FLORIDA DEPARTMENT OF TRANSPORTATION

TWO 31

DISTRICT SIX – TRAFFIC OPERATIONS

0Districtwide Traffic Operations & Safety Studies

FPID 434664-2-32-01

Contract C-AJ72

June 2024

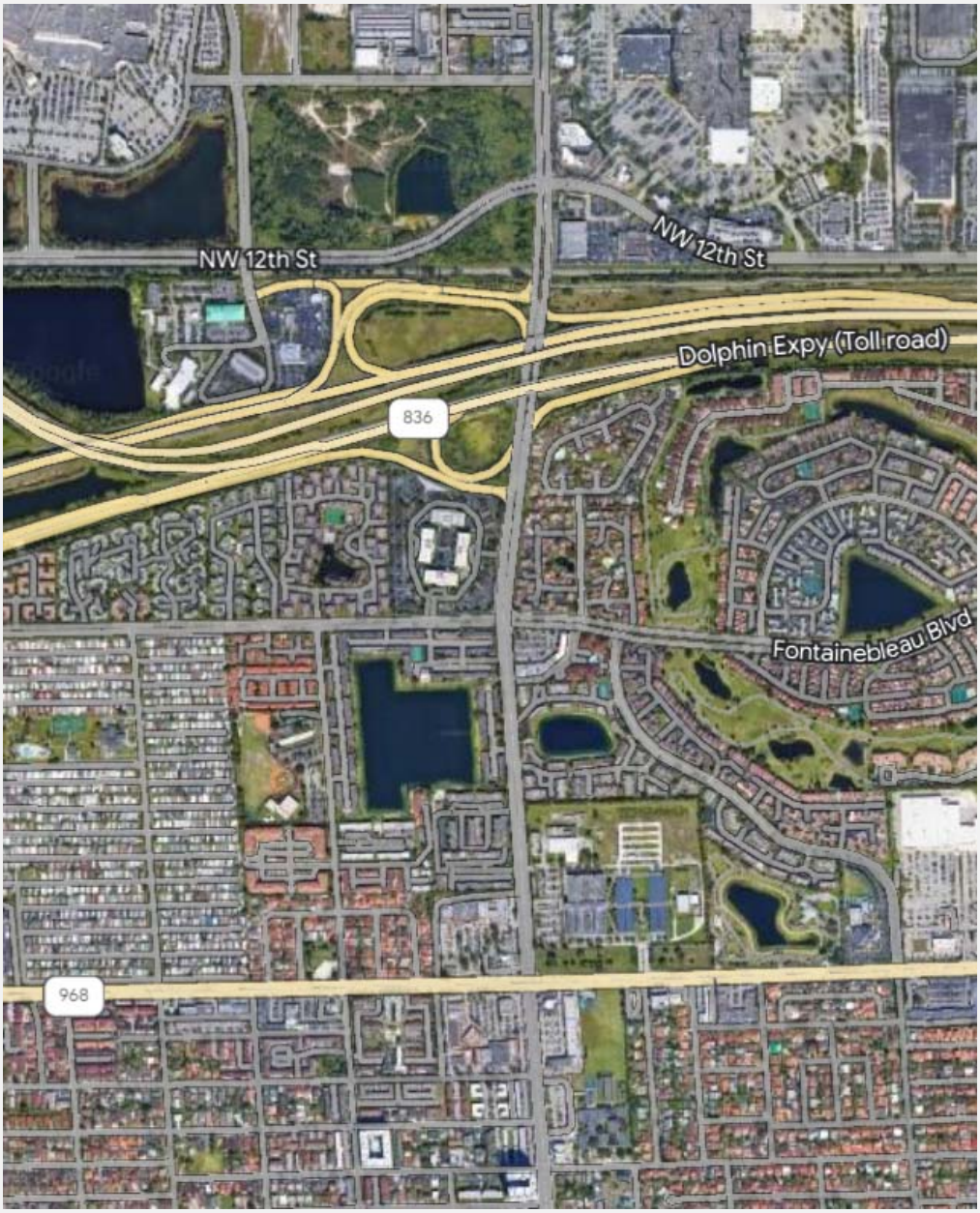
SR 985/NW 107TH AVENUE

From NW 7 Street

To SR 836/Dolphin Expressway Westbound On/Off Ramps

Section 87072000

(MP 7.154 to 7.381)



SAFETY STUDY

FDOT

FDOT Project Manager: Cristina Morales, P.E.

District Six Traffic Operations

District-Wide Traffic Operations & Safety Studies

FM: 434664-2-32-01

Contract No. C-AJ72, Task Work Order No.31

Location:

Section 87072000/SR 985/NW 107 Avenue

From NW 7 Street (MP 7.154)

To SR 836/Dolphin Expressway WB On/Off Ramps (MP 7.604)

FDOT Project Manager: Cristina Morales, PE.

ENGINEER'S CERTIFICATION

I, Jeffrey Slawinski, PE, with Florida PE No. 90922, certify that I currently hold an active Professional Engineer's License in the State of Florida, and I am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions, and recommendations made herein are true and correct to the best of my knowledge and ability.

Project Description:

Safety Study
SR 985/NW 107 Avenue from
From NW 7 Street To SR 836/Dolphin Expressway WB On/Off Ramps (MP 7.154 to MP 7.604)

This item has been digitally signed and sealed by Jeffrey A Slawinski, PE, on 6/18/2024. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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Jeffrey Slawinski, P.E.
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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1 EXECUTIVE SUMMARY

C. H. Perez & Associates Consulting Engineers, Inc. (P&A) was retained by the Florida Department of Transportation (FDOT) District Six Traffic Operations Office to perform a Safety Study for a segment of SR 985/NW 107 Avenue from NW 7 Street to the signalized intersection the SR 836/Dolphin Expressway Westbound On and Off Ramps. The study was conducted as a follow-up to a Resurfacing, Restoration, and Rehabilitation (3R) Project Safety Review study for the same segment (see **Appendix A**). The segment begins at MP 7.154 and ends at MP 7.604 on the Straight Line Diagram (SLD) of SR 985/NW 107 Avenue (Roadway ID # 87072000).

SR 985/NW 107 Avenue is identified as Section 87072000 on the State Highway System (SHS). The highway is functionally classified as an "Urban Minor Arterial" with a posted speed limit of 40 MPH in both directions. It has a north-south orientation and consists of three travel lanes in each direction divided by a traffic separator. Within the study limits, the study segment has a context classification C4 – Urban General and a roadway access classification 5. Sidewalks are provided in each direction next to the Type F curb & gutter. The study segment includes four (4) signalized intersections, two (2) unsignalized on-ramps, and one (1) unsignalized off-ramp. The signalized intersections are:

- SR 985/NW 107 Avenue at NW 7 Street
- SR 985/NW 107 Avenue at SR 836 Eastbound Off-Ramp
- SR 985/NW 107 Avenue at SR 836 Westbound Off-Ramp
- SR 985/NW 107 Avenue at SR 836 Westbound On-Ramp

The crash analysis for the segment was completed during the preceding 3R Safety Review study. The analysis used crash data from a five-year period (January 1, 2018, to December 31, 2022), downloaded from the FDOT's Signal Four Analytics database, reviewed, and summarized for the study segment. The raw data for the segments included 576 crashes; however, upon reviewing the raw data and eliminating crashes that fell outside the study limits, 397 crashes remained and were used for the safety review. The leading crash types were rear-end with 184 and sideswipe with 126 crashes.

