too Closely
875740460	22	11.309	01/23/18	Tue	2010	Sideswipe	0	0	1	Night	Dry	Improper Turn
875761880	23	11.309	02/26/18	Mon	0620	Rear-End	0	0	1	Night	Dry	Followed too Closely
878510160	24	11.309	05/28/18	Mon	1810	Pedestrian	0	2	0	Day	Dry	Erratic, Reckless or Aggressive
878515460	25	11.309	06/05/18	Tue	1420	Sideswipe	0	0	1	Day	Dry	Improper Passing
878524770	26	11.309	06/20/18	Wed	1100	Rear-End	0	0	1	Day	Dry	Followed too Closely
878587370	27	11.309	09/26/18	Wed	0840	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
878591240	28	11.309	10/01/18	Mon	1725	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
878592760	29	11.309	10/04/18	Thu	0445	Sideswipe	0	0	1	Night	Wet	Improper Passing
878602380	30	11.309	10/11/18	Thu	2330	Sideswipe	0	0	1	Night	Dry	Improper Passing
878607570	31	11.309	10/27/18	Sat	2130	Pedestrian	0	0	1	Day	Dry	Careless or Negligent Manner
878610680	32	11.309	10/30/18	Tue	0910	Sideswipe	0	0	1	Day	Dry	Improper Turn
878620650	33	11.309	11/14/18	Wed	1015	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
878626340	34	11.309	11/25/18	Sun	0238	Sideswipe	0	0	1	Night	Dry	Improper Turn
878634840	35	11.309	12/07/18	Fri	1445	Sideswipe	0	1	0	Day	Dry	Improper Turn
875741050	38	11.309	07/05/18	Thu	2153	Rear-End	0	0	1	Night	Dry	Followed too Closely
878546420	39	11.309	01/14/18	Sun	1715	Sideswipe	0	0	1	Day	Dry	Improper Passing

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	17	**0**	**4**	**13**	**4**	**0**	**1**	**0**	**1**	**9**	**0**	**2**	**0**	**0**	**0**	**0**
	Percent	*0.00%*	*23.53%*	*76.47%*	*23.53%*	*0.00%*	*5.88%*	*0.00%*	*5.88%*	*52.94%*	*0.00%*	*11.76%*	*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	**10**	**7**	**1**	**16**	**1**	**2**	**4**	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**0**
	Percent	*58.82%*	*41.18%*	*5.88%*	*94.12%*	*5.88%*	*11.76%*	*23.53%*	*0.00%*	*0.00%*	*23.53%*	*5.88%*	*5.88%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **31,267**

SEGMENT CRASH RATE: **1.920** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 5 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
888299180	10	11.309	04/11/19	Thu	0940	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
888263020	13	11.309	02/20/19	Wed	1010	Sideswipe	0	0	1	Day	Dry	Improper Turn
888297930	14	11.309	04/09/19	Tue	1310	Sideswipe	0	0	1	Day	Wet	Improper Passing
888306820	15	11.309	04/22/19	Mon	1000	Rear-End	0	0	1	Day	Dry	Followed too Closely
888308860	16	11.309	04/25/19	Thu	1505	Rear-End	0	0	1	Day	Dry	Followed too Closely
888309460	17	11.309	04/26/19	Fri	1140	Sideswipe	0	0	1	Day	Dry	Improper Turn
888313700	18	11.309	05/03/19	Fri	0445	Rear-End	0	0	1	Night	Dry	Followed too Closely
892403950	19	11.309	01/14/19	Mon	0420	Sideswipe	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
892404410	20	11.309	06/14/19	Fri	1330	Rear-End	0	0	1	Day	Dry	Followed too Closely
892414950	21	11.309	07/01/19	Mon	1010	Sideswipe	0	0	1	Day	Dry	Improper Passing
892417850	22	11.309	07/06/19	Sat	0345	Sideswipe	0	0	1	Night	Dry	Improper Passing
892445300	23	11.309	08/18/19	Sun	1358	Sideswipe	0	0	1	Day	Dry	Improper Turn
892475690	24	11.309	10/02/19	Wed	0455	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
892480330	25	11.309	10/08/19	Tue	1040	Sideswipe	0	0	1	Day	Wet	Improper Passing
894778790	26	11.309	11/16/19	Sat	0450	Left-Turn	0	0	1	Night	Dry	Ran Red Light
894807900	27	11.309	12/28/19	Sat	0529	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
892458590	30	11.309	09/07/19	Sat	1130	Sideswipe	0	0	1	Day	Dry	Improper Passing
892442320	31	11.309	08/13/19	Tue	1502	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane

	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
	18	**0**	**0**	**18**	**4**	**0**	**0**	**1**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**
	Percent	*0.00%*	*0.00%*	*100.00%*	*22.22%*	*0.00%*	*0.00%*	*5.56%*	*0.00%*	*72.22%*	*0.00%*	*0.00%*	*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**	**6**	**4**	**14**	**1**	**2**	**3**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
	Percent	*66.67%*	*33.33%*	*22.22%*	*77.78%*	*5.56%*	*11.11%*	*16.67%*	*5.56%*	*0.00%*	*27.78%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **30,550**

SEGMENT CRASH RATE: **2.080** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 5 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
894835480	1	11.309	02/07/20	Fri	1927	Sideswipe	0	0	1	Night	Dry	Improper Passing
894811230	3	11.309	01/03/20	Fri	2108	Pedestrian	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
901281990	6	11.309	10/29/20	Thu	1419	Sideswipe	0	0	1	Day	Dry	Improper Passing
894826960	8	11.309	01/27/20	Mon	1909	Sideswipe	0	0	1	Night	Dry	Improper Passing
901204850	9	11.309	04/28/20	Tue	1200	Rear-End	0	0	1	Day	Dry	Followed too Closely
901268260	10	11.309	10/02/20	Fri	0600	Angle	0	0	1	Day	Wet	Ran Red Light
894818290	11	11.309	01/15/20	Wed	1000	Sideswipe	0	0	1	Day	Dry	Improper Passing

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	7	**0**	**1**	**6**	**1**	**0**	**1**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**
	Percent	*0.00%*	*14.29%*	*85.71%*	*14.29%*	*0.00%*	*14.29%*	*0.00%*	*0.00%*	*57.14%*	*0.00%*	*14.29%*	*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**	**3**	**1**	**6**	**0**	**1**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
	Percent	*57.14%*	*42.86%*	*14.29%*	*85.71%*	*0.00%*	*14.29%*	*0.00%*	*14.29%*	*0.00%*	*57.14%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **#DIV/0!** SEGMENT CRASH RATE: **#DIV/0!** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 5 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
242128340	2	11.309	03/24/21	Wed	1624	Rear-End	0	0	1	Day	Dry	Followed too Closely
245281800	3	11.309	07/02/21	Fri	1535	Rear-End	0	0	1	Day	Dry	Followed too Closely
245305510	4	11.309	08/06/21	Fri	0630	Sideswipe	0	0	1	Day	Dry	Improper Passing
245323590	5	11.309	09/04/21	Sat	0030	Rear-End	0	0	1	Night	Dry	Followed too Closely
242099950	6	11.309	02/06/21	Sat	1350	Sideswipe	0	0	1	Day	Wet	Improper Passing
247833410	10	11.309	12/05/21	Sun	1835	Sideswipe	0	0	1	Night	Dry	Disregarded other Road Markings
247847620	13	11.309	12/28/21	Tue	1055	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
247813510	14	11.309	11/05/21	Fri	0535	Sideswipe	0	0	1	Night	Wet	Disregarded other Road Markings
245279050	15	11.309	06/28/21	Mon	1220	Rear-End	0	0	1	Day	Wet	Improper Backing
247814360	16	11.309	11/06/21	Sat	0820	Rear-End	0	0	1	Day	Dry	Followed too Closely
245331940	17	11.309	09/17/21	Fri	0521	Rear-End	0	2	0	Night	Dry	Followed too Closely
242095530	20	11.309	01/28/21	Thu	2055	Rear-End	0	0	1	Night	Dry	Improper Backing
242110650	23	11.309	02/26/21	Fri	2200	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
242131430	26	11.309	04/04/21	Sun	1400	Sideswipe	0	0	1	Day	Dry	Improper Passing
245259940	27	11.309	05/29/21	Sat	1420	Sideswipe	0	0	1	Day	Dry	Improper Passing
245347960	31	11.309	10/11/21	Mon	0600	Angle	0	0	1	Night	Wet	Ran Red Light
247808340	33	11.309	10/28/21	Thu	0738	Sideswipe	0	1	0	Day	Dry	Disregarded other Road Markings

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**	**3**	**14**	**7**	**0**	**1**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**
Percent	*0.00%*	*17.65%*	*82.35%*	*41.18%*	*0.00%*	*5.88%*	*0.00%*	*0.00%*	*47.06%*	*0.00%*	*5.88%*	*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	**11**	**6**	**4**	**13**	**0**	**1**	**0**	**1**	**0**	**4**	**4**	**0**	**0**	**0**	**0**
Percent	*64.71%*	*35.29%*	*23.53%*	*76.47%*	*0.00%*	*5.88%*	*0.00%*	*5.88%*	*0.00%*	*23.53%*	*23.53%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **#DIV/0!**

SEGMENT CRASH RATE: **#DIV/0!** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 5 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
247864960	1	11.309	01/26/22	Wed	2225	Rear-End	0	0	1	Night	Wet	Followed too Closely
255158190	4	11.309	09/03/22	Sat	2232	Rear-End	0	0	1	Night	Dry	Followed too Closely
252833110	5	11.309	08/07/22	Sun	1215	Sideswipe	0	0	1	Day	Dry	Improper Passing
247889850	6	11.309	03/05/22	Sat	1905	Sideswipe	0	0	1	Night	Dry	Disregarded other Road Markings
252777590	7	11.309	05/10/22	Tue	0705	Sideswipe	0	0	1	Day	Dry	Improper Passing
247886500	8	11.309	02/28/22	Mon	1901	Sideswipe	0	0	1	Night	Dry	Improper Passing
252839740	9	11.309	08/17/22	Wed	2320	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
252762490	11	11.309	04/17/22	Sun	2028	Angle	0	0	1	Night	Dry	Ran Red Light
252747270	12	11.309	03/26/22	Sat	1611	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
247867260	14	11.309	01/30/22	Sun	1611	Angle	0	0	1	Day	Dry	Ran Red Light
247882680	16	11.309	02/22/22	Tue	2203	Sideswipe	0	1	0	Night	Dry	Improper Passing
252774130	18	11.309	05/05/22	Thu	1245	Rear-End	0	0	1	Day	Dry	Followed too Closely
247900060	19	11.309	03/20/22	Sun	0820	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
247900090	20	11.309	03/13/22	Sun	1345	Sideswipe	0	0	1	Day	Dry	Improper Passing
252837350	21	11.309	08/14/22	Sun	1140	Angle	0	0	1	Day	Dry	Ran Red Light
252762180	22	11.309	04/17/22	Sun	1342	Sideswipe	0	0	1	Day	Dry	Improper Turn
247886020	23	11.309	02/27/22	Sun	1155	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
252769160	29	11.309	04/28/22	Thu	1020	Parked Motor Vehicle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
255161490	30	11.309	09/09/22	Fri	1234	Rear-End	0	0	1	Day	Dry	Followed too Closely
255222640	31	11.309	12/10/22	Sat	0810	Angle	0	0	1	Day	Dry	Ran Red Light
247903670	32	11.309	03/25/22	Fri	1925	Rear-End	0	0	1	Day	Dry	Improper Passing
255203700	33	11.309	11/11/22	Fri	1825	Sideswipe	0	0	1	Night	Dry	Improper Passing
255236290	34	11.309	12/31/22	Sat	0802	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
255188940	35	11.309	10/21/22	Fri	1905	Rear-End	0	0	1	Night	Dry	Improper Backing
255233480	36	11.309	12/26/22	Mon	0840	Sideswipe	0	0	1	Day	Dry	Improper Passing

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	25	**0**	**2**	**23**	**6**	**0**	**5**	**0**	**0**	**12**	**0**	**1**	**1**	**0**	**0**	**0**
	Percent	*0.00%*	*8.00%*	*92.00%*	*24.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*48.00%*	*0.00%*	*4.00%*	*4.00%*	*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	**16**	**9**	**1**	**24**	**0**	**1**	**0**	**1**	**0**	**4**	**4**	**0**	**0**	**0**	**0**
	Percent	*64.00%*	*36.00%*	*4.00%*	*96.00%*	*0.00%*	*4.00%*	*0.00%*	*4.00%*	*0.00%*	*16.00%*	*16.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **#DIV/0!**

SEGMENT CRASH RATE: **#DIV/0!** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 6 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
878480370	2	11.353	04/14/18	Sat	1130	Sideswipe	0	0	1	Day	Dry	Improper Passing
878620290	3	11.360	11/14/18	Wed	1035	Sideswipe	0	0	1	Day	Dry	Improper Passing
878626130	4	11.362	11/24/18	Sat	1540	Sideswipe	0	0	1	Day	Dry	Improper Passing
878631200	5	11.366	12/03/18	Mon	2255	Sideswipe	0	0	1	Night	Dry	Improper Passing
875761870	6	11.368	02/26/18	Mon	0640	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
878487070	7	11.368	04/24/18	Tue	0712	Angle	0	0	1	Day	Dry	Ran Red Light
878499430	8	11.368	05/12/18	Sat	0920	Angle	0	0	1	Day	Dry	Ran Red Light
878506830	9	11.368	04/17/18	Tue	0830	Angle	0	0	1	Day	Dry	Ran Red Light
878538530	10	11.368	07/11/18	Wed	2240	Angle	0	0	1	Night	Dry	Ran Red Light
878591350	11	11.368	10/02/18	Tue	0813	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
875744430	12	11.373	01/29/18	Mon	1100	Other Fixed Object	0	0	1	Day	Dry	Improper Turn
875761660	13	11.373	02/25/18	Sun	1545	Rear-End	0	0	1	Day	Dry	Followed too Closely
878551460	14	11.377	04/22/18	Sun	0950	Sideswipe	0	1	0	Day	Wet	Improper Passing
878624810	15	11.377	11/21/18	Wed	1535	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
878489150	16	11.387	04/26/18	Thu	2130	Rear-End	0	0	1	Night	Dry	Followed too Closely
878648070	17	11.387	12/27/18	Thu	1635	Sideswipe	0	0	1	Day	Dry	Improper Passing
878480780	18	0.006	04/14/18	Sat	2000	Rear-End	0	0	1	Day	Dry	Followed too Closely
875732460	36	11.387	01/11/18	Thu	1408	Rear-End	0	1	0	Day	Wet	Followed too Closely
871568510	37	11.387	02/10/18	Sat	1425	Sideswipe	0	0	1	Day	Dry	Improper Passing

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	19	**0**	**3**	**16**	**4**	**0**	**4**	**0**	**0**	**9**	**0**	**1**	**0**	**1**	**0**	**0**
	Percent	*0.00%*	*15.79%*	*84.21%*	*21.05%*	*0.00%*	*21.05%*	*0.00%*	*0.00%*	*47.37%*	*0.00%*	*5.26%*	*0.00%*	*5.26%*	*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	**16**	**3**	**2**	**17**	**1**	**0**	**1**	**4**	**0**	**7**	**2**	**0**	**0**	**0**	**0**
	Percent	*84.21%*	*15.79%*	*10.53%*	*89.47%*	*5.26%*	*0.00%*	*5.26%*	*21.05%*	*0.00%*	*36.84%*	*10.53%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **33,447**

SEGMENT CRASH RATE: **2.006** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 6 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
888285070	1	11.368	03/22/19	Fri	1121	Sideswipe	0	0	1	Day	Dry	Improper Passing
892477900	2	11.368	10/05/19	Sat	0830	Angle	0	0	1	Day	Dry	Ran Red Light
892479020	3	11.368	10/06/19	Sun	1928	Angle	0	0	1	Night	Wet	Disregarded Other Traffic Sign
894808940	4	11.368	12/30/19	Mon	1816	Rear-End	0	0	1	Night	Dry	Followed too Closely
892488810	5	11.376	10/20/19	Sun	1718	Rear-End	0	0	1	Day	Dry	Followed too Closely
894787650	6	11.387	11/29/19	Fri	2331	Rear-End	0	0	1	Night	Dry	Followed too Closely
894798410	7	11.387	12/13/19	Fri	2110	Sideswipe	0	0	1	Night	Dry	Improper Passing
892475460	8	11.406	09/26/19	Thu	1830	Rear-End	0	0	1	Day	Dry	Followed too Closely
892492210	9	0.001	10/25/19	Fri	0800	Rear-End	0	0	1	Day	Dry	Followed too Closely
894771110	28	11.309	11/04/19	Mon	1749	Sideswipe	0	0	1	Day	Dry	Improper Passing
876583110	29	11.309	01/19/19	Sat	1200	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
	11	**0**	**1**	**10**	**5**	**0**	**2**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**
	Percent	*0.00%*	*9.09%*	*90.91%*	*45.45%*	*0.00%*	*18.18%*	*0.00%*	*0.00%*	*27.27%*	*0.00%*	*9.09%*	*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**	**4**	**1**	**10**	**1**	**0**	**0**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**
	Percent	*63.64%*	*36.36%*	*9.09%*	*90.91%*	*9.09%*	*0.00%*	*0.00%*	*9.09%*	*0.00%*	*27.27%*	*9.09%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **31,644** SEGMENT CRASH RATE: **1.227** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 6 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
894811560	2	11.309	01/04/20	Sat	1610	Rear-End	0	0	1	Day	Dry	Followed too Closely
894828820	4	11.309	01/30/20	Thu	1400	Sideswipe	0	0	1	Day	Dry	Improper Passing
894829600	5	11.309	01/31/20	Fri	1135	Sideswipe	0	0	1	Day	Dry	Improper Passing
894821170	7	11.309	01/19/20	Sun	2330	Sideswipe	0	0	1	Night	Dry	Improper Passing
894847440	12	11.309	02/24/20	Mon	1912	Rear-End	0	0	1	Night	Dry	Followed too Closely

	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
	5	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
	Percent	*0.00%*	*0.00%*	*100.00%*	*40.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*60.00%*	*0.00%*	*0.00%*	*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	**3**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
	Percent	*60.00%*	*40.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*60.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **#DIV/0!**

SEGMENT CRASH RATE: **#DIV/0!** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 6 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
242157700	1	11.309	05/15/21	Sat	0820	Sideswipe	0	0	1	Day	Dry	Improper Passing
247814730	7	11.309	11/06/21	Sat	1830	Sideswipe	0	0	1	Day	Dry	Improper Passing
245341000	8	11.309	10/02/21	Sat	2350	Sideswipe	0	0	1	Night	Dry	Improper Passing
247833120	9	11.309	12/05/21	Sun	1204	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
245327910	11	11.309	09/11/21	Sat	0620	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
245291680	12	11.309	07/16/21	Fri	2245	Sideswipe	0	0	1	Night	Wet	Improper Passing
245261110	18	11.309	05/31/21	Mon	1425	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
247806290	19	11.309	10/25/21	Mon	2340	Sideswipe	0	0	1	Night	Dry	Improper Passing
245296920	21	11.309	07/24/21	Sat	1730	Rear-End	0	0	1	Day	Dry	Followed too Closely
245309730	22	11.309	08/13/21	Fri	1020	Sideswipe	0	0	1	Day	Dry	Improper Passing
247809720	24	11.309	10/29/21	Fri	2240	Sideswipe	0	0	1	Night	Dry	Improper Passing
247819150	25	11.309	11/13/21	Sat	2020	Sideswipe	0	0	1	Night	Dry	Improper Passing
242097420	28	11.309	02/01/21	Mon	1534	Rear-End	0	0	1	Day	Dry	Improper Backing
245273670	29	11.309	06/19/21	Sat	1904	Rear-End	0	0	1	Day	Dry	Followed too Closely
245289100	30	11.309	07/13/21	Tue	1622	Rear-End	0	0	1	Day	Wet	Followed too Closely