To address the crash issues/patterns identified during the crash analysis and other issues identified during the 3R Safety Review, proposed improvements were evaluated, as described below.

SR 985/NW 107 Avenue Segmentwide

Safety Improvements:

- Improve signal timing at NW 7 Street, SR 836 eastbound, and SR 836 westbound. The implementation of signal timing improvement requires coordination with the Miami-Dade County Traffic Signal and Signs Office. Note that one of the signal timing improvements includes modifying the cycle length, which require adjustments at the signalized intersections of NW 12 Street, NW 14 Street, NW 17 Street, and NW 19 Street, which are not part of the State Highway System, but are part of the same traffic signal coordinated system.

Non-Safety Improvements:

- Consider providing sidewalk connectivity along the west side of SR 985/NW 107th Avenue. *The existing sidewalk ends just south of the SR 826 Eastbound Off-Ramp and continues at NW 12th Street. This improvement was discussed with the Department and will not be implemented at this time. Instead, improvements are proposed to enhance pedestrians, bicyclists, and scooter riders' safety along the east side of NW 107th Avenue.*

SR 985/NW 107 Avenue at NW 7 Street

Safety Improvements:

- Consider improving signal timing during the morning to reduce traffic congestion and aggressive lane changes on the eastbound approach.
- Consider providing an overlap phase for the westbound right-turn movements that run concurrently with the southbound left-turn movements.
- Consider converting the eastbound approach lane configuration to two (2) left-turn lanes and a shared through/right-turn lane.
- Consider installing an additional signal head facing the northbound approach.
- Consider redesigning the turn radius at the northeast corner. *Numerous sideswipe crashes occurred just north of the intersections. Although many hardcopy police reports did not provide details, based on the field review, many crashes should be associated with westbound failing to stay within the receiving lane and crashing against northbound vehicles traveling in the outside lane. As stated in the field review section, numerous westbound right-turn vehicles ran over the raised median or sidewalk and failed to stay within its lane.*
- Consider installing pole delineators on the concrete island located on the northeast corner. A few northbound vehicles driving on or very near the concrete island were observed during the field reviews.
- Consider upgrading the existing crosswalks to high-emphasis.
- Consider providing a crosswalk at the north leg of the intersection.
- Consider installing countdown pedestrian signal heads, pushbuttons, and plaques to assist the east and west legs crossing.
- Consider installing 'Turning Vehicles Stop for Pedestrians' signs (R10-15a) facing all approaches. *The sign facing westbound depends on the installation of the north-leg crosswalk.*
- Consider installing NO PEDESTRIAN CROSSING (R9-3) signs supplemented with USE CROSSWALK plaques (R9-3bP) on NW 107 Avenue south of NW 7 Street.

The above improvements require the following:

- An operational analysis to evaluate:
  - *Providing a dual left turn configuration for the eastbound approach.*
  - *Providing the overlap phase for the westbound right-turn movements that run concurrently with the southbound left-turn movements.*

- *Providing a crosswalk at the north leg. The crosswalk will have a length of 128 ft. At a walking speed of 3.5 ft/sec, the crosswalk will require approximately 37 seconds for the Pedestrian Clearance Interval.*

- *Providing a 5-section signal head facing westbound and replacing the mast arm facing westbound to implement the overlap phase. This improvement may also require right-of-way acquisition at the northwest corner.*
- *Providing the additional signal head facing northbound and redesigning the northeast corner to improve the turning radius. This improvement requires an AUTO Turn analysis to evaluate its feasibility and right-of-acquisition extent at the northeast corner.*

SR 985/NW 107 Avenue at SR 836 Eastbound On/Off Ramps

Safety Improvements:

- Consider improving the capacity of the northbound left-turn lane at the SR 836 Westbound On/Off Ramps signal.
- Consider installing an additional signal head facing the southbound approach.
- Consider installing retroreflective signal head backplates facing the southbound approach.

Adding the additional signal head and backplates requires replacing the mast arm.

Non-safety Improvements:

- Consider installing a Pedestrian Crossing warning sign assembly (W11-2)/(W16-7a) with a rectangular rapid flashing beacon at the crosswalk on the SR 836 EB On-Ramp from NW 107 Avenue northbound, supplemented with a pedestrian ahead warning sign assembly (W11-2)/(W16-9P) with a rectangular rapid flashing beacon before the ramp. This improvement is to provide awareness of pedestrians crossing the ramp. Field reviews show moderate pedestrian/bicycle activity at the crosswalk and no visibility between northbound vehicles accessing the SR 836 EB On Ramp and pedestrians/bicyclists standing at the curb ramp to cross northbound. *Coordination with the Greater Miami Expressway Agency (GMX) is required for this improvement.*

SR 985/NW 107 Avenue at SR 836 Westbound On/Off Ramps

Safety Improvements:

- Consider providing an additional left-turn lane and extending the length of the proposed dual left-turn lanes to increase the capacity of the northbound left-turn lane. Based on the field and desktop review, providing the dual left-turn lane and extending the lanes is feasible. This improvement is anticipated to positively impact the SR 836 Westbound On/Off Ramp and SR 836 EB Off-Ramp signals.
- Consider converting the northbound left-turn phase from permissive to protected only. This improvement is required if the additional northbound left-tun lane is implemented.

- Consider realigning the westbound approach. This improvement is intended to improve the visibility of the westbound vehicles to the signal heads and between westbound vehicles traveling in the right lane and northbound vehicles traveling in the outside lane.
- Consider installing an additional signal head facing the northbound and southbound approaches.
- Consider installing retroreflective signal head backplates facing all approaches.
- Consider operating the SR 836 Westbound On-Ramp and Off-Ramp intersection under a single controller.

The above improvements require the following:

- *Replacing the mast arm facing northbound to accommodate a signal head for each left turn and through lane.*
- *Widening the westbound receiving lane for the new left-turn lane.*
- *Relocating and replacing the mast arm facing westbound to widen the westbound receiving lane and install backplates.*
- *Replacing the mast arm facing southbound to provide an additional signal head and backplates.*
- *The proposed widening for the NW 107 Avenue dual left turn lanes to SR 836 westbound on-ramp, will require revisiting the pier protection requirements for bridges 870997 and 870535 during the design phase.*
- *Coordination with Greater Miami Expressway Agency (GMX).*

An operational analysis was conducted to evaluate the impact of implementing the proposed improvements within the study area and the analysis did not reveal any major negative impacts. The operational analysis showed that implementing the proposed improvements will have an overall positive effect on the operation of the intersections within the study area, with the intersection delays and LOS improving or remaining unchanged.

The economic analysis showed that the recommended improvements would cost approximately **$2,569,000**. The proposed improvements will potentially result in a crash reduction of nearly five crashes per year. The crash reduction was monetized and compared to the improvement costs to give a safety benefit/cost ratio. The benefit/cost ratios were calculated to be **2.8**, which is higher than the minimum threshold of 1.0, thus indicating that the proposed safety improvements would be economically viable.

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2 INTRODUCTION

C. H. Perez & Associates Consulting Engineers, Inc. (P&A) was retained by the Florida Department of Transportation (FDOT) District Six Traffic Operations Office to perform a Safety Study for a segment of SR 985/NW 107th Avenue from NW 7 Street to the signalized intersection the SR 836/Dolphin Expressway Westbound On and Off Ramps. The study was conducted as a follow-up to a Resurfacing, Restoration, and Rehabilitation (3R) Project Safety Review study for the same segment (see **Appendix A**). The segment begins at MP 7.154 and ends at MP 7.604 on the Straight Line Diagram (SLD) of SR 985/NW 107th Avenue (Roadway ID # 87072000).

The report followed the procedures and guidelines outlined in the Department's Manual on Uniform Traffic Studies (MUTS), the 2010 Highway Capacity Manual (HCM), the 2009 Manual on Uniform Traffic Control Devices (MUTCD), and the Highway Safety Improvement Program Guidelines (HSIPG). Specifically, this report covered the following main topic items:

- Existing Conditions
- Crash Analysis
- Traffic Data Collection
- Field Observations
- Proposed Improvements
- Operational Analysis for Existing and Proposed Conditions
- Benefit/Cost Ratio Analysis
- Recommendations and Conclusions

Figure 2-1 on the next page shows the project study area.

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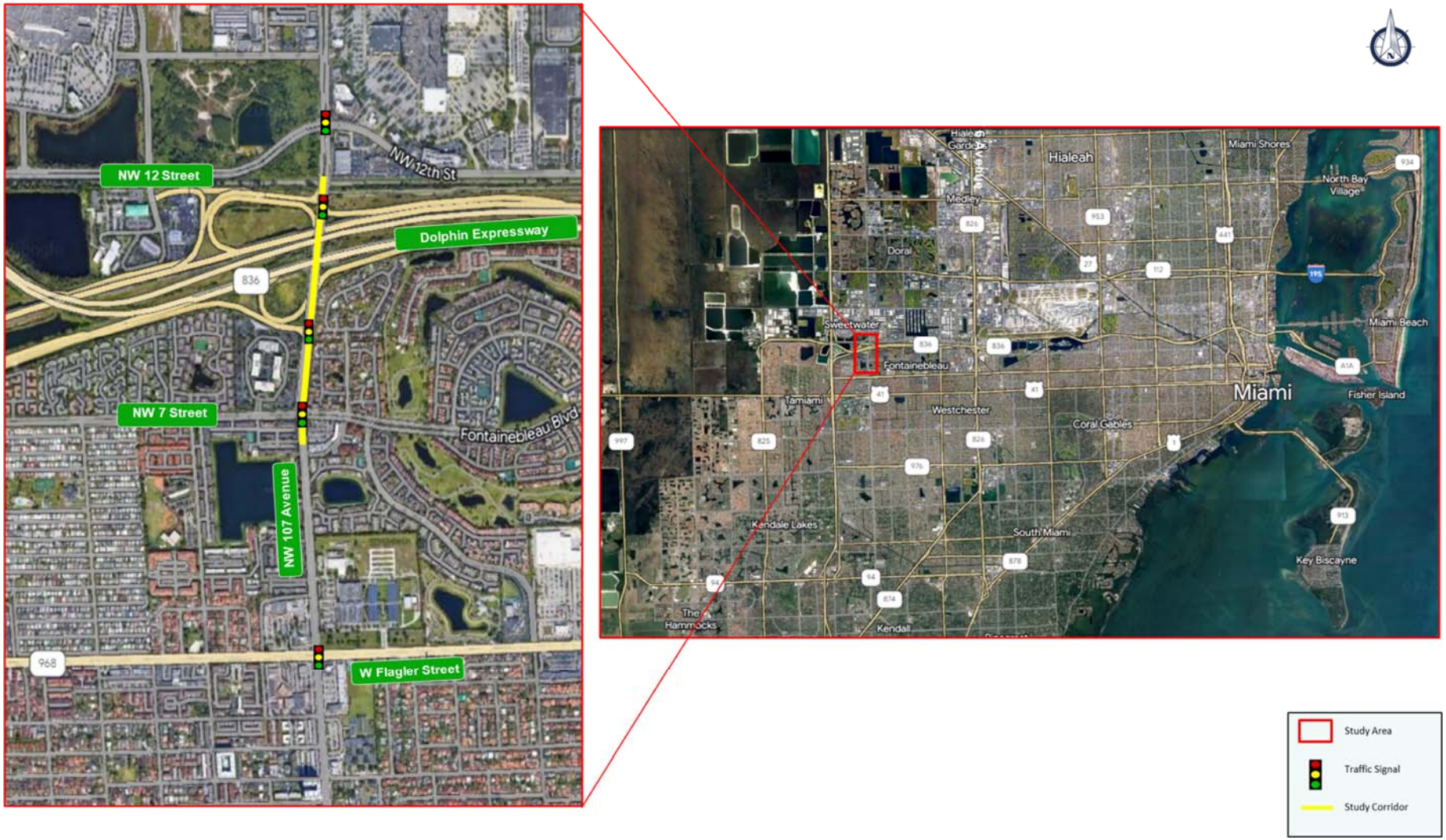

Figure 2-1: Project Location Map

3 EXISTING CONDITIONS

3.1 ROADWAY CHARACTERISTICS

SR 985/NW 107 Avenue is identified as Section 87072000 on the State Highway System (SHS). The highway is functionally classified as an "Urban Minor Arterial" with a posted speed limit of 40 MPH in both directions. It has a north-south orientation and consists of three travel lanes in each direction divided by a traffic separator. Within the study limits, the study segment has a context classification C4 – Urban General and a roadway access classification 5. Sidewalks are provided in each direction next to the Type F curb & gutter. The study segment includes four (4) signalized intersections, two (2) unsignalized on-ramps, and one (1) unsignalized off-ramp. The signalized intersections are:

- SR 985/NW 107 Avenue at NW 7 Street
- SR 985/NW 107 Avenue at SR 836 Eastbound Off-Ramp
- SR 985/NW 107 Avenue at SR 836 Westbound Off-Ramp
- SR 985/NW 107 Avenue at SR 836 Westbound On-Ramp

Appendix B includes the existing signal timing reports for the four (4) signalized intersections. The following are descriptions of the existing characteristics for each of the signalized intersections:

SR 985/NW 107 Avenue at NW 7 Street (Signalized) [Asset 4554]

This location is a four-legged intersection with mast arm-mounted signal heads. The northbound and southbound left-turn movements run under protected-only phasing. The eastbound and westbound movements run under split phasing. There are crosswalks (no high emphasis) at the south, east, and west legs of the intersection. There are countdown pedestrian signal heads with pushbuttons and pedestrian signs to cross the south leg of the intersection. There are internally illuminated street name signs facing all approaches. The existing lane configuration geometry at the intersection is as follows:

- Northbound Approach: An exclusive left-turn lane, two through lanes, and a shared through/right-turn lane.
- Southbound Approach: Two exclusive left-turn lanes, two through lanes, and an exclusive right-turn lane.
- Eastbound Approach: An exclusive left-turn lane, a shared left-turn/through lane, and a shared through/right-turn lane.
- Westbound Approach: An exclusive left-turn lane, two through lanes, and an exclusive right-turn lane.