	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
	15	**0**	**0**	**15**	**4**	**0**	**1**	**1**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**
	Percent	*0.00%*	*0.00%*	*100.00%*	*26.67%*	*0.00%*	*6.67%*	*6.67%*	*0.00%*	*60.00%*	*0.00%*	*0.00%*	*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	**10**	**5**	**2**	**13**	**1**	**2**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**
	Percent	*66.67%*	*33.33%*	*13.33%*	*86.67%*	*6.67%*	*13.33%*	*0.00%*	*0.00%*	*0.00%*	*53.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **#DIV/0!**

SEGMENT CRASH RATE: **#DIV/0!** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87061000** STATE ROUTE: **886**

ROADWAY LIMITS: **SR 886/Port Blvd/NE 6 St at SR 5/US 1/Biscayne Blvd** M.P. **0.000** TO **0.776** ENGINEER: **FDOT D6**

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

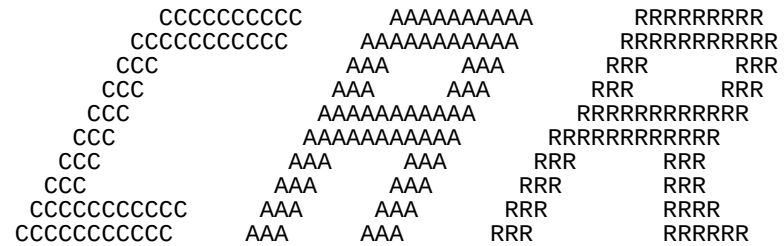
Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
247860800	2	11.309	01/20/22	Thu	1700	Sideswipe	0	0	1	Day	Dry	Improper Passing
247884430	3	11.309	02/25/22	Fri	1400	Rear-End	0	0	1	Day	Dry	Followed too Closely
247861880	10	11.309	01/21/22	Fri	2257	Sideswipe	0	0	1	Night	Dry	Improper Passing
255155320	13	11.309	08/30/22	Tue	2032	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
247862050	15	11.309	01/22/22	Sat	1103	Angle	0	0	1	Day	Dry	Ran Red Light
252781540	17	11.309	05/16/22	Mon	1153	Sideswipe	0	0	1	Day	Dry	Improper Passing
252810200	24	11.309	07/01/22	Fri	1615	Sideswipe	0	0	1	Day	Dry	Improper Passing
255226740	25	11.309	12/15/22	Thu	2240	Rear-End	0	0	1	Night	Dry	Followed too Closely
255208740	26	11.309	11/19/22	Sat	1058	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
255212450	27	11.309	11/26/22	Sat	2315	Sideswipe	0	0	1	Night	Dry	Improper Passing
255189290	28	11.309	10/22/22	Sat	0930	Angle	0	0	1	Day	Dry	Ran Red Light

	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	**0**	**0**	**11**	**2**	**0**	**2**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
	Percent	*0.00%*	*0.00%*	*100.00%*	*18.18%*	*0.00%*	*18.18%*	*0.00%*	*0.00%*	*63.64%*	*0.00%*	*0.00%*	*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**	**4**	**0**	**11**	**1**	**2**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**
	Percent	*63.64%*	*36.36%*	*0.00%*	*100.00%*	*9.09%*	*18.18%*	*0.00%*	*0.00%*	*0.00%*	*72.73%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **#DIV/0!** SEGMENT CRASH RATE: **#DIV/0!** CRASHES PER MILLION VEHICLE MILES