The Standard Operating Plans (SOP) for the intersections and the basic signal timings are shown in **Figure 3-1**.

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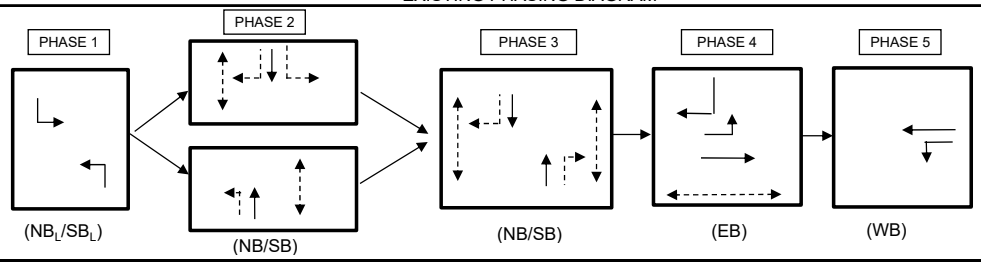
Figure 3-1: SR 985 at NW 7 Street - Existing Signal Timing and Phasing [Asset 4554]

	AM PHASE				MIDDAY PHASE				PM PHASE			
	I	II	III	IV	I	II	III	IV	I	II	III	IV
MINIMUM INITIAL	5	18	7	7	5	18	7	7	5	18	7	7
MAXIMUM GREEN	9	72	46	15	35	66	32	19	11	78	33	20
YELLOW CHANGE	4.4	4.4	4	4	4.4	4.4	4	4	4.4	4.4	4	4
RED CLEAR	2.4	2.4	2.7	2.9	2.4	2.4	2.7	2.9	2.4	2.4	2.7	2.9
PED WALK	---	---	5	---	---	---	5	---	---	---	5	---
PED CLEAR	---	---	22	---	---	---	22	---	---	---	22	---
MINIMUM SPLIT	12	25	14	14	12	25	14	14	12	25	14	14
MAXIMUM SPLIT	16	79	53	22	42	73	39	26	18	85	40	27
CYCLE LENGTH	**170**				**180**				**170**			
OFFSET	**132**				**75**				**83**			

EXISTING PHASING DIAGRAM



SR 985/NW 107th Avenue at SR 836 Eastbound Off-Ramp (Signalized) [Asset 4608]

This three-legged intersection operates with mast arm-mounted signal heads controlling the eastbound and southbound movements and with northbound turbo lanes. Besides the sidewalk along the east side, the intersection has no pedestrian features. There are internally illuminated street name signs facing the eastbound and southbound approaches. The existing lane configuration geometry at the intersection is as follows:

- Northbound approach: Four through lanes. The right lane is an exclusive lane to SR 836 Eastbound.
- Southbound approach: Three through lanes. The entrance to the SR 836 Southbound on-ramp from the southbound direction is approximately 300 feet north of the southbound stop bar.
- Eastbound Approach: An exclusive left-turn lane and an exclusive channelized right-turn lane.

The Standard Operating Plans (SOP) for the intersections and the basic signal timings are shown in **Figure 3-2**.

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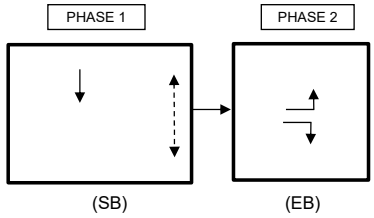
Figure 3-2: SR 985 at SR 836 Eastbound Off-Ramp - Existing Signal Timing and Phasing [Asset 4608]

	AM PHASE		MIDDAY PHASE		PM PHASE	
	I	II	I	II	I	II
MINIMUM INITIAL	16	7	16	7	16	7
MAXIMUM GREEN	32	41	113	35	121	37
YELLOW CHANGE	4.4	4.4	4.4	4.4	4.4	4.4
RED CLEAR	2	2	2	2	2	2
PED WALK	---	---	---	---	---	---
PED CLEAR	---	---	---	---	---	---
MINIMUM SPLIT	22	13	22	13	22	13
MAXIMUM SPLIT	38	47	119	41	127	43
CYCLE LENGTH	**85**		**160**		**170**	
OFFSET	**27**		**73**		**73**	

EXISTING PHASING DIAGRAM



SR 985/NW 107th Avenue at SR 836 Westbound On-Ramp (Signalized) [Asset 6048]

This location is a three-legged intersection with mast arm-mounted signal heads facing the northbound and southbound directions. The west leg is the westbound on-ramp to SR 836 WB and HEFT. There is no sidewalk along the west side of NW 107th Avenue. There are no internally illuminated street name signs at the intersection. The existing lane configuration geometry at the intersection is as follows:

- Northbound Approach: An exclusive left-turn lane. A concrete traffic separator separates the northbound through lanes from the northbound left turn to the westbound on-ramp
- Southbound Approach: Three through lanes and an exclusive free-flow right-turn lane.

The Standard Operating Plans (SOP) for the intersections and the basic signal timings are shown in **Figure 3-3**.

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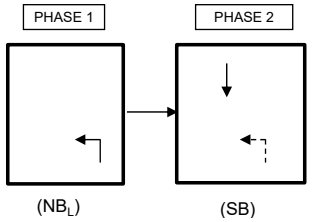
Figure 3-3: SR 985 at SR 836 Westbound On-Ramp - Existing Signal Timing and Phasing [Asset 6048]

	AM PHASE		MIDDAY PHASE		PM PHASE	
	I	II	I	II	I	II
MINIMUM INITIAL	16	16	16	16	16	16
MAXIMUM GREEN	30	43	34	114	49	109
YELLOW CHANGE	4.4	4.4	4.4	4.4	4.4	4.4
RED CLEAR	2	2	2	2	2	2
PED WALK	---	---	---	---	---	---
PED CLEAR	---	---	---	---	---	---
MINIMUM SPLIT	22	22	22	22	22	22
MAXIMUM SPLIT	36	49	40	120	55	115
CYCLE LENGTH	**85**		**160**		**170**	
OFFSET	**25**		**58**		**58**	

EXISTING PHASING DIAGRAM



SR 836 Westbound Off-Ramp to SR 985/NW 107th Avenue Northbound (Signalized) [Asset 6097]

This location is a three-legged intersection with mast arm-mounted signal heads facing the northbound and westbound directions. The east leg is the westbound off-ramp from SR 836 WB. There is a crosswalk (no high emphasis) with no pedestrian signal heads at the east leg. There is only an internally illuminated street name sign facing the westbound approach. The existing lane configuration geometry at the intersection is as follows:

- Northbound Approach: Three through lanes. A concrete traffic separator separates the northbound through lanes from the northbound left turn to the westbound on-ramp.
- Westbound Approach: Two right-turn lanes.

The Standard Operating Plans (SOP) for the intersections and the basic signal timings are shown in **Figure 3-4**.

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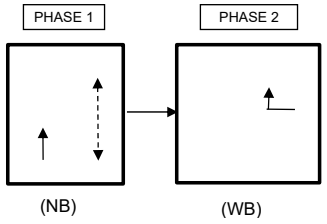
Figure 3-4: SR 836 Westbound Off-Ramp to SR 985 - Existing Signal Timing and Phasing [Asset 6097]

	AM PHASE		MIDDAY PHASE		PM PHASE	
	I	II	I	II	I	II
MINIMUM INITIAL	16	7	16	7	16	7
MAXIMUM GREEN	124	34	104	44	114	44
YELLOW CHANGE	4.4	4.4	4.4	4.4	4.4	4.4
RED CLEAR	2	2	2	2	2	2
PED WALK	---	---	---	---	---	---
PED CLEAR	---	---	---	---	---	---
MINIMUM SPLIT	22	13	22	13	22	13
MAXIMUM SPLIT	130	40	110	50	120	50
CYCLE LENGTH	**170**		**160**		**170**	
OFFSET	**63**		**6**		**6**	

EXISTING PHASING DIAGRAM



3.2 PEDESTRIAN FEATURES

Crosswalks are provided to cross the south, east, and west legs of the intersection with NW 7 Street, with countdown pedestrian signal heads provided across the south leg of the intersection. Pushbuttons are provided for the south leg only. To the north of NW 7 Street, there is sidewalk continuity only along the east side of SR 985/NW 107 Avenue. **Table 3-1** shows the existing pedestrian crossing intervals for the signalized intersection within the study segment. Based on the table, there are not adequate crossing times at any intersection.

Table 3-1: Pedestrian Crossing Times

Intersection ID	Intersection	Leg	Pedestrian Crossing Distance (ft)	Required Pedestrian Signal Indication Intervals (sec)			Provided Pedestrian Signal Indication Intervals (sec)		Adequate Walk Interval	Adequate Pedestrian Clearance Interval
				Walk (Minimum)	Walk (Maximum)	Pedestrian Clearance Interval	Walk	Pedestrian Clearance Interval		
4554	NW 7 Street	North	N/A	4.0	7.0	---	---	---	---	---
		South	100	4.0	7.0	29	5	22	YES	NO
		East	121	4.0	7.0	35	0	0	NO	NO
		West	93	4.0	7.0	27	0	0	NO	NO
4608	SR 836 Eastbound Off-Ramp	North	N/A	4.0	7.0	---	---	---	---	---
		West	N/A	4.0	7.0	---	---	---	---	---
6048	SR 836 Westbound On-Ramp	North	N/A	4.0	7.0	---	---	---	---	---
		West	N/A	4.0	7.0	---	---	---	---	---
6097	SR 836 Westbound Off-Ramp	South	N/A	4.0	7.0	---	---	---	---	---
		East	33	4.0	7.0	10	0	0	NO	NO

3.3 LAND USES

The study intersection is in an urbanized area surrounded by residential and commercial land uses. In the southeast quadrant at NW 7 Street, there is a strip mall with several restaurants, a supermarket, and various businesses. Along SR 985/NW 107 Avenue, there are several condominium complexes and neighborhoods with single-family residential homes. North of NW 7 Street, SR 836/Dolphin Expressway crosses above SR 985/NW 107 Avenue with three bridge structures. Just north of the westbound On and Off Ramps with SR 836, there is a railroad running in the east-west direction across SR 985/NW 107 Avenue.

3.4 LIGHTING FIXTURES

There are conventional lighting fixtures along both sides of SR 985/NW 107 Avenue throughout the entire study area. Additionally, there is underdeck lighting at all three SR 836 bridges and a light pole in the raised median between the bridges for eastbound and westbound SR 836.

3.5 TRANSIT FACILITIES

Routes 7, 107, and 338 of the Miami Dade Transit Metro bus travel through the study area, but none have stops on SR 985/NW 107 Avenue.

3.6 RAILROAD FACILITIES

There is an at-grade rail crossing just north of the intersections of SR 985/NW 107 Avenue at the SR 836 Westbound On- and Off-Ramps. There is a planned project to install new cantilevers/bridges, new gates, LEDs, add a new 8'x8' control house, crossing control equipment, and new power service under FM No. 450046-1.

Figure 3-2 shows the existing conditions diagram for the study corridor.