APPENDIX B – RAW CRASH DATA



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 409.

```
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: ............
```

```
REPORT...CARPJ122-01                              FLORIDA - DEPARTMENT OF TRANSPORTATION                                   PAGE NO:      1
  DATE...06/29/2022                                C A R - CRASH ANALYSIS REPORTING SYSTEM                                 USERID:  KNCHPCK
  TIME...10:01:09                      CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS                    I/O....  CARO213

COMMENT:                                        1 - SORT BY ROADWAY, MILE POINT
  FROM: 01/01/2017 TO 12/31/2019                                        RAMPS INCL
  FROM CO/SEC/SUB: 87 061 000                   MP: 000.000              INFL INCL
  TO   CO/SEC/SUB: 87 061 000                   MP: 000.776             CR/OS INCL

   C       ROADWYID    M      N    S    ADT    Y  M  D  H  CRCC  A H  MO L  W  R  R  DL R A V V  VF VM VA V  V V  V  VN VN  N V  # # #
  R N     C S    S     I      EN   TR   VAR    E  O  A  O  RALA  L AE AF IC EC D  OC OO O C 1 1  1U 1A 1C 1A 2 2N 2N 2M 2M  M 2N
  A U     O E    E     L      AO   AO   EIA    A  N  Y  U  ATAT  C RV N  GO AO    AO TC A C        N  N  T  G    M  M           M V K I
  S M     U C   SC     E      RD   TA   RLF    R  T     R  SESE    ME NC HN TN S  DN  A D    D B  SC  E DI DE D B  F  MP AA  A D  E I N
  H B     N T   UT     P      EE   ED   AYF       H        H SG  I FN EO TD HD U   D ST    L I OT P   U RO R  I OD UL NR CC  C RA H L J
    E     T I   BI     O      S         G I                   O  N UT RL IT ET R   T II S N R DY E   V IN I  R DE NO VI TT  T AG C L U
    R     Y O    O     S      T         E C                   R  V L   L NN RN F   N TO D     YP C   E V  V    /S CC RO 1N  N GE L E R
            N    N     T                                      Y     1    GS  S     S EN    #    E     R R1 R     C /  /R /1  2 E  S D D
***************************************************************************************************************************************
875683610 87061000 00.000 1181  886 008700 17 10 28 20 U-6DP 0 14 01 01 01 02 01 02 L 1 W 01 01 01 77 27 E 01 01 01 77    23 2 0 00
892492210 87061000 00.000 1181  886 008800 19 10 25 08 U-6DP 0 14 01 01 01 01 01 02 I M S 01 01 01 10 36 S 01 01 01 01    48 2 0 00
888299180 87061000 00.002 1181  886 008800 19 04 11 09 U-6DP 0 14 03 01 01 01 01 03 R 1 E 01 01 01 77 36 E 01 01 01 01    44 2 0 00
878480780 87061000 00.006 1181  886 008600 18 04 14 20 U-6DP 0 14 01 01 01 01 01 03 L 1 W 01 01 05 10 42 W 01 01 05 01    66 2 0 00
868695180 87061000 00.009 1181  886 008700 17 04 13 11 U-6DP 0 14 03 01 01 01 01 01 R 3 E 01 01 06 02 56 E 01 01 01 01    37 2 0 00
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878475820 87061000 00.028 1181  886 008600 18 04 08 15 U-6DP 0 14 01 01 02 01 01 04 L 1 W 03 01 10 10 44 W 01 01 01 01    53 2 0 00
868765030 87061000 00.038 0484  886 008700 17 07 23 09 U-6DP 0 14 01 01 01 01 01 04 L D W 01 01 01 10 42 W 01 01 13 01    39 2 0 00
868864700 87061000 00.057 0484  886 008700 17 04 12 15 U-6DP 0 14 01 01 01 01 01 01 R 2 W 02 01 01 02 56 W 01 01 14 01    30 2 0 00
875707940 87061000 00.057 0484  886 008700 17 12 03 21 U-6DP 0 14 01 04 01 01 77 01 L 1 W 16 01 01 02 45 W 16 01 01 01    35 2 0 00
868740900 87061000 00.063 0484  886 008700 17 06 17 02 U-6DP 0 14 01 04 01 01 01 04 R D 0 01 88 88 00 00 S 01 01 01 01    45 2 0 00
888701610 87061000 00.076 0480  886 008800 19 03 26 09 U-6DP 0 14 04 01 01 01 01 01 R 1 E 01 01 11 77 25 E 01 01 01 77    44 2 0 00
875674680 87061000 00.101 6625  886 008700 17 10 15 20 U-6DP 0 14 01 04 01 01 01 02 L 2 S 01 01 01 01 53 W 01 01 01 01    56 2 0 01
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878593730 87061000 00.133 6625  886 008600 18 10 05 08 S-6DP 0 14 01 01 01 01 01 01 R 3 E 16 01 01 02 29 E 16 01 01 01    58 2 0 00
888255930 87061000 00.137 6625  886 008800 19 02 09 15 S-6DP 0 14 01 01 03 02 77 01 L 1 W 01 01 01 01 73 E 01 01 01 01    70 2 0 00
867005730 87061000 00.189 6626  886 008700 17 04 22 12 S-6DP 0 14 01 01 01 01 01 01 L 5 W 01 07 06 25 45 W 02 07 08 01    72 2 0 01
871983370 87061000 00.250 6626  886 008600 18 03 19 16 S-6DP 0 14 03 01 01 01 01 06 R 2 E 01 01 06 25 39 E 01 01 01 01    32 2 0 00
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
868644280Y87030000 11.323 1180    5 037500 17 02 01 16 U-6DR 0 14 01 04 01 01 01 03 R 4 N 08 01 14 01 61 N 01 01 13 01    44 2 0 00
875722910Y87030000 11.328 1180    5 040000 17 12 24 18 U-6DR 0 14 01 04 01 01 01 01 R 3 N 11 01 01 10 29 N 01 01 06 01    40 2 0 01
878473850Y87030000 11.328 1180    5 035000 18 04 05 21 U-6DR 0 15 00 04 01 01 01 01 M M 0 88 88 88 00 00 S 01 01 01       00 2 0 00
859670580Y87030000 11.335 1267    5 040000 17 04 29 22 U-6DR 0 14 01 04 01 01 01 01 R 1 S 01 01 01 10 51 S 16 01 01 01    00 2 0 00
878461550Y87030000 11.337 1267    5 035000 18 03 20 23 U-6DR 0 14 01 04 01 01 01 01 R 3 N 01 01 01 00 59 N 01 01 08 01    46 5 0 01
868726850Y87030000 11.341 1267    5 040000 17 05 27 11 U-6DR 0 14 03 01 01 01 01 03 R L N 01 01 04 04 28 N 01 01 01 01    55 2 0 00
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878480370Y87030000 11.353 1267    5 035000 18 04 14 11 U-6DR 0 14 04 01 01 01 01 03 R L N 88 88 88 01 00 N 16 01 01 01    39 2 0 00
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878626130Y87030000 11.362 1181    5 035000 18 11 24 15 U-6DR 0 14 03 01 01 01 01 03 R 2 N 01 01 11 02 37 N 16 01 13 01    32 2 0 00
878631200Y87030000 11.366 1181    5 035000 18 12 03 22 U-6DR 0 14 04 04 01 01 01 03 R 2 N 01 01 01 01 45 N 03 01 01 01    33 2 0 00
868624300 87030000 11.368 1181    5 040000 17 01 01 15 U-6DR 0 14 01 01 01 01 01 03 T 1 W 01 01 01 01 25 W 01 01 13 01    29 2 0 00
868635280 87030000 11.368 1181    5 040000 17 01 15 15 U-6DR 0 14 04 01 01 01 01 03 T 1 W 01 01 06 15 32 W 01 01 01 01    22 2 0 00
868636510 87030000 11.368 1181    5 040000 17 01 21 05 U-6DR 0 14 03 04 01 01 01 02 R 2 W 01 01 01 01 21 N 16 01 01 01    42 2 0 00
868644260 87030000 11.368 1181    5 040000 17 02 01 18 U-6DR 0 14 04 01 01 01 01 02 I M W 03 01 01 01 19 N 01 01 06 02    69 2 0 00
868684420 87030000 11.368 1181    5 040000 17 03 29 09 U-6DR 0 14 03 01 01 01 01 02 L 3 S 01 01 05 06 55 S 08 01 01 01    45 2 0 00
868708560 87030000 11.368 1181    5 040000 17 05 03 11 U-6DR 0 14 03 01 01 01 01 02 R 4 N 01 01 01 00 43 W 01 01 01 00    46 2 0 01
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COMMENT:                                        1 - SORT BY ROADWAY, MILE POINT
  FROM: 01/01/2017 TO 12/31/2019                                      RAMPS INCL
  FROM CO/SEC/SUB: 87 061 000                   MP: 000.000             INFL INCL
  TO   CO/SEC/SUB: 87 061 000                   MP: 000.776           CR/OS INCL

   C        ROADWYID    M      N    S    ADT   Y  M  D  H  CRCC  A H  MO L  W  R  R  DL R A V V  VF VM VA V  V V  V  VN VN  N V  # # #
  R N      C S   S      I     EN   TR   VAR   E  O  A  O  RALA  L AE AF IC EC D  OC OO O C 1 1  1U 1A 1C 1A 2 2N 2N 2M 2M  M 2N
  A U      O E   E      L     AO   AO   EIA   A  N  Y  U  ATAT  C RV N  GO AO    AO TC A C        N  N  T  G    M  M              M V K I
  S M      U C  SC      E     RD   TA   RLF   R  T     R  SESE    ME NC HN TN S  DN  A D    D B  SC  E DI DE D B  F  MP AA  A D  E I N
  H B      N T  UT      P     EE   ED   AYF      H        H SG  I FN EO TD HD U   D ST   L I OT P   U RO R  I OD UL NR CC  C RA H L J
    E      T I  BI      O     S          G I                 O  N UT RL IT ET R   T II S N R DY E   V IN I  R DE NO VI TT  T AG C L U
    R      Y O   O      S     T          E C                 R  V L   L NN RN F   N TO D     YP C   E V  V    /S CC RO 1N  N GE L E R
             N   N      T                                    Y     1    GS  S     S EN   #    E     R R1 R     C /  /R /1  2 E  S D D
*****************************************************************************************************************************************
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868733270 87030000 11.368 1181    5 040000 17 06 05 17 U-6DR 0 14 03 01 01 01 01 02 R 1 N 01 01 01 03 36 W 20 01 01 01    49 2 0 00
868815180 87030000 11.368 1181    5 040000 17 10 10 10 U-6DR 0 14 01 01 01 01 01 04 S 1 W 16 01 01 01 64 W 03 01 01 01    46 2 0 00
875679620 87030000 11.368 1181    5 040000 17 10 23 14 U-6DR 0 14 03 01 01 01 01 02 L 1 W 01 01 03 02 48 S 01 01 01 01    39 2 0 00
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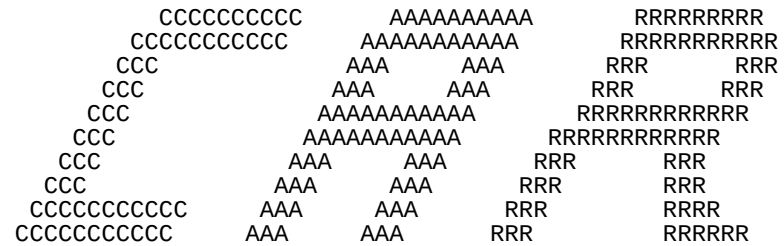
COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2017 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 061 000 MP: 000.000 INFL INCL
TO CO/SEC/SUB: 87 061 000 MP: 000.776 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2017	0	0	0	7	10	27	34	0	10	20	10
2018	0	0	0	3	3	20	23	0	3	7	11
2019	0	0	0	0	0	12	12	0	0	6	4
TOTAL	0	0	0	10	13	59	69	0	13	33	25

*** 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
2017	0	0	0	7	10	27	34	0	10	20	10
2018	0	0	0	3	3	20	23	0	3	7	11
2019	0	0	0	0	0	12	12	0	0	6	4
TOTAL	0	0	0	10	13	59	69	0	13	33	25



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: ............
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COMMENT:                                    1 - SORT BY ROADWAY, MILE POINT
  FROM: 01/01/2017 TO 12/31/2019                                RAMPS INCL
  FROM CO/SEC/SUB: 87 030 000               MP: 011.309          INFL INCL
  TO   CO/SEC/SUB: 87 030 000               MP: 011.350         CR/OS INCL

   C       ROADWYID    M     N    S    ADT   Y  M  D  H  CRCC  A H  MO L  W  R  R  DL R A V V  VF VM VA V  V V  V  VN VN  N V  # # #
  R N     C S   S     I     EN   TR   VAR   E  O  A  O  RALA  L AE AF IC EC D  OC OO O C 1 1  1U 1A 1C 1A 2 2N 2N 2M 2M  M 2N
  A U     O E   E     L     AO   AO   EIA   A  N  Y  U  ATAT  C RV N  GO AO    AO TC A C        N  N  T  G     M  M           M V K I
  S M     U C  SC     E     RD   TA   RLF   R  T     R  SESE    ME NC HN TN S  DN  A D    D B  SC  E DI DE D B  F  MP AA  A D  E I N
  H B     N T  UT     P     EE   ED   AYF      H        H SG  I FN EO TD HD U   D ST   L I OT P   U RO R  I OD UL NR CC  C RA H L J
    E     T I  BI     O     S         G I                  O  N UT RL IT ET R   T II S N R DY E   V IN I  R DE NO VI TT  T AG C L U
    R     Y O   O     S     T         E C                  R  V L   L NN RN F   N TO D     YP C   E V  V    /S CC RO 1N  N GE L E R
            N   N     T                                    Y     1    GS  S     S EN   #    E     R R1 R     C /  /R /1  2 E  S D D
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868650460 87030000 11.309 1180    5 037500 17 02 10 13 U-6DR 0 14 04 01 01 01 01 02 I M E 16 01 06 02 42 E 16 01 01 01    36 2 0 00
868694240 87030000 11.309 1180    5 037500 17 04 11 19 U-6DR 0 14 03 01 01 01 01 02 I M N 01 01 13 01 19 N 16 01 13 01    35 2 0 00
868704790Y87030000 11.309 1180    5 037500 17 04 27 21 U-6DR 0 14 03 04 01 01 01 03 T R E 01 01 06 10 45 E 01 01 01 01    25 2 0 00
868730000 87030000 11.309 1180    5 037500 17 06 01 08 U-6DR 0 14 01 01 01 01 01 03 T 2 E 01 01 01 01 50 E 01 01 01 01    45 2 0 00
868749380 87030000 11.309 1180    5 037500 17 06 30 14 U-6DR 0 14 03 01 01 01 01 03 S 1 N 01 07 01 01 51 * 03 05 01 02 00 14 1 0 01
868767490 87030000 11.309 1180    5 037500 17 07 27 07 U-6DR 0 14 04 01 01 01 01 02 I M E 01 01 03 06 40 E 01 01 03 01    38 2 0 00
875740460 87030000 11.309 1180    5 031000 18 01 23 20 U-6DR 0 14 01 04 01 01 13 02 R 1 E 01 01 15 01 40 E 01 01 01 01    63 2 0 00
875761880 87030000 11.309 1180    5 031000 18 02 26 06 U-6DR 0 14 01 04 01 01 01 03 R 2 E 01 01 01 02 36 E 16 01 01 01    51 2 0 00
878510160 87030000 11.309 1180    5 031000 18 05 28 18 U-6DR 0 24 00 01 01 01 01 03 T 1 N 11 01 77 02 21 * 01 09 07 01 00 56 1 0 02
878515460 87030000 11.309 1180    5 031000 18 06 05 14 U-6DR 0 14 03 01 01 01 01 03 T 1 E 01 01 06 01 24 E 20 01 01 01    33 2 0 00
878524770 87030000 11.309 1180    5 031000 18 06 20 11 U-6DR 0 14 01 01 01 01 01 03 T 1 E 01 01 01 02 49 E 01 01 77 01    27 2 0 00
878587370 87030000 11.309 1180    5 031000 18 09 26 08 U-6DR 0 14 03 01 01 01 01 03 T 1 E 16 01 03 28 40 E 16 01 01 01    55 2 0 00
878591240 87030000 11.309 1180    5 031000 18 10 01 17 U-6DR 0 14 03 01 01 01 01 02 R 1 E 01 01 05 03 30 S 01 01 01 01    56 2 0 01
878592760Y87030000 11.309 1180    5 031000 18 10 04 04 U-6DR 0 14 03 04 01 02 01 01 S 1 E 01 07 01 01 58 E 77 88 01 01    53 2 0 00
878602380 87030000 11.309 1180    5 031000 18 10 11 23 U-6DR 0 14 04 04 01 01 01 03 T 2 W 01 01 06 77 24 W 01 01 01 77    31 2 0 00
878607570 87030000 11.309 1180    5 031000 18 10 27 21 U-6DR 0 10 00 01 01 01 01 03 S 2 E 01 01 01 01 67 * 01 01 01 01 00 59 1 0 00
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888263020 87030000 11.309 1180    5 032000 19 02 20 10 U-6DR 0 14 04 01 01 01 01 02 I M E 16 01 01 02 25 E 01 01 03 01    19 2 0 00
888297930 87030000 11.309 1180    5 032000 19 04 09 13 U-6DR 0 14 04 01 03 02 04 02 I M E 20 01 01 01 55 E 01 01 11 77    25 2 0 00
888306820 87030000 11.309 1180    5 032000 19 04 22 10 U-6DR 0 14 01 01 01 01 01 02 R 3 N 01 01 01 77 40 N 01 01 01 01    44 2 0 00
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888313700Y87030000 11.309 1180    5 032000 19 05 03 04 U-6DR 0 14 01 04 01 01 01 01 S S E 01 01 01 01 28 E 01 01 01 01    66 2 0 00
892404410 87030000 11.309 1180    5 032000 19 06 14 13 U-6DR 0 14 01 01 01 01 01 03 T 2 0 01 01 01 01 74 E 01 01 01 01    74 2 0 00
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892445300 87030000 11.309 1180    5 032000 19 08 18 13 U-6DR 0 14 03 01 01 01 01 02 R 1 E 01 01 03 06 38 E 01 07 01 01    65 2 0 00
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COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2017 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 030 000 MP: 011.309 INFL INCL
TO CO/SEC/SUB: 87 030 000 MP: 011.350 CR/OS INCL

C R N	ROADWYID C S	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	V	VN	VN	N	V	#	#	#
A U	O E	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N			
S M	U C SC	E	RD	TA	RLF	R	T		R	SESE		ME	NC	HN	TN	S	DN	A	D		D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N
H B	N T UT	P	EE	ED	AYF		H			H	SG	I	FN	EO	TD	HD	U	D	ST		L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J
E	T I BI	O	S		G	I					O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U
R	Y O O	S	T		E	C					R	V	L	L	NN	RN	F	N	TO	D			YP	C	E	V	V		/S	CC	RO	1N	N	GE	L	E	R
	N N	T									Y		1		GS	S		S	EN		#		E		R	R1	R		C	/	/R	/1	2	E	S	D	D
875722910	87030000	11.328	1180	5	040000	17	12	24	18	U-6DR	0	14	01	04	01	01	01	01	R	3	N	11	01	01	10	29	N	01	01	06	01		40	2	0	01
878473850	87030000	11.328	1180	5	035000	18	04	05	21	U-6DR	0	15	00	04	01	01	01	01	M	M	0	88	88	88	00	00	S	01	01	01			00	2	0	00
859670580	87030000	11.335	1267	5	040000	17	04	29	22	U-6DR	0	14	01	04	01	01	01	01	R	1	S	01	01	01	10	51	S	16	01	01	01		00	2	0	00
878461550	87030000	11.337	1267	5	035000	18	03	20	23	U-6DR	0	14	01	04	01	01	01	01	R	3	N	01	01	01	00	59	N	01	01	08	01		46	5	0	01
868726850	87030000	11.341	1267	5	040000	17	05	27	11	U-6DR	0	14	03	01	01	01	01	03	R	L	N	01	01	04	04	28	N	01	01	01	01		55	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2017 TO 12/31/2019 RAMPS INCL
FROM CO/SEC/SUB: 87 030 000 MP: 011.309 INFL INCL
TO CO/SEC/SUB: 87 030 000 MP: 011.350 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
2017	0	0	0	2	2	9	11	0	2	2	1
2018	0	0	0	4	5	12	16	0	5	6	1
2019	0	0	0	0	0	15	15	0	0	3	3
TOTAL	0	0	0	6	7	36	42	0	7	11	5

*** REPORT TOTALS ***

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

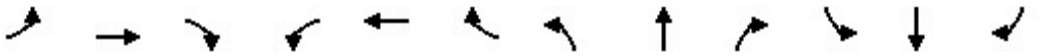
FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2017	0	0	0	2	2	9	11	0	2	2	1
2018	0	0	0	4	5	12	16	0	5	6	1
2019	0	0	0	0	0	15	15	0	0	3	3
TOTAL	0	0	0	6	7	36	42	0	7	11	5

SIGNAL 4 - SR 886 from Biscayne Blvd to Port Miami Blvd								
REPORT NUMBER	CRASH YEAR	CRASH DATE AND TIME	LIGHT CONDITION	WEATHER CONDITION	ROAD SURFACE CONDITION	S4 CRASH TYPE	S4 CRASH SEVERITY DETAIL	S4 PROPERTY DAMAGE
24528180	2021	7/2/2021 15:35	Daylight	Clear	Dry	Rear End	No Injury	0
25283311	2022	8/7/2022 12:15	Daylight	Clear	Dry	Rear End	No Injury	0
24530551	2021	8/6/2021 6:30	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
24788985	2022	3/5/2022 19:05	Dark - Lighted	Clear	Dry	Left Rear	No Injury	0
89481156	2020	1/4/2020 16:10	Daylight	Clear	Dry	Backed Into	No Injury	0
24532359	2021	9/4/2021 0:30	Dark - Lighted	Clear	Dry	Rear End	No Injury	0
25277759	2022	5/10/2022 7:05	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
89482026	2020	1/17/2020 16:42	Daylight	Clear	Dry	Parked Vehicle	No Injury	0
24209995	2021	2/6/2021 13:50	Daylight	Rain	Wet	Same Direction Sideswipe	No Injury	0
24788650	2022	2/28/2022 19:01	Dark - Lighted	Clear	Dry	Unknown	No Injury	0
24781473	2021	11/6/2021 18:30	Daylight	Clear	Dry	Unknown	No Injury	0
24534100	2021	10/2/2021 23:50	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
24786188	2022	1/21/2022 22:57	Dawn	Clear	Dry	Same Direction Sideswipe	No Injury	0
25276249	2022	4/17/2022 20:28	Dark - Lighted	Clear	Dry	Unknown	No Injury	0
25274727	2022	3/26/2022 16:11	Daylight	Clear	Dry	Other	No Injury	0
24783341	2021	12/5/2021 18:35	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
24532791	2021	9/11/2021 6:20	Daylight	Clear	Dry	Right Angle	No Injury	0
24529168	2021	7/16/2021 22:45	Dark - Lighted	Rain	Wet	Other	No Injury	0
24527417	2021	6/20/2021 15:40	Daylight	Clear	Dry	Parked Vehicle	No Injury	0
24783312	2021	12/5/2021 12:04	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
25283974	2022	8/17/2022 23:20	Dark - Lighted	Clear	Dry	Rear End	No Injury	0
24786496	2022	1/26/2022 22:25	Dark - Lighted	Rain	Wet	Rear End	No Injury	0
24786080	2022	1/20/2022 17:00	Daylight	Clear	Dry	Rear End	No Injury	0
24788443	2022	2/25/2022 14:00	Daylight	Clear	Dry	Rear End	No Injury	0
24530491	2021	8/5/2021 6:00	Daylight	Clear	Dry	Off Road	No Injury	0
24215770	2021	5/15/2021 8:20	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
25515819	2022	9/3/2022 22:32	Dark - Lighted	Clear	Dry	Rear End	No Injury	0
89483548	2020	2/7/2020 19:27	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
24212834	2021	3/24/2021 16:24	Daylight	Clear	Dry	Rear End	No Injury	0
89481123	2020	1/3/2020 21:08	Dark - Lighted	Clear	Dry	Pedestrian	Possible Injury	2
24784762	2021	12/28/2021 10:55	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
24781351	2021	11/5/2021 5:35	Dark - Lighted	Rain	Wet	Same Direction Sideswipe	No Injury	0
25515532	2022	8/30/2022 20:32	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
24527905	2021	6/28/2021 12:20	Daylight	Rain	Wet	Backed Into	No Injury	0
24786726	2022	1/30/2022 16:11	Daylight	Clear	Dry	Right Angle	No Injury	0
24781436	2021	11/6/2021 8:20	Daylight	Clear	Dry	Rear End	No Injury	0
24533194	2021	9/17/2021 5:21	Dark - Lighted	Clear	Dry	Rear End	Possible Injury	0
24526111	2021	5/31/2021 14:25	Daylight	Clear	Dry	Left Rear	No Injury	0
24780629	2021	10/25/2021 23:40	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
24209553	2021	1/28/2021 20:55	Dusk	Clear	Dry	Backed Into	No Injury	0
24786205	2022	1/22/2022 11:03	Daylight	Clear	Dry	Right Angle	No Injury	0
24529692	2021	7/24/2021 17:30	Daylight	Clear	Dry	Rear End	No Injury	0
89482882	2020	1/30/2020 14:00	Daylight	Clear	Dry	Unknown	No Injury	0
25282071	2022	7/14/2022 11:00	Daylight	Clear	Dry	Rear End	No Injury	0
88466971	2021	6/11/2021 7:43	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
24788268	2022	2/22/2022 22:03	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	Possible Injury	0
24780991	2021	10/30/2021 12:14	Daylight	Clear	Dry	Single Vehicle	No Injury	0
24530973	2021	8/13/2021 10:20	Daylight	Clear	Dry	Rear End	No Injury	0
89482960	2020	1/31/2020 11:35	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
24211065	2021	2/26/2021 22:00	Daylight	Clear	Dry	Pedestrian	-Incapacitating In	0
24780972	2021	10/29/2021 22:40	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
25278154	2022	5/16/2022 11:53	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
24781915	2021	11/13/2021 20:20	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
24780520	2021	10/22/2021 23:30	Dark - Lighted	Rain	Wet	Same Direction Sideswipe	No Injury	0
25277413	2022	5/5/2022 12:45	Daylight	Clear	Dry	Rear End	No Injury	0
24790006	2022	3/20/2022 8:20	Daylight	Clear	Dry	Right Angle	Possible Injury	0
24213143	2021	4/4/2021 14:00	Daylight	Clear	Dry	Unknown	No Injury	0
24525994	2021	5/29/2021 14:20	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
24790009	2022	3/13/2022 13:45	Daylight	Clear	Dry	Rear End	No Injury	0
89520114	2020	3/9/2020 12:45	Daylight	Cloudy	Dry	Same Direction Sideswipe	No Injury	0
24209742	2021	2/1/2021 15:34	Daylight	Clear	Dry	Backed Into	No Injury	0
90128199	2020	10/29/2020 14:19	Daylight	Clear	Dry	Other	No Injury	0
24533645	2021	9/25/2021 0:50	Daylight	Clear	Dry	Right Angle	No Injury	0
88509882	2021	7/19/2021 8:40	Daylight	Clear	Dry	Rear End	-Incapacitating In	0
24527367	2021	6/19/2021 19:04	Daylight	Clear	Dry	Rear End	No Injury	0
89482117	2020	1/19/2020 23:30	Dark - Not Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
25283735	2022	8/14/2022 11:40	Daylight	Clear	Dry	Other	No Injury	0
89482696	2020	1/27/2020 19:09	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	No Injury	0
24528910	2021	7/13/2021 16:22	Daylight	Rain	Wet	Rear End	No Injury	0
25276218	2022	4/17/2022 13:42	Daylight	Clear	Dry	Other	No Injury	0
88563437	2021	9/24/2021 11:45	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0
24534796	2021	10/11/2021 6:00	Dark - Not Lighted	Rain	Wet	Right Angle	No Injury	0
24788602	2022	2/27/2022 11:55	Daylight	Clear	Dry	Other	No Injury	0
89552812	2021	1/21/2021 6:00	Dark - Lighted	Clear	Dry	Off Road	No Injury	1
25281020	2022	7/1/2022 16:15	Daylight	Clear	Dry	Unknown	No Injury	0
90120485	2020	4/28/2020 12:00	Daylight	Clear	Dry	Rear End	No Injury	0
90126826	2020	10/2/2020 6:00	Daylight	Rain	Wet	Head On	No Injury	0
24780834	2021	10/28/2021 7:38	Daylight	Clear	Dry	Right Angle	Possible Injury	0
89481829	2020	1/15/2020 10:00	Daylight	Clear	Dry	Same Direction Sideswipe	No Injury	0

SSO - SR 886 from SR 5/Biscayne Blvd to Port Miami Blvd

Calendar Year	FDOT Crash Number	FDOT Managing District	County Name	Crash Date	Crash Time	Day	On Roadway Name	FDOT Roadway	State Road #	Highest Injury in Crash	Lighting	Weather	Road Surface	Manner of Collision
2018	875732460	06 SIXTH	MIAMI-DADE	10-Jan-18	1408	THURSDAY	PORT BLVD	87061000		2 POSSIBLE INJURY	01 DAYLIGHT	03 RAIN	02 WET	01 FRONT TO REAR
2018	878515460	06 SIXTH	MIAMI-DADE	4-Jun-18	1420	TUESDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2018	878524770	06 SIXTH	MIAMI-DADE	19-Jun-18	1100	WEDNESDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2019	888285070	06 SIXTH	MIAMI-DADE	21-Mar-19	1121	FRIDAY	6TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2019	888297930	06 SIXTH	MIAMI-DADE	8-Apr-19	1310	TUESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	03 RAIN	02 WET	04 SIDESWIPE, SAME DIRECTION
2020	901204850	06 SIXTH	MIAMI-DADE	27-Apr-20	1200	TUESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	875738290	06 SIXTH	MIAMI-DADE	14-Jan-18	1715	MONDAY	PORT BLVD	87061000		1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	03 ANGLE
2018	878475820	06 SIXTH	MIAMI-DADE	7-Apr-18	1510	SUNDAY	6TH ST NE	87061000	SR 886	1 NO INJURY	01 DAYLIGHT	02 CLOUDY	01 DRY	01 FRONT TO REAR
2018	878538530	06 SIXTH	MIAMI-DADE	10-Jul-18	2240	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	03 ANGLE
2019	892403950	06 SIXTH	MIAMI-DADE	13-Jan-19	420	MONDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	02 WET	04 SIDESWIPE, SAME DIRECTION
2019	876583110	06 SIXTH	MIAMI-DADE	18-Jan-19	1200	SATURDAY	NE 6TH ST	87000163		4 INCAPACITATING INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2019	888263020	06 SIXTH	MIAMI-DADE	19-Feb-19	1010	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2019	894807900	06 SIXTH	MIAMI-DADE	27-Dec-19	529	SATURDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	03 DAWN	03 RAIN	02 WET	03 ANGLE
2019	894808940	06 SIXTH	MIAMI-DADE	29-Dec-19	1816	MONDAY	6TH ST NE	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2020	894811230	06 SIXTH	MIAMI-DADE	2-Jan-20	2108	FRIDAY	5TH ST NE	87030000	SR 5	2 POSSIBLE INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	00 NOT CODED
2020	894811560	06 SIXTH	MIAMI-DADE	3-Jan-20	1610	SATURDAY	6TH ST NE	87061000	SR 886	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2020	894812460	06 SIXTH	MIAMI-DADE	5-Jan-20	1305	MONDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2020	894818290	06 SIXTH	MIAMI-DADE	14-Jan-20	1000	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2020	894821170	06 SIXTH	MIAMI-DADE	18-Jan-20	2330	SUNDAY	6TH ST NE	87030000	SR 5	1 NO INJURY	05 DARK-NOT LIGHTED	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2020	894826960	06 SIXTH	MIAMI-DADE	26-Jan-20	1909	MONDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2020	894828820	06 SIXTH	MIAMI-DADE	29-Jan-20	1400	THURSDAY	6TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2020	894829600	06 SIXTH	MIAMI-DADE	30-Jan-20	1135	FRIDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2020	895164290	06 SIXTH	MIAMI-DADE	2-Feb-20	645	MONDAY	PORT BLVD	87061000	SR 886	1 NO INJURY	02 DUSK	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2020	894847440	06 SIXTH	MIAMI-DADE	23-Feb-20	1912	MONDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	878461550	06 SIXTH	MIAMI-DADE	19-Mar-18	2300	TUESDAY	BISCAYNE BLVD	87030000	SR 5	2 POSSIBLE INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	878473850	06 SIXTH	MIAMI-DADE	4-Apr-18	2130	THURSDAY	BISCAYNE BLVD	87030000	SR 5	0 UNKNOWN/NOT CODED	04 DARK-LIGHTED	01 CLEAR	01 DRY	00 NOT CODED
2019	888306820	06 SIXTH	MIAMI-DADE	21-Apr-19	1000	MONDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2019	888308860	06 SIXTH	MIAMI-DADE	24-Apr-19	1505	THURSDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2019	888309460	06 SIXTH	MIAMI-DADE	25-Apr-19	1140	FRIDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2019	888313700	06 SIXTH	MIAMI-DADE	2-May-19	445	FRIDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2020	240210830	06 SIXTH	MIAMI-DADE	20-Aug-20	2046	FRIDAY	US 1	87030000	SR 5	2 POSSIBLE INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	875740460	06 SIXTH	MIAMI-DADE	22-Jan-18	2010	TUESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	875741050	06 SIXTH	MIAMI-DADE	23-Jan-18	2153	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	878480370	06 SIXTH	MIAMI-DADE	13-Apr-18	1130	SATURDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2018	878587370	06 SIXTH	MIAMI-DADE	25-Sep-18	840	WEDNESDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2018	878591240	06 SIXTH	MIAMI-DADE	30-Sep-18	1725	MONDAY	BISCAYNE BLVD	87030000	SR 5	2 POSSIBLE INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2018	878591350	06 SIXTH	MIAMI-DADE	1-Oct-18	813	TUESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2018	878592760	06 SIXTH	MIAMI-DADE	3-Oct-18	445	THURSDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	02 WET	03 ANGLE
2018	878602380	06 SIXTH	MIAMI-DADE	10-Oct-18	2330	THURSDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2019	892404410	06 SIXTH	MIAMI-DADE	13-Jun-19	1330	FRIDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2019	892414950	06 SIXTH	MIAMI-DADE	30-Jun-19	1010	MONDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2019	892417850	06 SIXTH	MIAMI-DADE	5-Jul-19	345	SATURDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2019	892442320	06 SIXTH	MIAMI-DADE	12-Aug-19	1502	TUESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2020	901268260	06 SIXTH	MIAMI-DADE	1-Oct-20	600	FRIDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	03 RAIN	02 WET	03 ANGLE
2018	875744430	06 SIXTH	MIAMI-DADE	28-Jan-18	1100	MONDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	00 NOT CODED
2018	875761660	06 SIXTH	MIAMI-DADE	24-Feb-18	1545	SUNDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	875761870	06 SIXTH	MIAMI-DADE	25-Feb-18	640	MONDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2018	875761880	06 SIXTH	MIAMI-DADE	25-Feb-18	620	MONDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	878551460	06 SIXTH	MIAMI-DADE	21-Apr-18	950	SUNDAY	BISCAYNE BLVD	87030000	SR 5	3 NO-INCAPACITATING INJURY	01 DAYLIGHT	03 RAIN	02 WET	77 OTHER (SEE NARRATIVE)
2018	878487070	06 SIXTH	MIAMI-DADE	23-Apr-18	712	TUESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2018	878489150	06 SIXTH	MIAMI-DADE	25-Apr-18	2130	THURSDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	878510160	06 SIXTH	MIAMI-DADE	27-May-18	1810	MONDAY	5TH ST NE	87030000	SR 5	3 NO-INCAPACITATING INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	00 NOT CODED
2018	878607570	06 SIXTH	MIAMI-DADE	26-Oct-18	2130	SATURDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	00 NOT CODED
2018	878610680	06 SIXTH	MIAMI-DADE	29-Oct-18	910	TUESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2018	878620290	06 SIXTH	MIAMI-DADE	13-Nov-18	1035	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2018	878620650	06 SIXTH	MIAMI-DADE	13-Nov-18	1015	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	02 FRONT TO FRONT
2018	878624810	06 SIXTH	MIAMI-DADE	20-Nov-18	1535	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	2 POSSIBLE INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	00 NOT CODED
2018	878626130	06 SIXTH	MIAMI-DADE	23-Nov-18	1540	SATURDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2018	878626340	06 SIXTH	MIAMI-DADE	24-Nov-18	238	SUNDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2019	892445300	06 SIXTH	MIAMI-DADE	17-Aug-19	1358	SUNDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2019	892475460	06 SIXTH	MIAMI-DADE	25-Sep-19	1830	THURSDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2019	892475690	06 SIXTH	MIAMI-DADE	1-Oct-19	455	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2019	892477900	06 SIXTH	MIAMI-DADE	4-Oct-19	830	SATURDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	03 ANGLE
2019	892479020	06 SIXTH	MIAMI-DADE	5-Oct-19	1928	SUNDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	03 RAIN	02 WET	03 ANGLE
2019	892480330	06 SIXTH	MIAMI-DADE	7-Oct-19	1040	TUESDAY	5TH ST NE	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	03 RAIN	02 WET	04 SIDESWIPE, SAME DIRECTION
2019	892488810	06 SIXTH	MIAMI-DADE	19-Oct-19	1718	SUNDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	878546420	06 SIXTH	MIAMI-DADE	6-Mar-18	950	WEDNESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2018	878506830	06 SIXTH	MIAMI-DADE	16-Apr-18	830	TUESDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	01 FRONT TO REAR
2018	878499430	06 SIXTH	MIAMI-DADE	11-May-18	920	SATURDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	02 CLOUDY	01 DRY	03 ANGLE
2018	878631200	06 SIXTH	MIAMI-DADE	2-Dec-18	2255	MONDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2018	878634840	06 SIXTH	MIAMI-DADE	6-Dec-18	1445	FRIDAY	BISCAYNE BLVD	87030000	SR 5	2 POSSIBLE INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2018	878648070	06 SIXTH	MIAMI-DADE	26-Dec-18	1635	THURSDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	01 DAYLIGHT	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION
2019	894778790	06 SIXTH	MIAMI-DADE	15-Nov-19	450	SATURDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	03 ANGLE
2019	894787650	06 SIXTH	MIAMI-DADE	28-Nov-19	2331	FRIDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	01 FRONT TO REAR
2019	894798410	06 SIXTH	MIAMI-DADE	12-Dec-19	2110	FRIDAY	BISCAYNE BLVD	87030000	SR 5	1 NO INJURY	04 DARK-LIGHTED	01 CLEAR	01 DRY	04 SIDESWIPE, SAME DIRECTION

APPENDIX C – OPERATIONAL ANALYSIS FOR SR 886/NE 5 STREET AND SR 5/US 1/BISCAYNE BOULEVARD



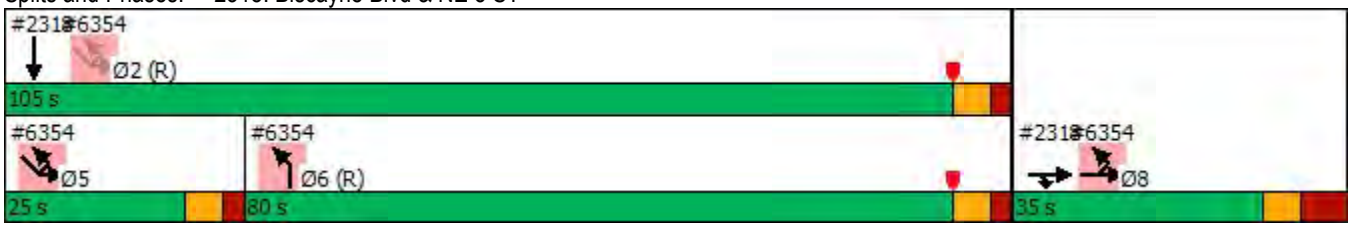
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	307	157	0	0	0	0	0	0	0	1030	0
Future Volume (vph)	0	307	157	0	0	0	0	0	0	0	1030	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	4988	1553	0	0	0	0	0	0	0	6346	0
Flt Permitted												
Satd. Flow (perm)	0	4988	1553	0	0	0	0	0	0	0	6346	0
Satd. Flow (RTOR)			109									
Adj. Flow (vph)	0	409	191	0	0	0	0	0	0	0	1226	0
Lane Group Flow (vph)	0	409	191	0	0	0	0	0	0	0	1226	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.44	0.51								0.27	
Control Delay		52.3	27.1								7.7	
Queue Delay		0.0	0.0								0.9	
Total Delay		52.3	27.1								8.6	
LOS		D	C								A	
Approach Delay		44.3									8.6	
Approach LOS		D									A	
Queue Length 50th (ft)		122	65								108	
Queue Length 95th (ft)		130	122								113	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		926	377								4473	
Starvation Cap Reductn		0	0								2821	
Spillback Cap Reductn		0	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.44	0.51								0.74	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 37.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST



Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		

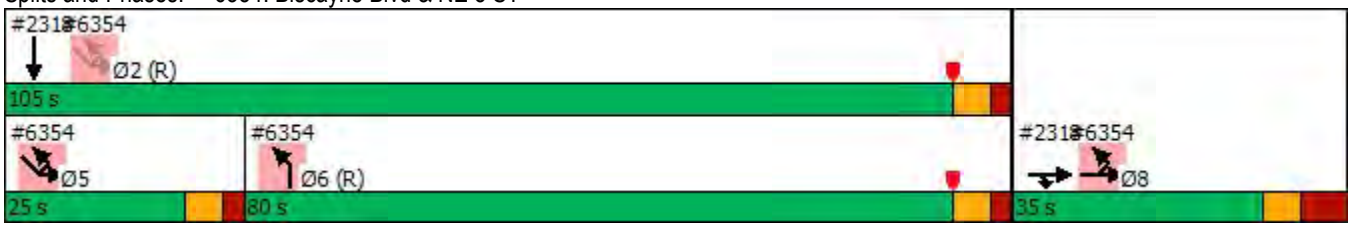
Intersection Summary

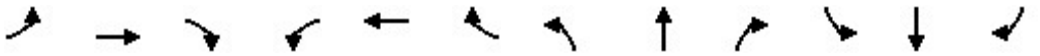
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	110	197	0	0	0	0	767	155	2	489	0	
Future Volume (vph)	110	197	0	0	0	0	767	155	2	489	0	
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.972					
Flt Protected		0.986					0.961			0.950		
Satd. Flow (prot)	0	6154	0	0	0	0	6186	0	0	3467	0	
Flt Permitted		0.986					0.961			0.950		
Satd. Flow (perm)	0	6154	0	0	0	0	6186	0	0	3467	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	115	303	0	0	0	0	843	196	4	661	0	
Lane Group Flow (vph)	0	418	0	0	0	0	1039	0	0	665	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)		26.0					76.6			98.7		
Actuated g/C Ratio		0.19					0.55			0.70		
v/c Ratio		0.37					0.30			0.27		
Control Delay		4.1					15.9			7.9		
Queue Delay		0.4					0.0			2.4		
Total Delay		4.4					15.9			10.3		
LOS		A					B			B		
Approach Delay		4.4					15.9			10.3		
Approach LOS		A					B			B		
Queue Length 50th (ft)		4					123			104		
Queue Length 95th (ft)		3					152			101		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)		1142					3429			2444		
Starvation Cap Reductn		310					0			1611		
Spillback Cap Reductn		0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.50					0.30			0.80		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST





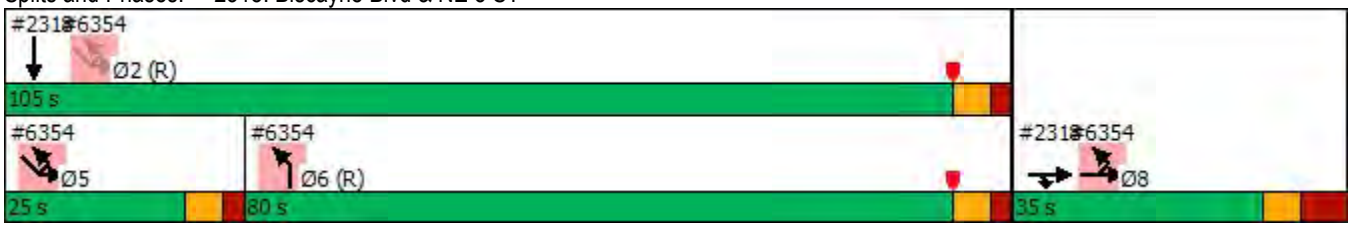
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	231	132	0	0	0	0	0	0	0	778	0
Future Volume (vph)	0	231	132	0	0	0	0	0	0	0	778	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	4848	1568	0	0	0	0	0	0	0	6285	0
Flt Permitted												
Satd. Flow (perm)	0	4848	1568	0	0	0	0	0	0	0	6285	0
Satd. Flow (RTOR)			165									
Adj. Flow (vph)	0	257	165	0	0	0	0	0	0	0	949	0
Lane Group Flow (vph)	0	257	165	0	0	0	0	0	0	0	949	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.29	0.39								0.21	
Control Delay		50.0	9.6								7.3	
Queue Delay		0.0	0.0								0.6	
Total Delay		50.0	9.6								7.9	
LOS		D	A								A	
Approach Delay		34.2									7.9	
Approach LOS		C									A	
Queue Length 50th (ft)		74	0								79	
Queue Length 95th (ft)		104	41								83	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		900	425								4430	
Starvation Cap Reductn		0	0								2940	
Spillback Cap Reductn		0	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.29	0.39								0.64	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 12 (9%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 32.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST



Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		

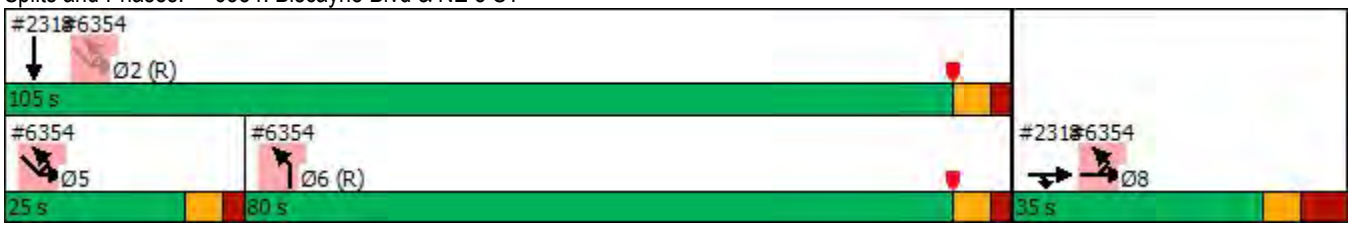
Intersection Summary

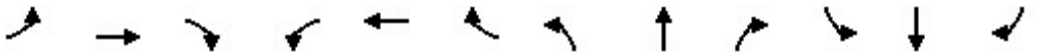
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	133	101	0	0	0	0	1060	57	8	118	0	
Future Volume (vph)	133	101	0	0	0	0	1060	57	8	118	0	
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.991					
Flt Protected		0.972					0.955			0.950		
Satd. Flow (prot)	0	5953	0	0	0	0	6347	0	0	3375	0	
Flt Permitted		0.972					0.955			0.950		
Satd. Flow (perm)	0	5953	0	0	0	0	6347	0	0	3375	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	164	123	0	0	0	0	1178	76	12	144	0	
Lane Group Flow (vph)	0	287	0	0	0	0	1254	0	0	156	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)		26.0					84.9			98.7		
Actuated g/C Ratio		0.19					0.61			0.70		
v/c Ratio		0.26					0.32			0.07		
Control Delay		7.4					12.6			6.5		
Queue Delay		0.8					0.4			0.0		
Total Delay		8.3					13.0			6.5		
LOS		A					B			A		
Approach Delay		8.3					13.0			6.5		
Approach LOS		A					B			A		
Queue Length 50th (ft)		8					133			20		
Queue Length 95th (ft)		9					157			28		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)		1105					3887			2379		
Starvation Cap Reductn		541					1890			0		
Spillback Cap Reductn		0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.51					0.63			0.07		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 12 (9%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 45.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST





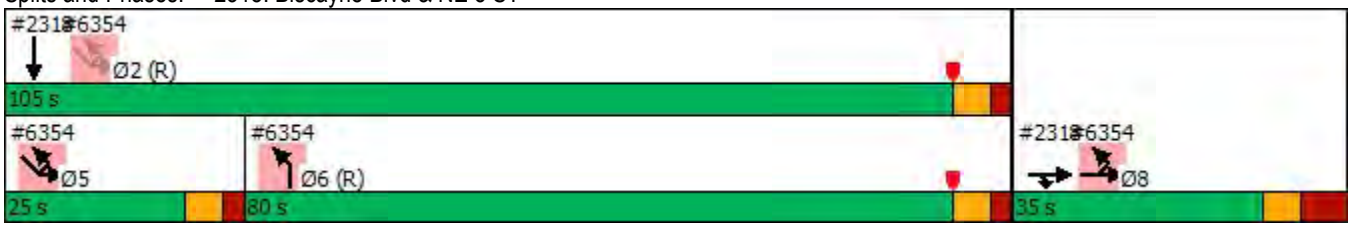
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	278	177	0	0	0	0	0	0	0	1204	0
Future Volume (vph)	0	278	177	0	0	0	0	0	0	0	1204	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	5036	1568	0	0	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	5036	1568	0	0	0	0	0	0	0	6408	0
Satd. Flow (RTOR)			88									
Adj. Flow (vph)	0	348	188	0	0	0	0	0	0	0	1338	0
Lane Group Flow (vph)	0	348	188	0	0	0	0	0	0	0	1338	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.37	0.52								0.30	
Control Delay		51.2	32.5								7.9	
Queue Delay		0.0	0.0								1.0	
Total Delay		51.2	32.5								8.9	
LOS		D	C								A	
Approach Delay		44.6									8.9	
Approach LOS		D									A	
Queue Length 50th (ft)		102	81								120	
Queue Length 95th (ft)		120	163								136	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		935	362								4517	
Starvation Cap Reductn		0	0								2798	
Spillback Cap Reductn		0	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.37	0.52								0.78	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 41.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST



Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		

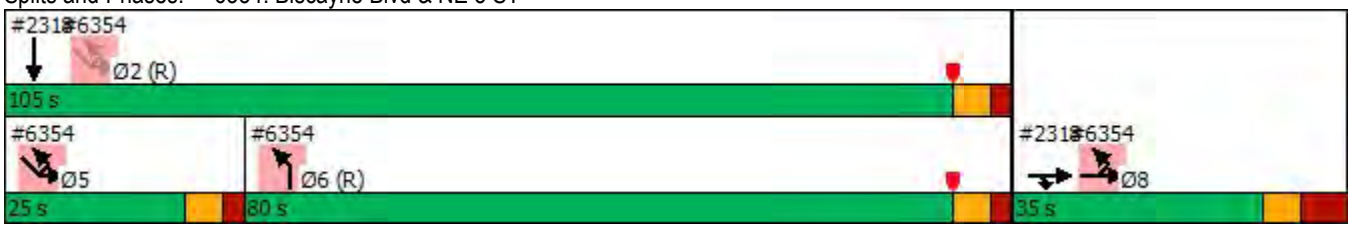
Intersection Summary

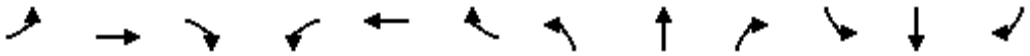
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	223	53	0	0	0	0	1681	51	14	49	0	
Future Volume (vph)	223	53	0	0	0	0	1681	51	14	49	0	
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.995					
Flt Protected		0.961					0.954			0.950		
Satd. Flow (prot)	0	6115	0	0	0	0	6488	0	0	3449	0	
Flt Permitted		0.961					0.954			0.950		
Satd. Flow (perm)	0	6115	0	0	0	0	6488	0	0	3449	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	290	64	0	0	0	0	1788	68	20	72	0	
Lane Group Flow (vph)	0	354	0	0	0	0	1856	0	0	92	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)		26.0					85.8			98.7		
Actuated g/C Ratio		0.19					0.61			0.70		
v/c Ratio		0.87dl					0.46			0.04		
Control Delay		3.7					14.2			6.3		
Queue Delay		0.5					1.0			0.0		
Total Delay		4.2					15.2			6.3		
LOS		A					B			A		
Approach Delay		4.2					15.2			6.3		
Approach LOS		A					B			A		
Queue Length 50th (ft)		3					225			11		
Queue Length 95th (ft)		3					254			15		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)		1135					4013			2431		
Starvation Cap Reductn		408					1765			0		
Spillback Cap Reductn		0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.49					0.83			0.04		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	
dl Defacto Left Lane. Recode with 1 though lane as a left lane.	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	307	157	0	0	0	0	0	0	0	1030	0
Future Volume (vph)	0	307	157	0	0	0	0	0	0	0	1030	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	4988	1553	0	0	0	0	0	0	0	6346	0
Flt Permitted												
Satd. Flow (perm)	0	4988	1553	0	0	0	0	0	0	0	6346	0
Satd. Flow (RTOR)			109									
Adj. Flow (vph)	0	409	191	0	0	0	0	0	0	0	1226	0
Lane Group Flow (vph)	0	409	191	0	0	0	0	0	0	0	1226	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.44	0.51								0.27	
Control Delay		52.3	27.1								7.7	
Queue Delay		0.0	0.0								0.9	
Total Delay		52.3	27.1								8.6	
LOS		D	C								A	
Approach Delay		44.3									8.6	
Approach LOS		D									A	
Queue Length 50th (ft)		122	65								108	
Queue Length 95th (ft)		130	122								113	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		926	377								4473	
Starvation Cap Reductn		0	0								2821	
Spillback Cap Reductn		0	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.44	0.51								0.74	

Intersection Summary	
Cycle Length: 140	
Actual Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 37.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST

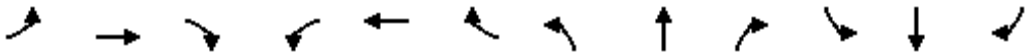
Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	110	197	0	0	0	0	767	155	2	489	0	
Future Volume (vph)	110	197	0	0	0	0	767	155	2	489	0	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.972					
Flt Protected	0.950						0.961			0.950		
Satd. Flow (prot)	1736	4940	0	0	0	0	6186	0	0	3467	0	
Flt Permitted	0.950						0.961			0.950		
Satd. Flow (perm)	1736	4940	0	0	0	0	6186	0	0	3467	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	115	303	0	0	0	0	843	196	4	661	0	
Lane Group Flow (vph)	115	303	0	0	0	0	1039	0	0	665	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)	-1.0	0.0					0.0			0.0		
Total Lost Time (s)	8.0	9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)	27.0	26.0					76.6			98.7		
Actuated g/C Ratio	0.19	0.19					0.55			0.70		
v/c Ratio	0.34	0.33					0.30			0.27		
Control Delay	5.0	4.1					15.9			7.9		
Queue Delay	1.0	0.6					0.0			2.4		
Total Delay	5.9	4.7					15.9			10.3		
LOS	A	A					B			B		
Approach Delay		5.0					15.9			10.3		
Approach LOS		A					B			B		
Queue Length 50th (ft)	3	4					123			104		
Queue Length 95th (ft)	5	3					152			101		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)	334	917					3429			2444		
Starvation Cap Reductn	83	302					0			1611		
Spillback Cap Reductn	0	0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn	0	0					0			0		
Reduced v/c Ratio	0.46	0.49					0.30			0.80		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	307	157	0	0	0	0	0	0	0	1030	0
Future Volume (vph)	0	307	157	0	0	0	0	0	0	0	1030	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	4988	1553	0	0	0	0	0	0	0	6346	0
Flt Permitted												
Satd. Flow (perm)	0	4988	1553	0	0	0	0	0	0	0	6346	0
Satd. Flow (RTOR)			109									
Adj. Flow (vph)	0	409	191	0	0	0	0	0	0	0	1226	0
Lane Group Flow (vph)	0	409	191	0	0	0	0	0	0	0	1226	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.44	0.51								0.27	
Control Delay		52.3	27.1								7.7	
Queue Delay		0.0	0.0								0.9	
Total Delay		52.3	27.1								8.6	
LOS		D	C								A	
Approach Delay		44.3									8.6	
Approach LOS		D									A	
Queue Length 50th (ft)		122	65								108	
Queue Length 95th (ft)		130	122								113	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		926	377								4473	
Starvation Cap Reductn		0	0								2821	
Spillback Cap Reductn		0	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.44	0.51								0.74	

Intersection Summary	
Cycle Length: 140	
Actual Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 37.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST

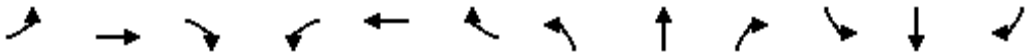
Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	110	197	0	0	0	0	767	155	2	489	0	
Future Volume (vph)	110	197	0	0	0	0	767	155	2	489	0	
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.972					
Flt Protected		0.986					0.961			0.950		
Satd. Flow (prot)	1571	4615	0	0	0	0	6186	0	0	3467	0	
Flt Permitted		0.986					0.961			0.950		
Satd. Flow (perm)	1571	4615	0	0	0	0	6186	0	0	3467	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	115	303	0	0	0	0	843	196	4	661	0	
Lane Group Flow (vph)	0	418	0	0	0	0	1039	0	0	665	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)	-1.0	0.0					0.0			0.0		
Total Lost Time (s)	8.0	9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)		26.0					76.6			98.7		
Actuated g/C Ratio		0.19					0.55			0.70		
v/c Ratio		0.49					0.30			0.27		
Control Delay		5.5					15.9			7.9		
Queue Delay		0.1					0.0			2.4		
Total Delay		5.6					15.9			10.3		
LOS		A					B			B		
Approach Delay		5.6					15.9			10.3		
Approach LOS		A					B			B		
Queue Length 50th (ft)		5					123			104		
Queue Length 95th (ft)		5					152			101		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)		857					3429			2444		
Starvation Cap Reductn		50					0			1611		
Spillback Cap Reductn		0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.52					0.30			0.80		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 12.1	Intersection LOS: B
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	231	132	0	0	0	0	0	0	0	778	0
Future Volume (vph)	0	231	132	0	0	0	0	0	0	0	778	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	4848	1568	0	0	0	0	0	0	0	6285	0
Flt Permitted												
Satd. Flow (perm)	0	4848	1568	0	0	0	0	0	0	0	6285	0
Satd. Flow (RTOR)			165									
Adj. Flow (vph)	0	257	165	0	0	0	0	0	0	0	949	0
Lane Group Flow (vph)	0	257	165	0	0	0	0	0	0	0	949	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.29	0.39								0.21	
Control Delay		50.0	9.6								7.3	
Queue Delay		0.0	0.0								0.6	
Total Delay		50.0	9.6								7.9	
LOS		D	A								A	
Approach Delay		34.2									7.9	
Approach LOS		C									A	
Queue Length 50th (ft)		74	0								79	
Queue Length 95th (ft)		104	41								83	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		900	425								4430	
Starvation Cap Reductn		0	0								2940	
Spillback Cap Reductn		32	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.30	0.39								0.64	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 12 (9%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 32.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST

Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		

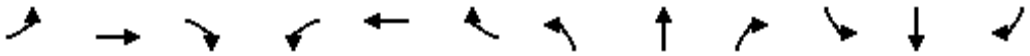
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	133	101	0	0	0	0	1060	57	8	118	0	
Future Volume (vph)	133	101	0	0	0	0	1060	57	8	118	0	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.991					
Flt Protected	0.950						0.955			0.950		
Satd. Flow (prot)	1719	4759	0	0	0	0	6347	0	0	3375	0	
Flt Permitted	0.950						0.955			0.950		
Satd. Flow (perm)	1719	4759	0	0	0	0	6347	0	0	3375	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	164	123	0	0	0	0	1178	76	12	144	0	
Lane Group Flow (vph)	164	123	0	0	0	0	1254	0	0	156	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)	0.0	0.0					0.0			0.0		
Total Lost Time (s)	9.0	9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)	26.0	26.0					84.9			98.7		
Actuated g/C Ratio	0.19	0.19					0.61			0.70		
v/c Ratio	0.51	0.14					0.32			0.07		
Control Delay	14.6	7.2					12.6			6.5		
Queue Delay	0.4	1.3					0.4			0.0		
Total Delay	15.1	8.5					13.0			6.5		
LOS	B	A					B			A		
Approach Delay		12.3					13.0			6.5		
Approach LOS		B					B			A		
Queue Length 50th (ft)	16	4					133			20		
Queue Length 95th (ft)	48	6					157			28		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)	319	883					3887			2379		
Starvation Cap Reductn	21	598					1890			0		
Spillback Cap Reductn	0	0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn	0	0					0			0		
Reduced v/c Ratio	0.55	0.43					0.63			0.07		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 12 (9%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 45.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	231	132	0	0	0	0	0	0	0	778	0
Future Volume (vph)	0	231	132	0	0	0	0	0	0	0	778	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	4848	1568	0	0	0	0	0	0	0	6285	0
Flt Permitted												
Satd. Flow (perm)	0	4848	1568	0	0	0	0	0	0	0	6285	0
Satd. Flow (RTOR)			165									
Adj. Flow (vph)	0	257	165	0	0	0	0	0	0	0	949	0
Lane Group Flow (vph)	0	257	165	0	0	0	0	0	0	0	949	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.29	0.39								0.21	
Control Delay		50.0	9.6								7.3	
Queue Delay		0.0	0.0								0.6	
Total Delay		50.0	9.6								7.9	
LOS		D	A								A	
Approach Delay		34.2									7.9	
Approach LOS		C									A	
Queue Length 50th (ft)		74	0								79	
Queue Length 95th (ft)		104	41								83	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		900	425								4430	
Starvation Cap Reductn		0	0								2940	
Spillback Cap Reductn		0	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.29	0.39								0.64	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 12 (9%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 32.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST

Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		

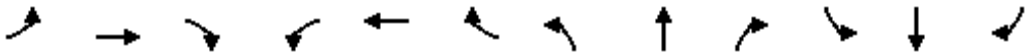
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	133	101	0	0	0	0	1060	57	8	118	0	
Future Volume (vph)	133	101	0	0	0	0	1060	57	8	118	0	
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.991					
Flt Protected		0.972					0.955			0.950		
Satd. Flow (prot)	1556	4465	0	0	0	0	6347	0	0	3375	0	
Flt Permitted		0.972					0.955			0.950		
Satd. Flow (perm)	1556	4465	0	0	0	0	6347	0	0	3375	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	164	123	0	0	0	0	1178	76	12	144	0	
Lane Group Flow (vph)	0	287	0	0	0	0	1254	0	0	156	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)	0.0	0.0					0.0			0.0		
Total Lost Time (s)	9.0	9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)		26.0					84.9			98.7		
Actuated g/C Ratio		0.19					0.61			0.70		
v/c Ratio		0.35					0.32			0.07		
Control Delay		8.3					12.6			6.5		
Queue Delay		0.8					0.4			0.0		
Total Delay		9.1					13.0			6.5		
LOS		A					B			A		
Approach Delay		9.1					13.0			6.5		
Approach LOS		A					B			A		
Queue Length 50th (ft)		10					133			20		
Queue Length 95th (ft)		13					157			28		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)		829					3887			2379		
Starvation Cap Reductn		290					1890			0		
Spillback Cap Reductn		0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.53					0.63			0.07		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 12 (9%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 43.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	278	177	0	0	0	0	0	0	0	1204	0
Future Volume (vph)	0	278	177	0	0	0	0	0	0	0	1204	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	5036	1568	0	0	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	5036	1568	0	0	0	0	0	0	0	6408	0
Satd. Flow (RTOR)			88									
Adj. Flow (vph)	0	348	188	0	0	0	0	0	0	0	1338	0
Lane Group Flow (vph)	0	348	188	0	0	0	0	0	0	0	1338	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.37	0.52								0.30	
Control Delay		51.2	32.5								7.9	
Queue Delay		0.1	0.0								1.0	
Total Delay		51.3	32.5								8.9	
LOS		D	C								A	
Approach Delay		44.7									8.9	
Approach LOS		D									A	
Queue Length 50th (ft)		102	81								120	
Queue Length 95th (ft)		120	163								136	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		935	362								4517	
Starvation Cap Reductn		0	0								2798	
Spillback Cap Reductn		65	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.40	0.52								0.78	

Intersection Summary	
Cycle Length: 140	
Actual Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 41.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST

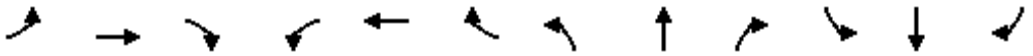
Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	223	53	0	0	0	0	1681	51	14	49	0	