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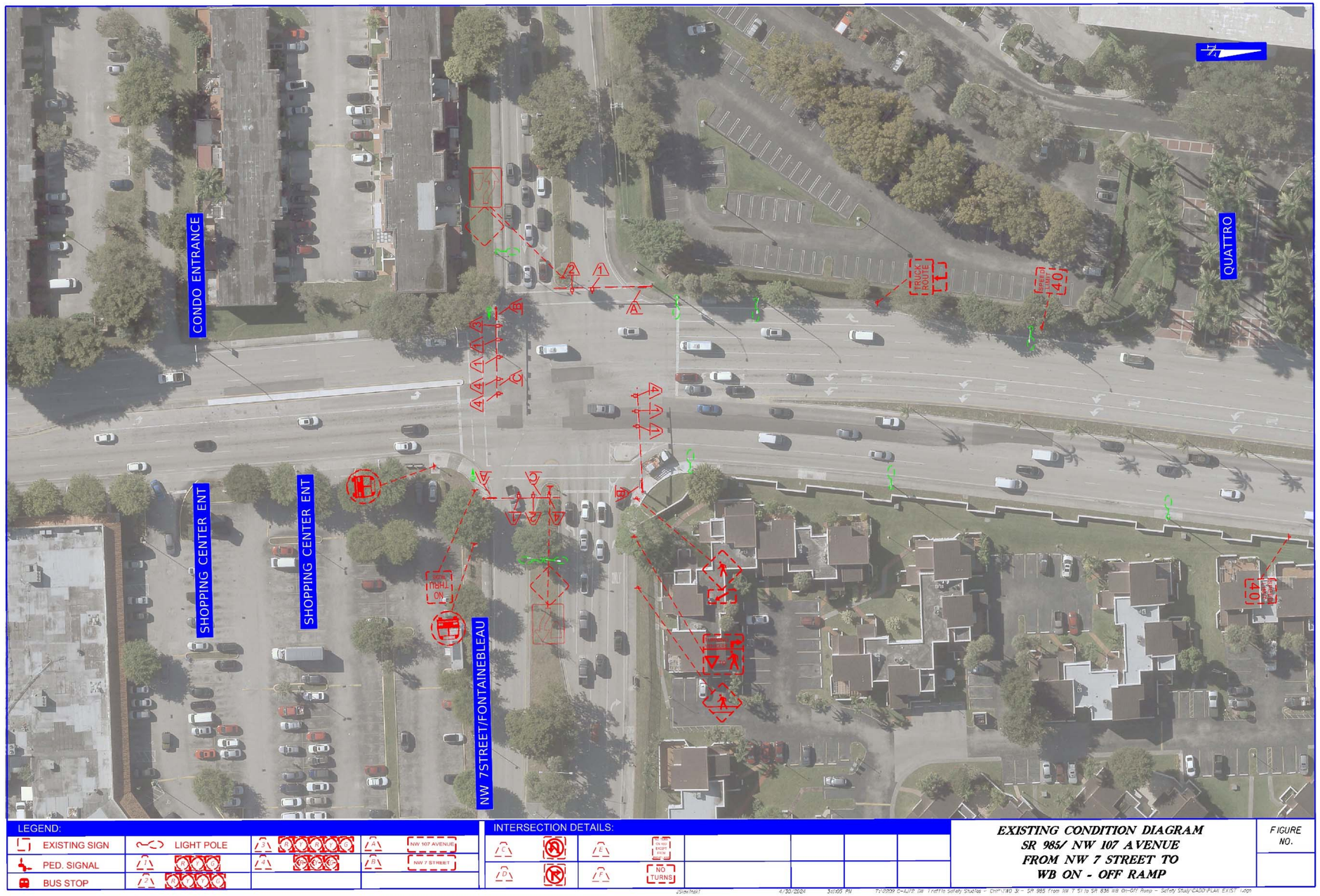
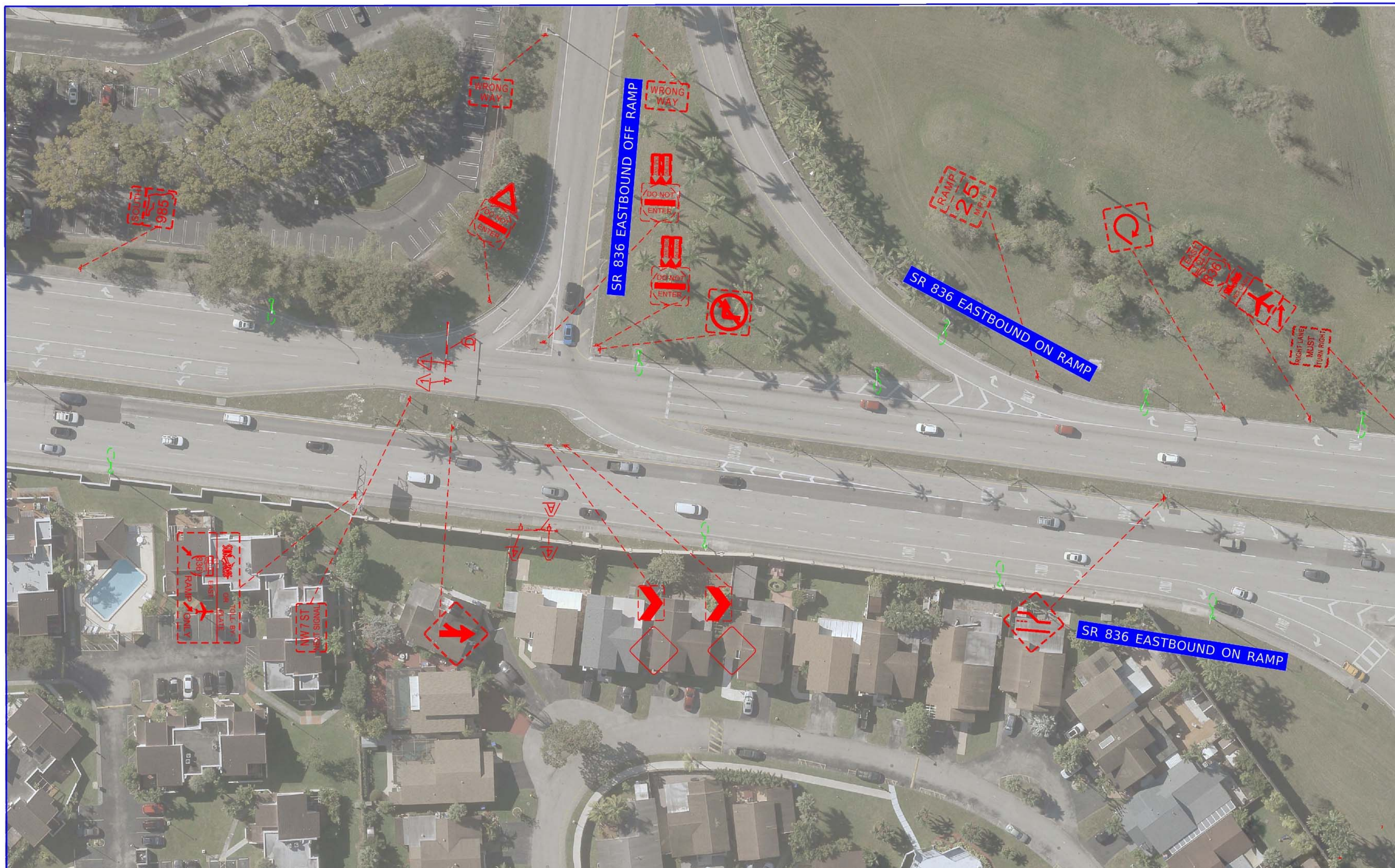