Future Volume (vph)	223	53	0	0	0	0	1681	51	14	49	0	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.995					
Flt Protected	0.950						0.954			0.950		
Satd. Flow (prot)	1805	4510	0	0	0	0	6488	0	0	3449	0	
Flt Permitted	0.950						0.954			0.950		
Satd. Flow (perm)	1805	4510	0	0	0	0	6488	0	0	3449	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	290	64	0	0	0	0	1788	68	20	72	0	
Lane Group Flow (vph)	290	64	0	0	0	0	1856	0	0	92	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)	0.0	0.0					0.0			0.0		
Total Lost Time (s)	9.0	9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)	26.0	26.0					85.8			98.7		
Actuated g/C Ratio	0.19	0.19					0.61			0.70		
v/c Ratio	0.87	0.08					0.46			0.04		
Control Delay	38.1	3.1					14.2			6.3		
Queue Delay	2.1	1.2					1.0			0.0		
Total Delay	40.2	4.3					15.2			6.3		
LOS	D	A					B			A		
Approach Delay		33.7					15.2			6.3		
Approach LOS		C					B			A		
Queue Length 50th (ft)	150	0					225			11		
Queue Length 95th (ft)	155	1					254			15		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)	335	837					4013			2431		
Starvation Cap Reductn	10	635					1765			0		
Spillback Cap Reductn	0	0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn	0	0					0			0		
Reduced v/c Ratio	0.89	0.32					0.83			0.04		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	278	177	0	0	0	0	0	0	0	1204	0
Future Volume (vph)	0	278	177	0	0	0	0	0	0	0	1204	0
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	5036	1568	0	0	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	5036	1568	0	0	0	0	0	0	0	6408	0
Satd. Flow (RTOR)			88									
Adj. Flow (vph)	0	348	188	0	0	0	0	0	0	0	1338	0
Lane Group Flow (vph)	0	348	188	0	0	0	0	0	0	0	1338	0
Turn Type		NA	Prot								NA	
Protected Phases		8	8								2	
Permitted Phases												
Detector Phase		8	8									
Switch Phase												
Minimum Initial (s)		7.0	7.0								7.0	
Minimum Split (s)		34.0	34.0								31.3	
Total Split (s)		35.0	35.0								105.0	
Total Split (%)		25.0%	25.0%								75.0%	
Maximum Green (s)		26.0	26.0								98.7	
Yellow Time (s)		4.0	4.0								4.0	
All-Red Time (s)		5.0	5.0								2.3	
Lost Time Adjust (s)		0.0	0.0								0.0	
Total Lost Time (s)		9.0	9.0								6.3	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.5	2.5								1.0	
Recall Mode		Max	Max								C-Max	
Walk Time (s)		7.0	7.0								7.0	
Flash Dont Walk (s)		18.0	18.0								18.0	
Pedestrian Calls (#/hr)		0	0								0	
Act Effct Green (s)		26.0	26.0								98.7	
Actuated g/C Ratio		0.19	0.19								0.70	
v/c Ratio		0.37	0.52								0.30	
Control Delay		51.2	32.5								7.9	
Queue Delay		0.0	0.0								1.0	
Total Delay		51.2	32.5								8.9	
LOS		D	C								A	
Approach Delay		44.6									8.9	
Approach LOS		D									A	
Queue Length 50th (ft)		102	81								120	
Queue Length 95th (ft)		120	163								136	
Internal Link Dist (ft)		400			44			306			228	
Turn Bay Length (ft)												
Base Capacity (vph)		935	362								4517	
Starvation Cap Reductn		0	0								2798	
Spillback Cap Reductn		0	0								0	

Lane Group	Ø5	Ø6
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Adj. Flow (vph)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	10.3	31.3
Total Split (s)	25.0	80.0
Total Split (%)	18%	57%
Maximum Green (s)	18.7	73.7
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.3	2.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	1.0
Recall Mode	None	C-Max
Walk Time (s)		7.0
Flash Dont Walk (s)		18.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.37	0.52								0.78	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 41.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2318: Biscayne Blvd & NE 5 ST

Lane Group	Ø5	Ø6
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Lane Configurations												
Traffic Volume (vph)	223	53	0	0	0	0	1681	51	14	49	0	
Future Volume (vph)	223	53	0	0	0	0	1681	51	14	49	0	
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	0.91	0.86	0.95	0.97	1.00	
Frt							0.995					
Flt Protected		0.961					0.954			0.950		
Satd. Flow (prot)	1634	4586	0	0	0	0	6488	0	0	3449	0	
Flt Permitted		0.961					0.954			0.950		
Satd. Flow (perm)	1634	4586	0	0	0	0	6488	0	0	3449	0	
Satd. Flow (RTOR)							96					
Adj. Flow (vph)	290	64	0	0	0	0	1788	68	20	72	0	
Lane Group Flow (vph)	0	354	0	0	0	0	1856	0	0	92	0	
Turn Type	Split	NA					Prot		pm+pt	pm+pt		
Protected Phases	8	8					6		5	5		2
Permitted Phases									2	2		
Detector Phase	8	8							5	5		
Switch Phase												
Minimum Initial (s)	7.0	7.0					7.0		4.0	4.0		7.0
Minimum Split (s)	34.0	34.0					31.3		10.3	10.3		31.3
Total Split (s)	35.0	35.0					80.0		25.0	25.0		105.0
Total Split (%)	25.0%	25.0%					57.1%		17.9%	17.9%		75%
Maximum Green (s)	26.0	26.0					73.7		18.7	18.7		98.7
Yellow Time (s)	4.0	4.0					4.0		4.0	4.0		4.0
All-Red Time (s)	5.0	5.0					2.3		2.3	2.3		2.3
Lost Time Adjust (s)	0.0	0.0					0.0			0.0		
Total Lost Time (s)	9.0	9.0					6.3			6.3		
Lead/Lag							Lag		Lead	Lead		
Lead-Lag Optimize?							Yes		Yes	Yes		
Vehicle Extension (s)	2.5	2.5					1.0		3.0	3.0		1.0
Recall Mode	Max	Max					C-Max		None	None		C-Max
Walk Time (s)	7.0	7.0					7.0					7.0
Flash Dont Walk (s)	18.0	18.0					18.0					18.0
Pedestrian Calls (#/hr)	0	0					0					0
Act Effct Green (s)		26.0					85.8			98.7		
Actuated g/C Ratio		0.19					0.61			0.70		
v/c Ratio		0.91dl					0.46			0.04		
Control Delay		4.9					14.2			6.3		
Queue Delay		0.3					1.0			0.0		
Total Delay		5.2					15.2			6.3		
LOS		A					B			A		
Approach Delay		5.2					15.2			6.3		
Approach LOS		A					B			A		
Queue Length 50th (ft)		4					225			11		
Queue Length 95th (ft)		5					254			15		
Internal Link Dist (ft)		44			520		355			213		
Turn Bay Length (ft)												
Base Capacity (vph)		851					4013			2431		
Starvation Cap Reductn		151					1765			0		
Spillback Cap Reductn		0					0			0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEU	SEL	SER	Ø2
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.51					0.83			0.04		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	
dl Defacto Left Lane. Recode with 1 though lane as a left lane.	

Splits and Phases: 6354: Biscayne Blvd & NE 5 ST

APPENDIX D – SIGNAL TIMING AND PHASING INFORMATION

TOD Schedule Report

for 2318: US 1 (SB)&NE 5 St

Print Date: 10/4/2021

Print Time: 2:29 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2318	US 1 (SB)&NE 5 St	DOW-2	TOD	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
-	SBT	-	-	SBL	NBT	-	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 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 55 - 55	4	2.3
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 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	30 - 30 - 30	4	2.3
6 NBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 55 - 55	4	2.3
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	7 - 7 - 7	18 - 18 - 18	10 - 10 - 10	2.5 - 2.5 - 2.5	25 - 25 - 25	50 - 50 - 50	4	5

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--56-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 2318: US 1 (SB)&NE 5 St

Print Date: 10/4/2021

Print Time: 2:29 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 -	5 SBL	6 NBT	7 -	8 EBT	Ring Offset	Offset
	3	130	0	89	0	0	19	64	0	26	0	0
	4	140	0	99	0	0	19	74	0	26	0	0
	6	140	0	99	0	0	19	74	0	26	0	12
	10	140	0	99	0	0	19	74	0	26	0	0
	13	140	0	99	0	0	19	74	0	26	0	0
	14	110	0	67	0	0	17	44	0	28	0	0
	17	100	0	57	0	0	20	31	0	28	0	0
	18	130	0	89	0	0	19	64	0	26	0	0
	19	110	0	75	0	0	18	51	0	20	0	0
	20	130	0	89	0	0	25	58	0	26	0	0
	21	120	0	71	0	0	16	49	0	34	0	0
	22	100	0	65	0	0	14	45	0	20	0	0
	25	180	0	134	0	0	25	103	0	31	0	0

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	18	Su S
0130	Free	M T W Th F
0230	Free	Su S
0600	3	M T W Th F
0630	18	Su S
0700	4	M T W Th F
0800	19	Su S
0900	6	M T W Th F
1100	20	Su S
1545	10	M T W Th F
1900	13	M T W Th F
1900	21	Su S
2000	14	M T W Th F
2300	17	M T W Th F
2300	22	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	PED RECALL	8-------	M T W ThF
2200	PED RECALL	--------	M T W ThF

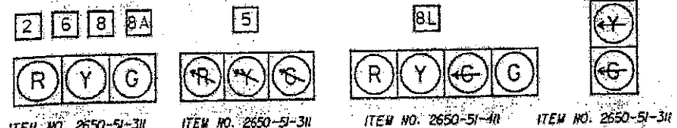
Local Time of Day Function

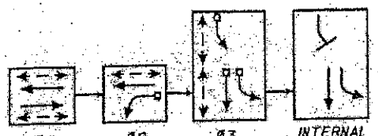
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	PED RECALL	8-------	M T W ThF
0800	PED RECALL	8-------	Su S
2200	PED RECALL	--------	M T W ThF
2300	PED RECALL	--------	Su S

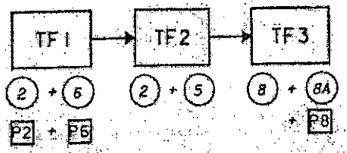
*** Settings**

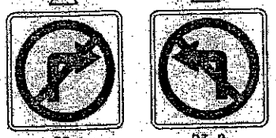
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

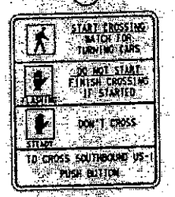
No Calendar Defined/Enabled

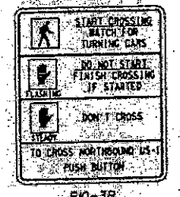


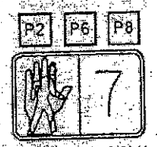


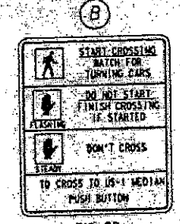


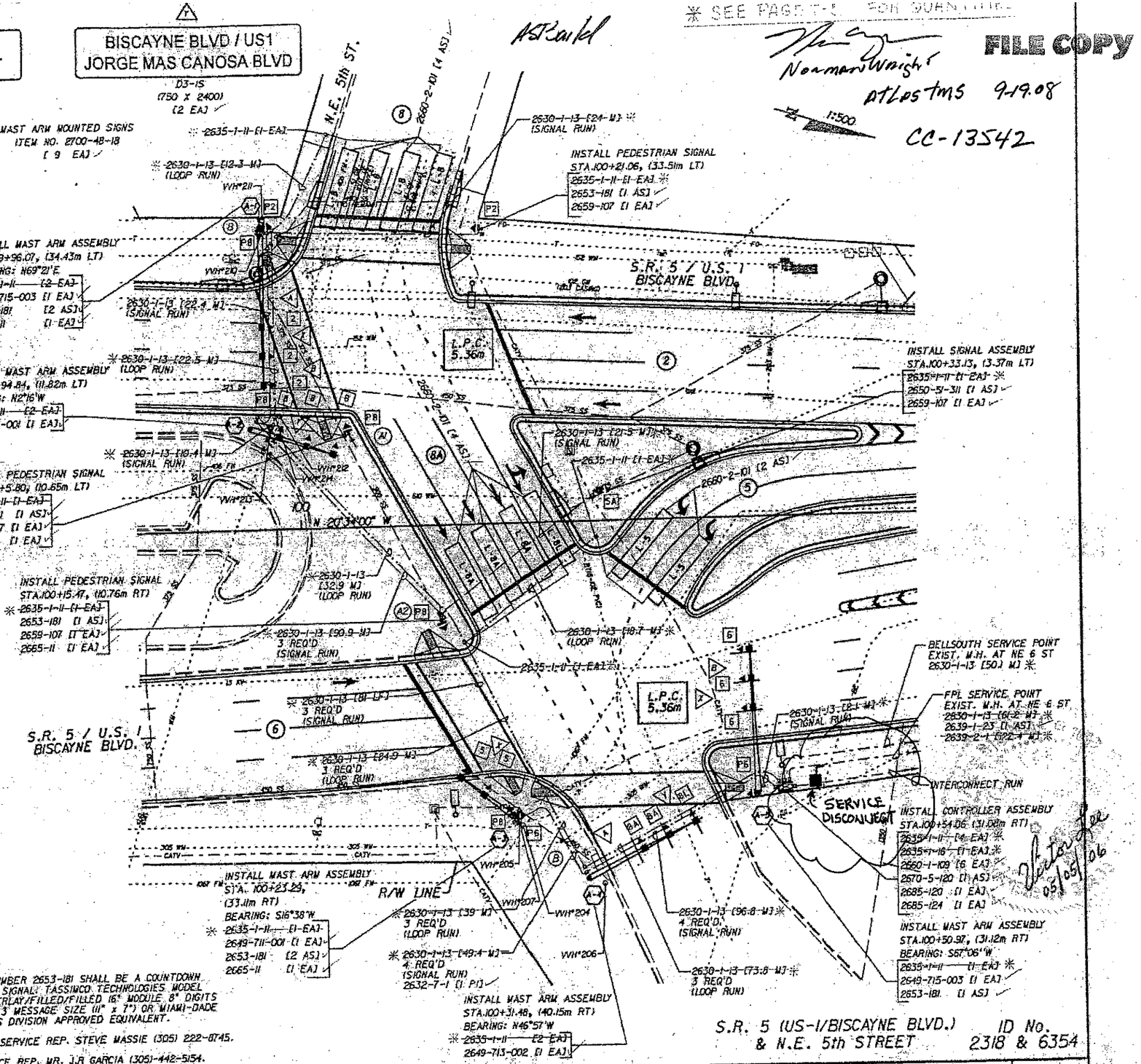












✳ SEE PAGE T-5 FOR QUANTITIES

AS Built

Norman Wright

ATLAS TMS 9-19-08

CC-13542

FILE COPY

SIGNAL HEAD DETAILS

X

PORT BLVD
NE 5 ST

D3-1S
(750 X 1350)
[3 EA] ✓

Y

BISCAYNE BLVD / US1
JORGE MAS CANOSA BLVD

D3-1S
(750 X 2400)
[2 EA] ✓

SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM

RING DIAGRAM

R3-1
(600 X 600)
[2 EA] ✓

R3-2
(600 X 600)
[2 EA] ✓

(A1)

START CROSSING WATCH FOR TURNING CARS
DO NOT START FINISH CROSSING IF STARTED (FLASHING)
DON'T CROSS (STEADY)
TO CROSS SOUTHBOUND US-1 PUSH BUTTON

R10-3B
TO BE INCLUDED IN THE COST OF ITEM No. 2665-11
[1 EA] ✓

(A2)

START CROSSING WATCH FOR TURNING CARS
DO NOT START FINISH CROSSING IF STARTED (FLASHING)
DON'T CROSS (STEADY)
TO CROSS NORTHBOUND US-1 PUSH BUTTON

R10-3B
TO BE INCLUDED IN THE COST OF ITEM No. 2665-11
[1 EA] ✓

PEDESTRIAN SIGNAL
ITEM No. 2653-181
[8 AS] ✓
(SEE NOTE 1)

(B)

START CROSSING WATCH FOR TURNING CARS
DO NOT START FINISH CROSSING IF STARTED (FLASHING)
DON'T CROSS (STEADY)
TO CROSS TO US-1 MEDIAN PUSH BUTTON

R10-3B
TO BE INCLUDED IN THE COST OF ITEM No. 2665-11
[2 EA] ✓

Victor Lee 05/05/06

S.R. 5 (US-1/BISCAYNE BLVD.)
& N.E. 5th STREET

ID No.
2318 & 6354

SIGNALIZATION NOTES

1. CONTROLLER OPERATIONS
   - A. MODEL 170 CONTROLLER ASSEMBLY WITH COORDINATION CAPABILITIES.
   - B. MAJOR STREET IS S.R. 5 (US-1/BISCAYNE BLVD.) MINOR STREET IS N.E. 5th STREET/PORT BLVD
   - C. FLASHING OPERATION TO BE:
     - YELLOW ON S.R. 5 (US-1/BISCAYNE BLVD.), (MOVEMENTS ② + ⑥).
     - RED ON N.E. 5th STREET/PORT BLVD (MOVEMENTS ⑤, ⑧ & (8A)).
   - D. COORDINATION PHASE IS ON PHASE 1, MOVEMENTS ② + ⑥.
   - E. PEDESTRIAN DISPLAY CONCURRENT WITH PHASE 1 & ACTUATED ON PHASE 3.

2. TIMING WILL BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS AND SIGNS DIVISION, 7100 NW 36 ST, TELEPHONE (305) 592-8925.

DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L-5	2	1
L-8	4	2
L-8A	3	2
L-8L	1	1

REMOVAL ITEMS

2690-10 REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY	[11 EA] ✓
2690-20 REMOVE PEDESTRIAN SIGNAL ASSEMBLY	[8 EA] ✓
2690-31 REMOVE SIGNAL PEDESTAL	[5 EA] ✓
2690-33-2 REMOVE POLE (DEEP)	[4.6 M] ✓
2690-50 REMOVE CONTROLLER ASSEMBLY	[1 EA] ✓
2690-60 REMOVE VEHICLE DETECTOR ASSEMBLY	[3 EA] ✓
2690-70 REMOVE PEDESTRIAN DETECTOR	[4 EA] ✓
2690-90 REMOVE CABLING AND CONDUIT	[1 PI]
2690-100 REMOVE MISCELLANEOUS SIGNAL EQUIPMENT (PULL BOX)	[1 PI]

NOTES:

1. PAY ITEM NUMBER 2653-181 SHALL BE A COUNTDOWN PEDESTRIAN SIGNAL: TASSIMCO TECHNOLOGIES MODEL PSC 250 OVERLAY/FILLED/FILLED 16" MODULE 8" DIGITS WITH CLASS 3 MESSAGE SIZE (11" x 7") OR MIAMI-DADE COUNTY TS&S DIVISION APPROVED EQUIVALENT.
2. BELLSOUTH SERVICE REP. STEVE MASSIE (305) 222-8745.
3. FP&L SERVICE REP. MR. J.R GARCIA (305)-442-5154.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
05-05-06	VL	REVISE SOP DIAGRAMS, R10-3B SIGNS.			

DAVID PLUMMER & ASSOCIATES, INC.
1750 PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION EB 2690
VICTOR LEE P.E. NO. 35233

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

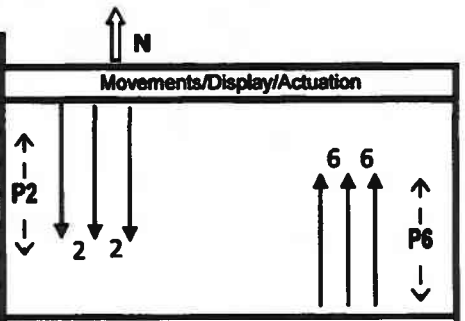
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 5	MIAMI-DADE	249835-2-52-01

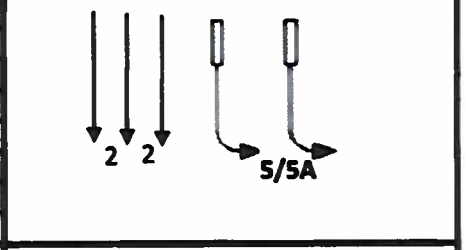
SIGNALIZATION PLAN

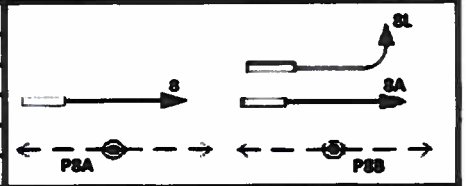
SHEET NO.
T-5

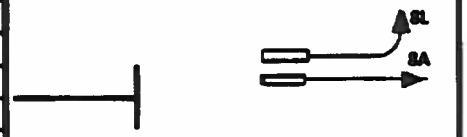
SIGNAL OPERATING PLAN

Timing Phases	Direction	Head No.	SB 5/5A	SB 2	NB 6	EB 8	EB 8A	EB 8L	Ped Heads P2	P6	P8A	P8B
2+6 SB/NB US-1 RECALL		Dwell	R	G	G	R	R	R	W/F	W/F	DW	DW
	Clear to	2+5	R	G	Y	R	R	R	W/F	DW	DW	DW
		8	R	Y	Y	R	R	R	DW	DW	DW	DW
2+5 SBL+SBT US-1 ACTUATED		Dwell	G	G	R	R	R	R	DW	DW	DW	DW
	Clear	8	Y	Y	R	R	R	R	DW	DW	DW	DW
		2+6	Y	G	R	R	R	R	DW	DW	DW	DW
8 EB NE 5 ST ACTUATED		Dwell	R	R	R	G	G	<G/G	DW	DW	W/F	W/F
	Clear	INT	R	R	R	Y	G	<G/G	DW	DW	DW	DW
INTERNAL CLEAREANCE		Dwell	R	R	R	R	G	<G/G	DW	DW	DW	DW
	Clear to	2+6	R	R	R	R	Y	Y	DW	DW	DW	DW
		Dwell										
Flashing Operation			FR	FY	FY	FR	FR	FR				









MIAMI-DADE COUNTY PUBLIC WORK DEPARMENT

Drawn	Date	
Mario L. Hernandez	10/2/2020	US-1 & NE 5 St

Checked	Date	Placed in Service		Phasing No.	Asset Number
	10/15/2020	Date	By	10	2318

TOD Schedule Report
for 3241: US 1&NE 6 St

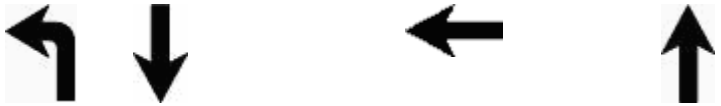
Print Date: 10/4/2021

Print Time: 4:16 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3241	US 1&NE 6 St	DOW-2	TOD	[10] PRE-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	-	WBT	-	NBT	-	-
12	65	0	43	0	83	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 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	12 - 12 - 12	18 - 15 - 15	4	2.2
2 SBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	2.2
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	17 - 17 - 17	7 - 7 - 7	4 - 4 - 4	25 - 25 - 25	55 - 36 - 36	5	2.9
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	2.2
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	12-4-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report
for 3241: US 1&NE 6 St

Print Date: 10/4/2021

Print Time: 4:16 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	90	10	34	0	26	0	50	0	0	0	0
	3	130	7	76	0	27	0	89	0	0	0	113
	4	140	10	83	0	27	0	99	0	0	0	0
	5	140	13	80	0	27	0	99	0	0	0	0
	6	140	13	70	0	37	0	89	0	0	0	13
	10	140	12	65	0	43	0	83	0	0	0	0
	13	130	11	61	0	38	0	78	0	0	0	0
	14	110	10	53	0	27	0	69	0	0	0	0
	17	100	6	48	0	26	0	60	0	0	0	0
	18	140	13	80	0	27	0	99	0	0	0	0
	19	110	8	55	0	27	0	69	0	0	0	0
	20	130	8	76	0	26	0	90	0	0	0	0
	21	120	9	51	0	40	0	66	0	0	0	0
	22	100	7	47	0	26	0	60	0	0	0	0
	25	180	9	112	0	39	0	127	0	0	0	0

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	18	Su S
0130	Free	M T W Th F
0230	Free	Su S
0600	3	M T W Th F
0630	18	Su S
0700	4	M T W Th F
0800	19	Su S
0900	6	M T W Th F
1100	20	Su S
1545	10	M T W Th F
1900	13	M T W Th F
1900	21	Su S
2000	14	M T W Th F
2300	17	M T W Th F
2300	22	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	PED RECALL	----4---	M T W ThF
1600	VEH MAX RECALL	----4---	M T W ThF
1830	VEH MAX RECALL	--------	M T W ThF
2200	PED RECALL	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	PED RECALL	----4---	M T W ThF
0800	PED RECALL	----4---	Su S
1600	VEH MAX RECALL	----4---	M T W ThF
1830	VEH MAX RECALL	--------	M T W ThF
2200	PED RECALL	--------	M T W ThF
2300	PED RECALL	--------	Su S

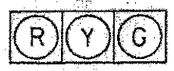
* Settings

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

SIGNAL HEAD DETAILS

2 4 6

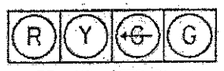


ITEM NO. 2650-51-311 [10 AS]

1

ITEM NO. 2650-51-311 [2 AS]

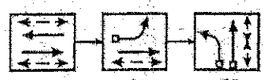
4L



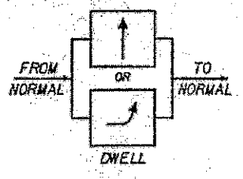
ITEM NO. 2650-51-411 [1 AS]

SIGNAL OPERATING PLAN

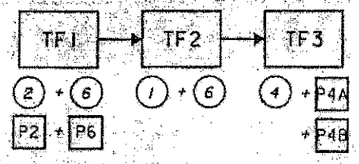
PHASE MOVEMENT DIAGRAM



RAILROAD PRE-EMPTION



RING DIAGRAM



SIGNALIZATION NOTES

1. CONTROLLER OPERATIONS
   A. MODEL 170 CONTROLLER ASSEMBLY WITH COORDINATION CAPABILITIES & RAILROAD PRE-EMPTION.
   B. MAJOR STREET IS S.R. 5 (US-1/BISCAYNE BLVD.). MINOR STREET IS N.E. 6th STREET
   C. FLASHING OPERATION TO BE: YELLOW ON S.R. 5 (US-1/BISCAYNE BLVD.) (MOVEMENTS ② + ⑥). RED ON N.E. 6th STREET (MOVEMENTS ① & ④).
   D. COORDINATION PHASE IS ON PHASE 1.
   E. PEDESTRIAN DISPLAY CONCURRENT WITH PHASE 1 AND ACTUATED FOR PHASE 3.

2. TIMING WILL BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS AND SIGNS DIVISION, 7100 NW 36 ST, TELEPHONE (305) 592-8925.

DETECTORS FOR LOOPS		
LOOPS	NO. OF LOOPS	NO. OF DETS.
L-1	2	1
L-4	3	2
L-4L	1	1

REMOVAL ITEMS

2690-10 REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY	[8 EA]
2690-20 REMOVE PEDESTRIAN SIGNAL ASSEMBLY	[6 EA]
2690-31 REMOVE SIGNAL PEDESTAL	[3 EA]
2690-33-1 REMOVE POLE (DEEP) (DIRECT BURIAL)	[6.4 MI]
2690-50 REMOVE CONTROLLER ASSEMBLY	[1 EA]
2690-60 REMOVE VEHICLE DETECTOR ASSEMBLY	[4 EA]
2690-80 REMOVE SPAN WIRE ASSEMBLY	[2 EA]
2690-90 REMOVE CABLING AND CONDUIT	[1 PI]
2690-100 REMOVE MISCELLANEOUS SIGNAL EQUIPMENT (PULL BOX)	[1 PI]

NE 6 ST
D3-1S (450 X 1200) [3 EA]

BISCAYNE BLVD / US1
JORGE MAS CANOSA BLVD
D3-1S (750 X 2400) [2 EA]

A
R3-1 (600 X 600) [1 EA]

MAST ARM MOUNTED SIGNS ITEM NO. 2700-48-18 [6 EA]

A1
START CROSSING WATCH FOR TURNING CARS
DO NOT START, FINISH CROSSING IF STARTED
DON'T CROSS
TO CROSS SOUTHBOUND US-1 PUSH BUTTON

R10-3B TO BE INCLUDED IN THE COST OF ITEM No. 2665-11 [1 EA]

A2
START CROSSING WATCH FOR TURNING CARS
DO NOT START, FINISH CROSSING IF STARTED
DON'T CROSS
TO CROSS NORTHBOUND US-1 PUSH BUTTON

R10-3B TO BE INCLUDED IN THE COST OF ITEM No. 2665-11 [1 EA]

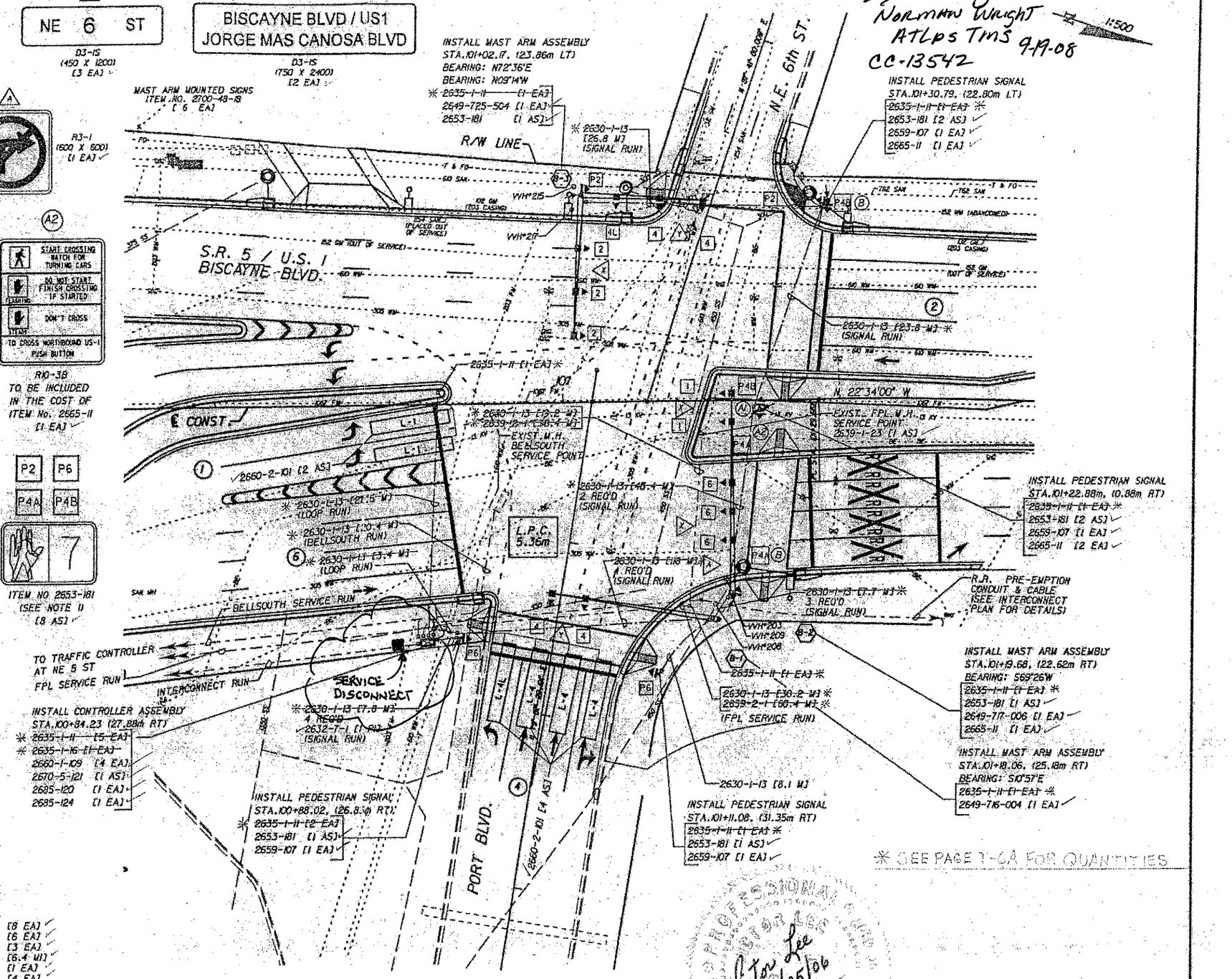
B
START CROSSING WATCH FOR TURNING CARS
DO NOT START, FINISH CROSSING IF STARTED