Figure 3-5: Existing Condition Diagram



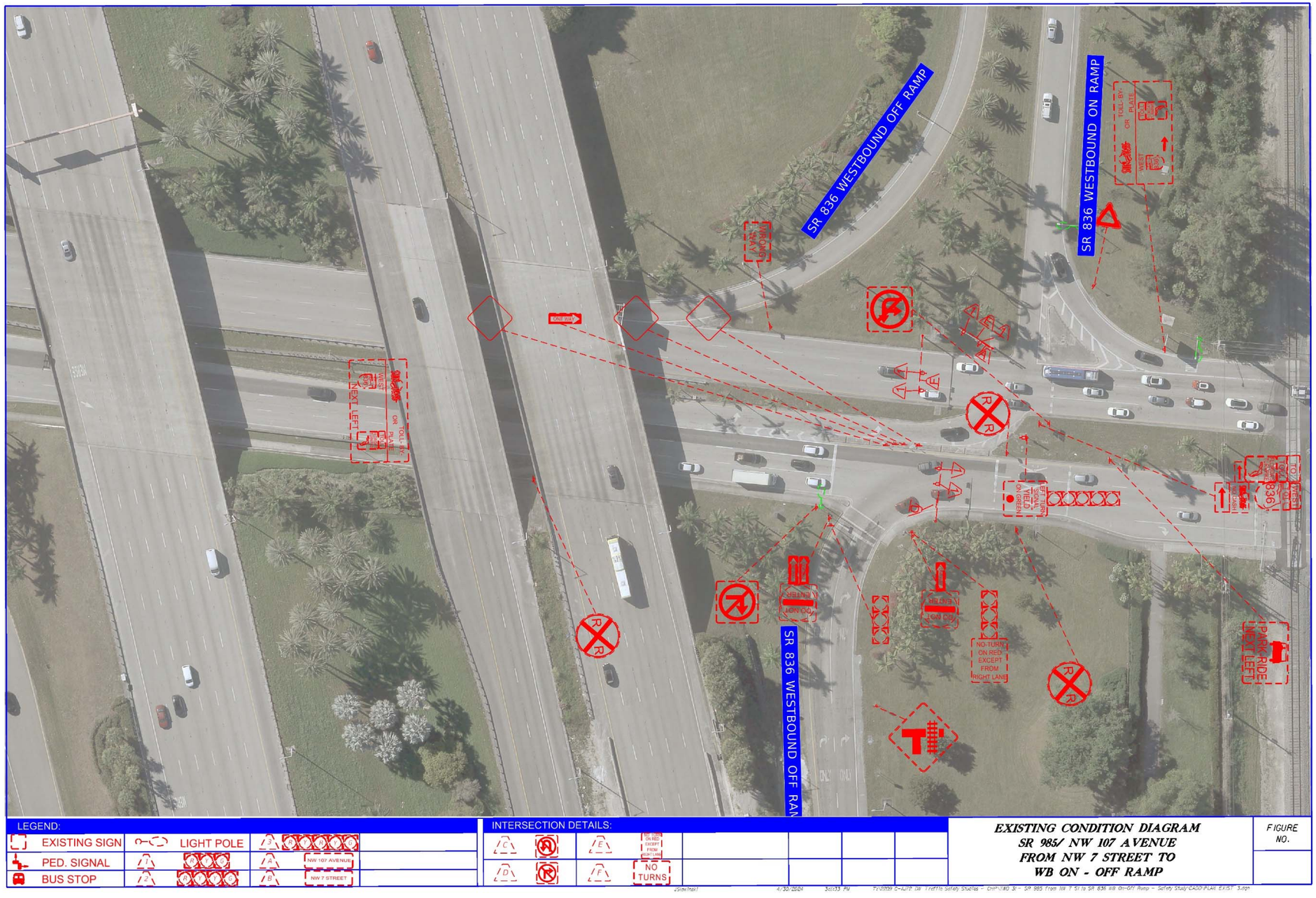
LEGEND:					
EXISTING SIGN	LIGHT POLE	3		A	NW 107 AVENUE
PED. SIGNAL	1		4	B	NW 7 STREET
BUS STOP	2				

INTERSECTION DETAILS:			
C		E	NO TURN ON RED EXCEPT FROM RIGHT LANE
D		F	NO TURNS

EXISTING CONDITION DIAGRAM
SR 985/ NW 107 AVENUE
FROM NW 7 STREET TO
WB ON - OFF RAMP

FIGURE NO.

JSawinski 4/30/2024 3:11:19 PM T:\2209 C-AJ7B OW Traffic Safety Studies - CHP\TWO 3I - SR 985 from NW 7 St to SR 836 WB On-Off Ramp - Safety Study\CADD\PLAN EXIST 2.dgn


SR 836 WESTBOUND OFF RAMP
SR 836 WESTBOUND ON RAMP
SR 836 WESTBOUND OFF RAMP
ONE WAY
NO-TURN ON RED EXCEPT FROM RIGHT LANE
PARK-RIDE NEXT LEFT
LEGEND:
EXISTING SIGN
LIGHT POLE
PED. SIGNAL
BUS STOP
INTERSECTION DETAILS:
NO TURNS
EXISTING CONDITION DIAGRAM
SR 985/ NW 107 AVENUE
FROM NW 7 STREET TO
WB ON - OFF RAMP
FIGURE NO.

4 TRAFFIC DATA COLLECTION

The traffic data collected at the intersection for this study included Turning Movement Counts (TMCs) and 72-hour machine counts. The TMC data was collected on Tuesday, January 9, 2023, for two hours during the morning peak period (7-9 AM), two hours during the midday peak period (12-2 PM), and two hours during the afternoon peak period (4-6 PM). The 2022 Peak Season Factor for Miami Dade North of 1.02 was applied to the TMCs to arrive at an adjusted TMC value. A summary of the Average Daily Traffic (ADT) for each approach is shown in **Table 4-1**, while the peak hour vehicular volumes deduced from the TMCs are summarized in **Table 4-2**. The TMC table also includes the number of pedestrians/bicyclists crossing each leg during the peak hour. A summary of the data showed:

- The level of pedestrian/bicycle activities at the intersection was moderate. The collected data showed 46 pedestrians and bicyclists using the intersection at NW 7 Street for the three peak periods; six (6) pedestrians and bicyclists using the intersection of SR 836 Eastbound Off-Ramp, and 49 pedestrians and bicyclists using the intersection of SR 836 Westbound Off-Ramp.
- Although there are no crosswalks at SR 836 Eastbound Off-Ramp, five (5) pedestrians crossed the west leg, and one (1) pedestrian crossed the north leg.
- The intersection ADT and Turning Movement Counts are presented in **Tables 4-1** through **4-7 below.** The raw traffic data for the machine counts, and the TMCs are included in **Appendix C** and **Appendix D,** respectively**.**

Table 4-1: Average Daily Traffic (ADT) by Approach (NW 7 Street)

Approach	24-Hour Volume			ADT
	Day 1	Day 2	Day 3	
SR 985 NB	17,523	17,113	17,398	17,345
SR 985 SB	33,263	30,675	30,459	31,466
NW 7 Street EB	8,710	8,065	8,226	8,334
NW 7 Street WB	8,866	7,461	7,358	7,895
Total	68,362	63,314	63,441	65,039

Table 4-2: Peak Hour Volumes (NW 7 Street)