DON'T CROSS
TO CROSS TO US-1 MEDIAN PUSH BUTTON

R10-3B TO BE INCLUDED IN THE COST OF ITEM No. 2665-11 [2 EA]

P2 P6 P4A P4B

7

ITEM NO 2653-181 (SEE NOTE 1) [8 AS]



* SEE PAGE T-6A FOR QUANTITIES

Victor Lee 05/05/06

Norman Wright ATLPS TMS 9-19-08 CC-13542 — As Built's

S.R. 5 (US-1/BISCAYNE BLVD.) & N.E. 6th STREET ID No. 3241

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
04-12-05	VL	REVISE BEARING ON MAST ARM B-3			
02-08-06	VL	REVISE MAST ARM B-1.			
05-05-06	VL	REVISE SOP DIAGRAMS, R10-3B SIGNS.			

DAVID PLUMMER & ASSOCIATES, INC.
1750 PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION EB 2690
VICTOR LEE P.E. NO. 35233

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 5	MIAMI-DADE	249835-2-52-01

SIGNALIZATION PLAN

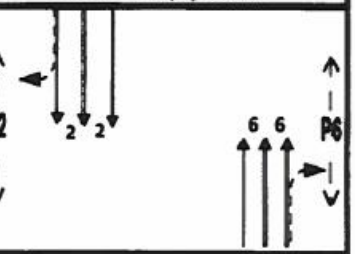
SHEET NO. T-6

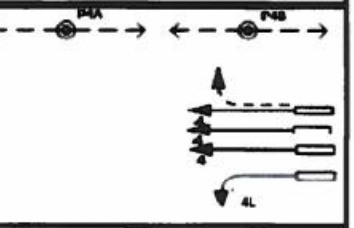
SIGNAL OPERATING PLAN

	Direction	NB		SB		WB			Ped Heads			
Timing Phases	Head No.	1	6	2		4	4L		P2	P6	P4A	P4B
2+6	Dwell	<R	G	G		R	R		W/F	W/F	DW	DW
NBT+SBT	1+6	<R	G	Y		R	R		DW	W/F	DW	DW
US-1	4	<R	Y	Y		R	R		DW	DW	DW	DW
	PREM	<R	Y	G		R	R		DW	DW	DW	DW
RECALL												
1+6	Dwell	<G	G	R		R	R		DW	DW	DW	DW
NBL+NBT	4	<Y	Y	R		R	R		DW	DW	DW	DW
US-1	2+6	<Y	G	R		R	R		DW	W/F	DW	DW
	PREM	<Y	Y	G		R	R		DW	DW	DW	DW
ACTUATED												
4	Dwell	<R	R	R		G	<G/G		DW	DW	W/F	W/F
WBT	2+6	<G	R	R		Y	Y		DW	DW	DW	DW
NE 6 ST	PREM	<R	R	G		Y	Y		DW	DW	DW	DW
ACTUATED												
	Dwell											
Flashing Operation		<FR	FY	FY		FR	FR					

N

Movements/Display/Actuation





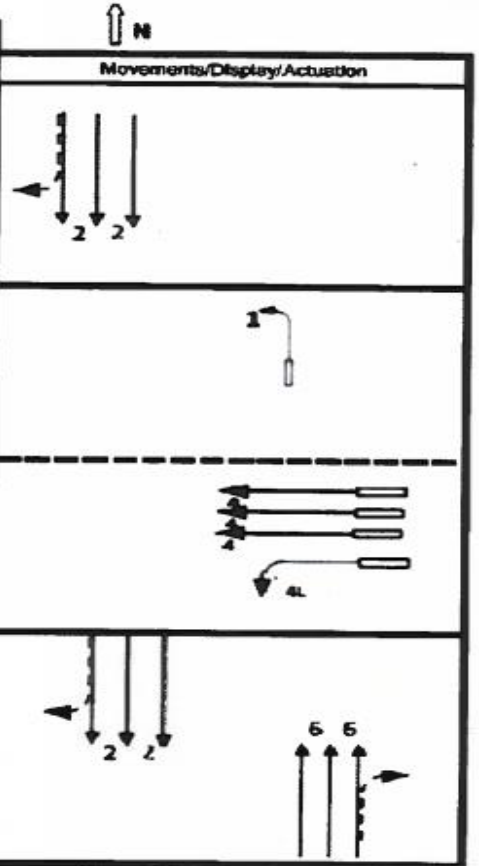
MIAMI-DADE COUNTY PUBLIC WORK DEPARMENT

Drawn	Date	
Mario L. Hernandez	10/6/2020	US-1 & NE 6 St
Checked	Date 10/15/2020	Placed in Service: Date / By; Phasing No.: 9; Asset Number: 3241

SIGNAL OPERATING PLAN

	Direction	NB		SB		WB		Ped Heads			
Timing Phases	Head No.	1	6	2		4	4L	P2	P6	P4A	P4B
PREMPTION CLEAREANCE SBT US-1 ACTUATED	Dwell	<R	R	G		R	R	DW	DW	DW	DW
	DWELL	<R	R	Y		R	R	DW	DW	DW	DW
PREMPTION DWELL NBLT(1) US-1	Dwell	<G	R	R		R	R	DW	DW	DW	DW
	4	<Y	R	R		R	R	DW	DW	DW	DW
WBT(4) NE 6 ST ACTUATED	DWELL	<R	R	R		G	<G/G	DW	DW	DW	DW
	1	<R	R	R		Y	Y	DW	DW	DW	DW
PREMPTION RECOVERY TO NORMAL OPERATION	Dwell	<R	G	G		R	R	W/F	W/F	DW	DW
	1+6	<R	G	Y		R	R	DW	W/F	DW	DW
	4	<R	Y	Y		R	R	DW	DW	DW	DW
	2+6	<R	G	G		R	R	DW	W/F	DW	DW
	Dwell										
Flashing Operation		<FR	FY	FY		FR	FR				

Movements/Display/Actuation



MIAMI-DADE COUNTY PUBLIC WORK DEPARMENT

Drawn	Date	
Mario L. Hernandez	10/6/2020	US-1 & NE 6 St

Checked	Date	Placed in Service		Phasing No.	Asset Number
	10/15/2020	Date	By	9	3241

APPENDIX E – DETAILED COST ESTIMATE FOR ALTERNATIVE 2

Cost Estimate With MA Replacement		Location: SR 5/Biscayne Boulevard at NE 5 Street			
		Roadway ID:			87061000
		Date:			5/19/2023
		Produced By:	LG/MF	QA/QC By:	KC
Pay Item	**Description**	**Unit Measured**	**Avg. Unit Cost**	**Quantity**	**Total**
0110 1 1	CLEARING & GRUBBING	LS	$ 5,000.00	1.00	$5,000.00
0327 70 6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	SY	$ 3.67	380.00	$1,394.60
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	$ 173.79	34.49	$5,993.15
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 36.41	120.00	$4,369.20
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	$ 56.36	100.00	$5,636.00
0526 1 2	PAVERS, ARCHITECTURAL, SIDEWALK	SY	$ 713.03	108.00	$77,007.24
0570 1 2	PERFORMANCE TURF, SOD	SY	$ 4.04	30.00	$121.20
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, F&I	PI	$ 9,229.98	1.00	$9,229.98
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" (Mast-arm)	EA	$ 1,254.50	4.00	$5,018.00
0649 21 15	STEEL MAST ARM ASSEMBLY, F&I, SINGLE ARM 70'	EA	$ 64,097.60	1.00	$64,097.60
0649 26 3	STEEL MAST ARM ASSEMBLY, REMOVE	EA	$ 3,585.64	1.00	$3,585.64
0650 1 14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	$ 1,341.76	4.00	$5,367.04
0670 5140	TRAF CNTL ASSEM,F&I - MODEL 2070	AS	$ 38,550.00	1.00	$ 38,550.00
0700 5 21	INTERNAL ILLUM SIGN, F&I OM, UP TO 12 SF	EA	$ 3,838.60	1.00	$3,838.60
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 444.10	4.00	$1,776.40
0700 1 60	SINGLE POST SIGN, REMOVE	AS	$ 28.75	1.00	$28.75
0700 2 60	MULTI- POST SIGN, REMOVE	AS	$ 732.62	1.00	$732.62
0700 3201	SIGN PANEL, F&I, OM, UP TO 12 SF	AS	$ 1,020.30	1.00	$1,020.30
0710 90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	$ 5,000.00	1.00	$5,000.00
0711 11123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF	$ 2.67	84.50	$225.62
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	$ 4.91	75.00	$368.25
0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	$ 1,961.87	0.10	$196.19
0711 11160	THERMOPLASTIC, STD, WHITE, MESSAGE	EA	$ 137.62	3.00	$412.86
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	$ 96.01	6.00	$576.06
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	$ 5,410.11	0.10	$541.01
0711 16101	THERMOPLASTIC, STD-OTH, WHITE, 6"	GM	$ 5,512.47	0.10	$523.68
0711 16131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	GM	$ 1,551.00	0.10	$155.10
0711 16201	THERMOPLASTIC, STD-OTH, YELLOW, 6"	GM	$ 5,295.05	0.10	$529.51
			Roadway		$ 99,521.39
			Signing		$ 3,558.07
			Markings		$ 8,528.27
			Signalization		$ 129,686.86
			Pre-Total		**$ 241,294.59**
		20%	Maintenance of Traffic (MOT)		$ 48,258.92
		10%	Mobilization		$ 24,129.46
		32%	Preliminary Engineering		$ 77,214.27
		18%	Construction Engineering & Inspection		$ 43,433.03
			Project Contigency (Small Project)		$ 25,000.00
			Grand-Total		**$ 459,330.26**

Cost Estimate Without MA Replacement		Location: SR 5/Biscayne Boulevard at NE 5 Street			
		Roadway ID:			87061000
		Date:			5/19/2023
		Produced By:	LG/MF	QA/QC By:	KC
Pay Item	**Description**	**Unit Measured**	**Avg. Unit Cost**	**Quantity**	**Total**
0110 1 1	CLEARING & GRUBBING	LS	$ 5,000.00	1.00	$5,000.00
0327 70 6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	SY	$ 3.67	380.00	$1,394.60
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	$ 173.79	34.49	$5,993.15
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 36.41	90.00	$3,276.90
0526 1 2	PAVERS, ARCHITECTURAL, SIDEWALK	SY	$ 713.03	108.00	$77,007.24
0570 1 2	PERFORMANCE TURF, SOD	SY	$ 4.04	30.00	$121.20
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 444.10	4.00	$1,776.40
0700 1 60	SINGLE POST SIGN, REMOVE	AS	$ 28.75	1.00	$28.75
0700 2 60	MULTI- POST SIGN, REMOVE	AS	$ 732.62	1.00	$732.62
0711 11123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF	$ 2.67	84.50	$225.62
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	$ 4.91	75.00	$368.25
0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	$ 1,961.87	0.041	$80.44
0711 11160	THERMOPLASTIC, STD, WHITE, MESSAGE	EA	$ 137.62	3.00	$412.86
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	$ 96.01	6.00	$576.06
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	$ 5,410.11	0.09	$475.43
0711 16101	THERMOPLASTIC, STD-OTH, WHITE, 6"	GM	$ 5,512.47	0.095	$523.68
0711 16131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	GM	$ 1,551.00	0.030	$46.53
0711 16201	THERMOPLASTIC, STD-OTH, YELLOW, 6"	GM	$ 5,295.05	0.028	$148.26

	Roadway	$ 92,793.09
	Signing	$ 2,537.77
	Markings	$ 2,857.13
	Pre-Total	**$ 98,187.99**
20%	Maintenance of Traffic (MOT)	$ 19,637.60
10%	Mobilization	$ 9,818.80
32%	Preliminary Engineering	$ 31,420.16
18%	Construction Engineering & Inspection	$ 17,673.84
	Project Contigency (Small Project)	$ 20,000.00
	Grand-Total	**$ 196,738.38**

APPENDIX F – DETAILED BENEFIT/COST ANALYSIS FOR ALTERNATIVE 2

FORM 511-09

SAFETY 7/1/1991

CONCEPTUAL ALTERNATIVE 2 - ASSUMING EB MAST ARM REPLACEMENT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1	SUBMITTED BY	**CH Perez & Associates**		WPA NO.	**N/A**			SAFETY PRIORITY	
2	DATE SUBMITTED	**6/8/2023**		ENVIRONMENTAL STUDY					
3	PROJECT NO.	**FM: 250650-5-32-01 - TWO 75**						SKID (I.D.)	**N/A**
4	ALTERNATIVE NO.	**1**		SN	**NA**			SPEED	**30**
6	DISTRICT	**VI**	COUNTY **MIAMI-DADE**	SECTION	**87061000**	STATE ROAD	**SR 886 at SR 5**	U.S. ROAD	**-**
	BEGINNING MILE POST	**0.776**	ENDING MILE POST	**0**	LENGTH	**0.776** miles		NODE	-
8	DESCRIPTION OF LOCATION/FACILITY TY	**SR 886/Port Boulevard at NE 5 Street**							

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

Rear End

Sideswipe

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)

Convert the eastbound lane configuration to an exclusive left-turn lane, a shared left-turn/through lane, and two through lanes.

- Modify arrow pavement markings on the eastbound approach.
- Add a message pavement marking for the proposed exclusive eastbound left-turn lane.
- Provide guide pavement markings for eastbound left-turn vehicles.
- Provide two (2) lane use signs facing eastbound vehicles, one on each side of NE 5th Street, between SR 5 northbound and southbound signals.
- Replace the lane use sign facing eastbound vehicles at the SR 5 southbound signal.
- Build bulb-out on the northeast corner of the intersection.

		2018	2019	2020	2021	2022	AVG.
11	NO. OF CRASHES	**17**	**18**	**7**	**17**	**25**	**16.8**
12	NO. CRASHES POTENTIALLY REDU	**1.5**	**1.5**	**0.6**	**1.5**	**2.1**	**1.4**

14 **CRASH INFORMATION FOR FACILITY**

COST/CRASH	$	123,598
CRASH CLEANUP	$	100
INTEREST RATE		4%

13

TYPE OF CRASH	NUMBER OF CRASHES (5-year)	CRASHES TO BE REDUCED
Rear End	22	0.48
Head On	0	0.00
Angle	8	0.00
Left Turn	1	0.00
Right Turn	1	0.00
Sideswipe	46	6.72
Backed Into	0	0.00
Coll. w/ Parked Car	1	0.00
Coll. w/ Pedestrian	3	0.00
Coll. w/ Bicycle	2	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overturned	0	0.00
Other	0	0.00
Total Crashes	84	7.20
Crashes Per Year	16.80	**1.44**
Wet/Slippery	17	0.00
Night Time	51	0.00

15 **ANNUAL COST OF IMPROVEMENTS**

	TYPE	COST	LIFE	CRF	ANNUAL COST
A.	R-O-W	$ -	0	0.0000	$ -
B.	P.E.C.E.I.	$ 145,647	15	0.0899	$ 13,099.68
C.	STRUCTURE	$ -	16	0.0858	$ -
D.	ROADWAY	$ 171,910	20	0.0736	$ 12,649.42
E.	SIGNING/PAVEMENT	$ 12,086	15	0.0899	$ 1,087.06
F.	SIGNALS	$ 129,687	15	0.0899	$ 11,664.18
G.	SUBTOTAL	$ 459,330			$ 38,500.34
H.	CHANGE IN MAINTENANCE				$ -
I.	CRASH CLEANUP				$ (145.71)
J.	**TOTAL**				**$ 38,354.63**

16 **BENEFITS**

A.	CRASH REDUCTION	1.46	crash @	$ 123,598	$ 180,099.94
B.	DELAY SAVINGS	0.00	veh-hrs @	$ -	$ -
	SUB TOTAL ANNUAL BENEFIT				**$ 180,099.94**
C.	OTHER BENEFIT	0		$ -	$ -
D.	**TOTAL ANNUAL BENEFIT**				**$ 180,099.94**

17

NET BENEFIT/COST	$ 180,099.94	$ 38,354.63	**4.7**
SAFETY BENEFIT/COST	$ 180,099.94	$ 38,354.63	**4.7**

PREPARED BY **LG** APPROVED BY **KC** DATE **06/08/2023**

COMMENTS/CRASH REDUCTION METHOD:

FHWA, FDOT

HIGH CRASH LISTINGS:

-

Project Name	**SR 886/Port Boulevard at NE 5 Street**
Current Year	2023
Project Completion	2025
Project Life	15
Project Category	
Discount Rate	0.04
Project Ends	2039

Estimated Reduction in Crashes = 1.44 crashes/year; Total Annual benefit = $180,100; Cost Per Crash $123,598

Year #	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Calendar Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Estimated Cost	$459,330														
Estimated Benefits		180,100	180,100	180,100	180,100	180,100	180,100	180,100	180,100	180,100	180,100	180,100	180,100	180,100	180,100

Calculation

Discount Factor	1.000	0.962	0.925	0.889	0.855	0.822	0.790	0.760	0.731	0.703	0.676	0.650	0.625	0.601	0.577
Discounted Cost	-459,330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Discounted Benefits	0	173,173	166,513	160,108	153,950	148,029	142,336	136,861	131,597	126,536	121,669	116,989	112,490	108,163	104,003

NPV	**1,443,087.54**

FORM 511-09

SAFETY 7/1/1991

CONCEPTUAL ALTERNATIVE 2 - WITH NO MAST ARM REPLACEMENT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS

1	SUBMITTED BY	**CH Perez & Associates**			WPA NO.	**N/A**		SAFETY PRIORITY	
2	DATE SUBMITTED	**5/19/2023**			ENVIRONMENTAL STUDY				
3	PROJECT NO.	**FM: 250650-5-32-01 - TWO 75**						SKID (I.D.)	**N/A**
4	ALTERNATIVE NO.	**1**			SN	**NA**		SPEED	**30**
6	DISTRICT	**VI**	COUNTY	**MIAMI-DADE**	SECTION	**87061000**	STATE ROAD	**SR 886 at SR 5**	U.S. ROAD	**-**
	BEGINNING MILE POST	**0.776**	ENDING MILE POST	**0**	LENGTH	**0.776**	miles	NODE	-
8	DESCRIPTION OF LOCATION/FACILITY TY	**SR 886/Port Boulevard at NE 5 Street**							

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

Rear End

Sideswipe

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)

Convert the eastbound lane configuration to an exclusive left-turn lane, a shared left-turn/through lane, and two through lanes.

- Modify arrow pavement markings on the eastbound approach.
- Add a message pavement marking for the proposed exclusive eastbound left-turn lane.
- Provide guide pavement markings for eastbound left-turn vehicles.
- Provide two (2) lane use signs facing eastbound vehicles, one on each side of NE 5th Street, between SR 5 northbound and southbound signals.
- Replace the lane use sign facing eastbound vehicles at the SR 5 southbound signal.
- Build bulb-out on the northeast corner of the intersection.

		2018	2019	2020	2021	2022	AVG.
11	NO. OF CRASHES	**17**	**18**	**7**	**17**	**25**	**16.8**
12	NO. CRASHES POTENTIALLY REDU	**1.5**	**1.5**	**0.6**	**1.5**	**2.1**	**1.4**

14 **CRASH INFORMATION FOR FACILITY**

COST/CRASH	$	123,406
CRASH CLEANUP	$	100
INTEREST RATE		4%

13

TYPE OF CRASH	NUMBER OF CRASHES (5-year)	CRASHES TO BE REDUCED
Rear End	22	0.48
Head On	0	0.00
Angle	8	0.00
Left Turn	1	0.00
Right Turn	1	0.00
Sideswipe	46	6.72
Backed Into	0	0.00
Coll. w/ Parked Car	1	0.00
Coll. w/ Pedestrian	3	0.00
Coll. w/ Bicycle	2	0.00
Fixed Object	0	0.00
Ran Off Road	0	0.00
Overturned	0	0.00
Other	0	0.00
Total Crashes	84	7.20
Crashes Per Year	16.80	**1.44**
Wet/Slippery	17	0.00
Night Time	51	0.00

15 **ANNUAL COST OF IMPROVEMENTS**

	TYPE	COST	LIFE	CRF	ANNUAL COST
A.	R-O-W	$ -	0	0.0000	$ -
B.	P.E.C.E.I.	$ 69,094	15	0.0899	$ 6,214.39
C.	STRUCTURE	$ -	16	0.0858	$ -
D.	ROADWAY	$ 122,249	20	0.0736	$ 8,995.33
E.	SIGNING/PAVEMENT	$ 5,395	15	0.0899	$ 485.22
F.	SIGNALS	$ -	15	0.0899	$ -
G.	SUBTOTAL	$ 196,738			$ 15,694.94
H.	CHANGE IN MAINTENANCE				$ -
I.	CRASH CLEANUP				$ (145.71)
J.	**TOTAL**				**$ 15,549.23**

16 **BENEFITS**

A.	CRASH REDUCTION	1.46	crash @	$ 123,406	$ 179,820.17
B.	DELAY SAVINGS	0.00	veh-hrs @	$ -	$ -
	SUB TOTAL ANNUAL BENEFIT				**$ 179,820.17**
C.	OTHER BENEFIT	0		$ -	$ -
D.	**TOTAL ANNUAL BENEFIT**				**$ 179,820.17**

17

NET BENEFIT/COST	$ 179,820.17	$ 15,549.23	**11.6**
SAFETY BENEFIT/COST	$ 179,820.17	$ 15,549.23	**11.6**

PREPARED BY **LG** APPROVED BY **KC** DATE **05/19/2023**

COMMENTS/CRASH REDUCTION METHOD:

FHWA, FDOT

HIGH CRASH LISTINGS:

-

Project Name	**SR 886/Port Boulevard at NE 5 Street**
Current Year	2023
Project Completion	2025
Project Life	15
Project Category	
Discount Rate	0.04
Project Ends	2039

Estimated Reduction in Crashes = 1.44 crashes/year; Total Annual benefit = $179,820; Cost Per Crash $123,406

Year #	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Calendar Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Estimated Cost	$196,738														
Estimated Benefits		179,820	179,820	179,820	179,820	179,820	179,820	179,820	179,820	179,820	179,820	179,820	179,820	179,820	179,820
Calculation															
Discount Factor	1.000	0.962	0.925	0.889	0.855	0.822	0.790	0.760	0.731	0.703	0.676	0.650	0.625	0.601	0.577
Discounted Cost	-196,738	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Discounted Benefits	0	172,904	166,254	159,859	153,711	147,799	142,114	136,649	131,393	126,339	121,480	116,808	112,315	107,995	103,842

NPV	**1,702,724.18**

APPENDIX G – ERC COMMENTS AND RESPONSES

Submittal Report

Financial Project:	250650-5-32-01	Submittal Type:	SAFETY REPORT
Submittal Phase:	OTHER	Submittal Staff Type:	CONSULTANT
Received Date:	5/19/2023	Response Due Date:	6/9/2023
Grace Period:	0	District:	SIXTH
Status:	OPEN	Create Date:	5/19/2023
Create User Id:	RD652LC	Last Update:	5/22/2023
		Last Update User Id:	RD652FH

Description:

250650-5: TWO 75 - Crash Update for 3R - SR 886 - Biscayne Blvd to Port Miami Blvd - DRAFT 5
Group: PRELIMINARY ENGINEERING Phase Review Type: Safety Study
Status: Submitted
Phase Initiation Date: 5/22/2023
Comments Due Date: 6/2/2023 Days Allowed for Review: 15
Review Meeting: 6/12/2023 5:00 PM to 5:00 PM @ No review meeting needed
Field Meeting: 6/12/2023 5:00 PM to 5:00 PM @ No field meeting needed
Plans Format: Electronic
Comments: Please allow the consultant, Keffler Castro (kcastro@chperez.com), to respond directly to the comments.

Threads:

Name	Assignment	Due Date	Status	Comments
Alejandro Gomez	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Alejandro Uribe	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
ALFREDO LEON	REVIEWER	6/2/2023	ACTIVE	1

No	Status	Current Holder	Reference	Categories
19	COMMENT AGREED WITH			MAINTENANCE

Created By	Created On	Version	Delegate For
ALFREDO LEON	6/1/2023	1	
No comments			
Keffler Castro	6/2/2023	1	
Comment Agreed & Closed			

Name	Assignment	Due Date	Status	Comments
Alina Fernandez	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Ana Calleja	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Ana Sandoval	REVIEWER	6/2/2023	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Angela Hernandez	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Antonette Adams	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments

Arturo Gomez	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Barbara King Russell	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Branden Young	REVIEWER	6/2/2023	ACTIVE	3

No	Status	Current Holder	Reference	Categories
1	COMMENT AGREED WITH		General Comment	CULTURAL RESOURCES

Created By	Created On	Version	Delegate For
Branden Young	5/24/2023	1	

The preliminary cultural review identified archaeological and historical resources within the area recommended for improvement. Therefore, if the improvement types and locations remain consistent with those recommended in this scoping report, the Planning and Environmental Management Office (PLEMO) will need to conduct a cultural evaluation. The results of the evaluation would need to be coordinated with the State Historic Preservation Officer (SHPO). The SHPO will have 30 days from receipt of the resultant report for review.

Keffler Castro	5/25/2023	1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
2	COMMENT AGREED WITH		General Comment	CULTURAL RESOURCES

Created By	Created On	Version	Delegate For
Branden Young	5/24/2023	1	

Please be aware that potentially historic buildings are located in the vicinity of the recommended improvements. During design, the Planning and Environmental Management Office (PLEMO) will revisit the proposed improvements in relation to these resources to ensure no historic properties are affected by the recommended improvements.

Keffler Castro	5/25/2023	1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
3	COMMENT AGREED WITH		Contact Information	CULTURAL RESOURCES

Created By	Created On	Version	Delegate For
Branden Young	5/24/2023	1	

Contact Information: If you have any questions or require clarification for these comments, please contact Branden S. Young at branden.young@dot.state.fl.us or Max Adriel Imberman at 813-330-9111/ max.imberman@dot.state.us.

Keffler Castro	5/25/2023	1

We will. Thanks,

Name	Assignment	Due Date	Status	Comments
Carlos Benitez	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
CARLOS CEJAS	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Carlos Perez	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Carlos Perez	REVIEWER	6/2/2023	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Cheryl Callender	REVIEWER	6/2/2023	ACTIVE	1

No	Status	Current Holder	Reference	Categories
21	COMMENT AGREED WITH		Landscape Review	LANDSCAPING

Created By	Created On	Version	Delegate For
Cheryl Callender	6/1/2023	1	

No comment.

Created By	Created On	Version	Delegate For
Keffler Castro	6/2/2023	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Christopher Tavella	REVIEWER	6/2/2023	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Cristina Morales	IN-HOUSE PROJECT MANAGER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Daniel Chomin-Virden	REVIEWER	6/2/2023	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Derek Frantz	REVIEWER	6/2/2023	ACTIVE	2

No	Status	Current Holder	Reference	Categories
25	COMMENT AGREED WITH			CONTAMINATION

Created By	Created On	Version	Delegate For
Derek Frantz	6/2/2023	1	

The following comment is based on the review of the Safety Study.
A contamination impact review utilizing the FDOT District VI Contamination Screening Tool was performed for the project corridor. The Contamination Screening Tool contains Geographic Information System layers depicting contaminated sites identified by the Florida Department of Environmental Protection and Miami Dade County Department of Regulatory Economic Resources. Based on said review, two known contaminated sites have been identified within a 500-ft radius of the project corridor for both alternatives 1 & 2 presented within the study. However, there are no drainage features, subsurface excavation, and/or dewatering in proximity of the known contaminated sites, therefore, no contamination impacts are anticipated.

Created By	Created On	Version	Delegate For
Keffler Castro	6/2/2023	1	

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
26	COMMENT AGREED WITH		Contact Information	CONTAMINATION

Created By	Created On	Version	Delegate For
Derek Frantz	6/2/2023	1	

If you have any questions, please contact me at Derek.Frantz@dot.state.fl.us or 813-523-7930.

Created By	Created On	Version	Delegate For
Keffler Castro	6/2/2023	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Diana Peralta	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Dionne Richardson	LEAD REVIEWER	6/2/2023	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Elisa Azcona	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Felipe Gonzalez	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments

Felix Hernandez	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Guillermo Gomez	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Gustavo Firpi	REVIEWER	6/2/2023	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Hailing Zhang	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Hector Hartmann	LEAD REVIEWER	6/2/2023	ACTIVE	1

No	Status	Current Holder	Reference	Categories
5	COMMENT AGREED WITH			RAILROAD

Created By	Created On	Version	Delegate For
Hector Hartmann	5/25/2023	1	LEILA MOUSSEAU

There is a Railroad Crossing No. 272960-A (FEC) east of Biscayne Blvd. (MP 0.091).
Project WILL have Rail Involvement.
Coordination will be required with FEC throughout the project. (Comment created by Leila Franzoi for Hector Hartmann).

Created By	Created On	Version
Keffler Castro	5/25/2023	1

Agree. Thanks

Name	Assignment	Due Date	Status	Comments
Heidi Solaun	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
James Spinks	REVIEWER	6/2/2023	ACTIVE	1

No	Status	Current Holder	Reference	Categories
20	RESPONSE SUBMITTED	James Spinks	6 - Benefit / Cost	SAFETY

Created By	Created On	Version	Delegate For
James Spinks	6/1/2023	1	JAMES SPINKS

Although it is stated that "Given the high demand for eastbound left-turn vehicles during the PM peak period and the anticipated low impact of Alternative 1 improvements to reduce crashes, a Benefit/Cost analysis (B/C) was performed only for Alternative 2 (Preferred alternative).", Alternative 1 should still be shown to be a lesser alternative. It appears that we have a "Preferred", without performing the analysis.

Created By	Created On	Version
Keffler Castro	6/2/2023	1

Agree. Given the high volume of LT vehicles (way more than though traffic) and conditions observed during the field review (left-turns from the inside through lane) we assumed that. However, the Department requested the operational analysis to validate our assumption.

Name	Assignment	Due Date	Status	Comments
Javier Hurtado	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Javier Rodriguez	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Jessica Josselyn	REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
JESSICA JOSSELYN	REVIEWER	6/2/2023	ACTIVE	1

No	Status	Current Holder	Reference	Categories
24	COMMENT AGREED WITH			OTHER

Created By	Created On	Version	Delegate For
JESSICA JOSSELYN	6/2/2023	1	

The Planning Office is conducting Project-level Context Classification (PLCC) reviews as projects are conducted. The purpose of these reviews is to re-evaluate at a more granular level the original systemwide Context Classification (CC) assignments. A PLCC review was previously completed for this segment, and it was determined that the PLCC is C6 – Urban Core.

No comments/actions needed.

Created By	Created On	Version	Delegate For
Keffler Castro	6/2/2023	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Jinyan Lu	LEAD REVIEWER	6/2/2023	ACTIVE	0
Joaquin De la Cruz	LEAD REVIEWER	6/2/2023	ACTIVE	0
JOHN MCWILLIAMS	REVIEWER	6/2/2023	ACTIVE	0*
Judy Solaun-Gonzalez	LEAD REVIEWER	6/2/2023	ACTIVE	0
Keffler Castro	CONSULTANT PROJECT MANAGER	6/9/2023	ACTIVE	0
Ken Jeffries	LEAD REVIEWER	6/2/2023	ACTIVE	0
Kirenia Borbolla	LEAD REVIEWER	6/2/2023	ACTIVE	0
Krish K Dial	REVIEWER	6/2/2023	ACTIVE	0
KRISTI SAVIO	REVIEWER	6/2/2023	ACTIVE	8

No	Status	Current Holder	Reference	Categories
6	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	5/30/2023	1	

This safety study has been reviewed by the Environment Section and has been determined that this project will need to be revisited during design once the full scope of work and funding information is available. This information is needed to confirm the appropriate Class of Action and to determine the appropriate scope of coordination with local, state, and/or federal agencies.

Created By	Created On	Version	Delegate For
Keffler Castro	5/31/2023	1	

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
7	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	5/30/2023	1	

The Project Manager must provide the Environment Section with the opportunity to perform an environmental impact review once design plans have been developed. If warranted, an Environmental Certification will be prepared upon the completion of the environmental impact review.

Keffler Castro 5/31/2023 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
8	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	5/30/2023	1	

The project corridor is within the Consultation Area for the Florida bonneted bat which is listed as an endangered species. Please be aware that if any tree and/or bridge impacts are proposed as part of this project, a species survey may be warranted to determine if roosting or foraging habitat exists. Coordination with U.S. Fish and Wildlife Service may be required.

Keffler Castro 5/31/2023 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
9	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	5/30/2023	1	

Please be aware that the project corridor is within the Consultation Area and designated Critical Habitat of the West Indian manatee which is a federally listed species and coordination with U.S. Fish and Wildlife Service may be required.

Keffler Castro 5/31/2023 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
10	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	5/30/2023	1	

Please be aware that the project corridor is within the consultation area of the Everglades snail kite, Piping plover, Atlantic coast plants, and the American crocodile, and is also within potential habitat for the Eastern indigo snake. These are federally listed species and coordination with U.S. Fish and Wildlife Service may be required.

Keffler Castro 5/31/2023 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
11	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	5/30/2023	1	

The project corridor is adjacent to the Biscayne Bay Aquatic Preserve, which is designated as an Outstanding Florida Water (OFW). Should any future work be proposed within or immediately adjacent to Biscayne Bay, coordination with federal, state, and local permitting agencies may be required.

Keffler Castro 5/31/2023 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
12	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	5/30/2023	1	

This project is adjacent to the Seafarers Park, the M-Path trail, and the Atlantic trail. If any future work is proposed within the park and trails, coordination with the Florida Department of Transportation's Office of Environmental Management (OEM) may be required.

Keffler Castro 5/31/2023 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
13	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	5/30/2023	1	

Should you have any questions or require clarification regarding these environmental comments, please contact Kristi Savio at 813-636-2604/ kristi.savio@rsandh.com.

Created By	Created On	Version	Delegate For
Keffler Castro	5/31/2023	1	

Agree. We will. Thanks,

Name	Assignment	Due Date	Status	Comments
Kylie Shivers	LEAD REVIEWER	6/2/2023	ACTIVE	0
Leonard Salazar	LEAD REVIEWER	6/2/2023	ACTIVE	0
Leonardo Francis	REVIEWER	6/2/2023	ACTIVE	0*
Luis Lopez	REVIEWER	6/2/2023	ACTIVE	0
Marc Rodriguez	REVIEWER	6/2/2023	ACTIVE	0
Marvin Guillen	REVIEWER	6/2/2023	ACTIVE	0
Matthew Gisondi	LEAD REVIEWER	6/2/2023	ACTIVE	0
Mauricio Gomez	LEAD REVIEWER	6/2/2023	ACTIVE	0
Maurilio Reyes	LEAD REVIEWER	6/2/2023	ACTIVE	0
Max Imberman	REVIEWER	6/2/2023	ACTIVE	1

No	Status	Current Holder	Reference	Categories
4	COMMENT AGREED WITH		General Comment	CULTURAL RESOURCES

Created By	Created On	Version	Delegate For
Max Imberman	5/24/2023	1	

My cultural resources comments are contained within the comments submitted by Branden Young.

Created By	Created On	Version	Delegate For
Keffler Castro	5/25/2023	1	

Agree. Thanks,

Name	Assignment	Due Date	Status	Comments
Megan Echols	LEAD REVIEWER	6/2/2023	ACTIVE	0*
Mikhail Dubrovsky	LEAD REVIEWER	6/2/2023	ACTIVE	0
NICHOLAS DANU	LEAD REVIEWER	6/2/2023	ACTIVE	0

Pablo Orozco	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Patrick Marchant	LEAD REVIEWER	6/2/2023	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Phani Allu	REVIEWER	6/2/2023	ACTIVE	5

No	Status	Current Holder	Reference	Categories
14	COMMENT AGREED WITH			TRAFFIC OPERATIONS

Created By	Created On	Version	Delegate For
Phani Allu	6/1/2023	1	

Page 14, Section 4: For Alternatives 1 and 2, please indicate the approach where modifications are proposed. The description in the second bullet indicates that modifications are proposed for eastbound approach.

Keffler Castro	6/2/2023	1	

Agree. we will

No	Status	Current Holder	Reference	Categories
15	RESPONSE ACCEPTED			TRAFFIC OPERATIONS

Created By	Created On	Version	Delegate For
Phani Allu	6/1/2023	1	

Page 17, Section 5: Please consider including the time of day and signal operating plans for the study intersections.

Keffler Castro	6/2/2023	1	

We'll consider your recommendation.

Phani Allu	6/2/2023	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
16	COMMENT AGREED WITH			TRAFFIC OPERATIONS

Created By	Created On	Version	Delegate For
Phani Allu	6/1/2023	1	

Page 17, Section 5 (Appendix C): Please consider including Queues output sheets from Synchro.

Keffler Castro	6/2/2023	1	

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
17	COMMENT AGREED WITH			TRAFFIC OPERATIONS

Created By	Created On	Version	Delegate For
Phani Allu	6/1/2023	1	

Page 19, B/C Calculation (Appendix E): US 1/Biscayne Blvd is an 8-lane divided roadway in the vicinity of NE 5 Street and NE 6 Street. The cost per crash used in B/C analysis (Appendix E) appears to be for a 4-5 lane divided roadway. Please verify and revise using appropriate cost per crash.

Keffler Castro	6/2/2023	1	

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
18	COMMENT AGREED WITH			TRAFFIC OPERATIONS

Created By	Created On	Version	Delegate For
Phani Allu	6/1/2023	1	

Page 19, B/C Calculation (Appendix E): Th NPV calculations do not appear to be correct. The project completion is shown as 2025, however, discounted benefits are not shown for 2025. Please verify and revise NPV calculations accordingly.

Keffler Castro	6/2/2023	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments

Raymond Valido	LEAD REVIEWER	6/2/2023	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Shereen Yee Fong	LEAD REVIEWER	6/2/2023	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Simon Gutierrez	REVIEWER	6/2/2023	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Simon Prilutsky	REVIEWER	6/2/2023	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Stefan Escanes	REVIEWER	6/2/2023	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Steven Criag James	LEAD REVIEWER	6/2/2023	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
X Antonio Negrin	LEAD REVIEWER	6/2/2023	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Xiomara Nunez	LEAD REVIEWER	6/2/2023	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
YEVGENY (EUGENE) SHERMAN	REVIEWER	6/2/2023	ACTIVE	2

No	**Status**	**Current Holder**	**Reference**	**Categories**
22	COMMENT AGREED WITH		General	ADA

Created By	**Created On**	**Version**	**Delegate For**
YEVGENY (EUGENE) SHERMAN	6/2/2023	1	

1. ADA related issues have been reflected in the comment provided for the Scoping Report prepared for the project with FM 443913-1 along SR 886 / Port Boulevard from east of Biscayne Blvd. to Port Miami. Note that the Scoping Report calls for replacing the deficient curb ramp at the south end of the proposed high emphasis crosswalk shown on Fig. 4.2.
2. It is understood that this is a safety study and only requires ADA deficiencies to be addressed when directly associated to the proposed safety improvements. It is recommended to include a section in the report stating, "During design, the engineer shall perform an inventory identifying ADA deficiencies and provide findings to the ADA Coordinator. This serve as coordination between Traffic Ops and PLEMO, to identify the possibility of the ADA related scope to be included via separate funding."

Keffler Castro	6/2/2023	1	

Comment Agreed & Closed

No	**Status**	**Current Holder**	**Reference**	**Categories**
23	COMMENT AGREED WITH		Fig. 4.1 and 4.2	ADA

Created By	**Created On**	**Version**	**Delegate For**
YEVGENY (EUGENE) SHERMAN	6/2/2023	1	

Check designation for the proposed Lane Control Signs. R10-15a is designated for “Turning Vehicles Stop to Peds”.

Keffler Castro	6/2/2023	1	

Comment Agreed & Closed