SR 985/NW 107 Avenue at NW 7 Street														
	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	INTERSECTION
AM PEAK PERIOD (7:45 AM to 8:45 AM)														
RAW TMCs	781	256	34	114	167	731	5	47	1373	79	222	691	288	
ADJUSTED TMCs	797	261	35	116	170	746	5	48	1400	81	226	705	294	
PEAK 15 MIN.	209	70	12	34	49	198	3	15	378	25	60	188	77	
PHF	0.93	0.91	0.71	0.84	0.85	0.92	0.42	0.78	0.91	0.79	0.93	0.92	0.94	
TRUCKS	4	3	2	4	4	4	0	0	19	0	7	19	6	
% TRUCKS	1%	1%	6%	4%	2%	1%	0%	0%	1%	0%	3%	3%	2%	
ADJ. APPROACH TOTAL	1092			1032			1534				1225			4884
PEDESTRIAN VOLUME	2			0			1				0			
MIDDAY PEAK PERIOD (12:00 PM to 1:00 PM)														
RAW TMCs	385	149	53	99	163	422	7	51	963	63	427	981	331	
ADJUSTED TMCs	393	152	54	101	166	430	7	52	982	64	436	1001	338	
PEAK 15 MIN.	108	40	18	28	50	118	3	19	250	20	111	279	88	
PHF	0.89	0.93	0.74	0.88	0.82	0.89	0.58	0.67	0.96	0.79	0.96	0.88	0.94	
TRUCKS	7	1	0	3	3	7	0	0	23	1	5	20	9	
% TRUCKS	2%	1%	0%	3%	2%	2%	0%	0%	2%	2%	1%	2%	3%	
ADJ. APPROACH TOTAL	599			698			1106				1774			4176
PEDESTRIAN VOLUME	2			0			4				2			
PM PEAK PERIOD (4:30 PM to 5:30 PM)														
RAW TMCs	495	197	43	120	367	500	6	50	892	95	550	1111	669	
ADJUSTED TMCs	505	201	44	122	374	510	6	51	910	97	561	1133	682	
PEAK 15 MIN.	135	54	13	38	105	134	3	14	251	34	157	313	195	
PHF	0.92	0.91	0.83	0.79	0.87	0.93	0.50	0.89	0.89	0.70	0.88	0.89	0.86	
TRUCKS	8	2	1	1	2	7	0	1	13	0	2	9	3	
% TRUCKS	2%	1%	2%	1%	1%	1%	0%	2%	1%	0%	0%	1%	0%	
ADJ. APPROACH TOTAL	750			1007			1064				2377			5197
PEDESTRIAN VOLUME	2			0			11				1			

Table 4-3: Average Daily Traffic (ADT) by Approach (SR 836 Eastbound Off-Ramp)

Approach	24-Hour Volume			ADT
	Day 1	Day 2	Day 3	
SR 985 SB	33,034	33,659	33,821	33,505
SR 826 Off-Ramp EB	4,321	3,611	3,654	3,862
Total	37,355	37,270	37,475	37,367

Table 4-4: Peak Hour Volumes (SR 836 Eastbound Off-Ramp)

SR 985/NW 107 Avenue at SR 836 EB Off Ramp					
	EBL	EBR	NBT	SBT	INTERSECTION
AM PEAK PERIOD (7:45 AM to 8:45 M)					
RAW TMCs	731	168	2919	1122	
ADJUSTED TMCs	746	171	2977	1144	
PEAK 15 MIN.	202	48	774	336	
PHF	0.90	0.88	0.94	0.83	
TRUCKS	5	2	27	32	
% TRUCKS	1%	1%	1%	3%	
ADJ. APPROACH TOTAL	**917**		**2977**	**1144**	**5039**
PEDESTRIAN VOLUME	**0**		**0**	**1**	
MIDDAY PEAK PERIOD (12:00 PM to 1:00 PM)					
RAW TMCs	165	109	1747	1627	
ADJUSTED TMCs	168	111	1782	1660	
PEAK 15 MIN.	49	32	460	439	
PHF	0.84	0.85	0.95	0.93	
TRUCKS	9	2	38	21	
% TRUCKS	5%	2%	2%	1%	
ADJ. APPROACH TOTAL	**279**		**1782**	**1660**	**3721**
PEDESTRIAN VOLUME	**0**		**0**	**0**	
PM PEAK PERIOD (4:30 PM to 5:30 PM)					
RAW TMCs	125	167	1890	2205	
ADJUSTED TMCs	128	170	1928	2249	
PEAK 15 MIN.	36	48	521	603	
PHF	0.87	0.87	0.91	0.91	
TRUCKS	2	0	29	15	
% TRUCKS	2%	0%	2%	1%	
ADJ. APPROACH TOTAL	**298**		**1928**	**2249**	**4475**
PEDESTRIAN VOLUME	**1**		**0**	**0**	

Table 4-5: Average Daily Traffic (ADT) by Approach (SR 836 Westbound Ramps)

Approach	24-Hour Volume			ADT
	Day 1	Day 2	Day 3	
SR 985 NB	26,246	26,014	25,759	26,006
SR 985 SB	45,727	47,758	48,562	47,349
SR 826 Off-Ramp WB	7,538	7,081	8,092	7,570
Total	79,511	80,853	82,413	80,926

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Table 4-6: Peak Hour Volumes (SR 836 Westbound On-Ramp)

SR 985/NW 107 Avenue at SR 836 WB On Ramp					
	NBU	NBL	SBT	SBR	INTERSECTION
AM PEAK PERIOD (7:45 AM to 8:45 AM)					
RAW TMCs	4	547	1525	194	
ADJUSTED TMCs	4	558	1556	198	
PEAK 15 MIN.	3	155	453	63	
PHF	0.33	0.88	0.84	0.77	
TRUCKS	0	6	57	14	
% TRUCKS	0%	1%	4%	7%	
ADJ. APPROACH TOTAL	562		1753		1753
PEDESTRIAN VOLUME	0		0		
MIDDAY PEAK PERIOD (12:00 PM to 1:00 PM)					
RAW TMCs	17	292	1794	283	
ADJUSTED TMCs	17	298	1830	289	
PEAK 15 MIN.	7	86	512	88	
PHF	0.61	0.85	0.88	0.80	
TRUCKS	0	5	46	21	
% TRUCKS	0%	2%	3%	7%	
ADJ. APPROACH TOTAL	315		2119		2119
PEDESTRIAN VOLUME	0		0		
PM PEAK PERIOD (4:30 PM to 5:30 PM)					
RAW TMCs	5	346	2594	593	
ADJUSTED TMCs	5	353	2646	605	
PEAK 15 MIN.	3	95	720	154	
PHF	0.42	0.91	0.90	0.96	
TRUCKS	0	8	13	6	
% TRUCKS	0%	2%	1%	1%	
ADJ. APPROACH TOTAL	358		3251		3251
PEDESTRIAN VOLUME	0		0		

Table 4-7: Peak Hour Volumes (SR 836 Westbound Off-Ramp)

SR 985/NW 107 Avenue at SR 836 WB Off Ramp			
	WBR	NBT	INTERSECTION
AM PEAK PERIOD (7:45 AM to 8:45 AM)			
RAW TMCs	697	1934	
ADJUSTED TMCs	711	1973	
PEAK 15 MIN.	186	546	
PHF	0.94	0.89	
TRUCKS	23	16	
% TRUCKS	3%	1%	
ADJ. APPROACH TOTAL	711	1973	2684
PEDESTRIAN VOLUME	7	0	
MIDDAY PEAK PERIOD (12:00 PM to 1:00 PM)			
RAW TMCs	814	1120	
ADJUSTED TMCs	830	1142	
PEAK 15 MIN.	216	289	
PHF	0.94	0.97	
TRUCKS	39	22	
% TRUCKS	5%	2%	
ADJ. APPROACH TOTAL	830	1142	1973
PEDESTRIAN VOLUME	4	0	
PM PEAK PERIOD (4:30 PM to 5:30 PM)			
RAW TMCs	332	1094	
ADJUSTED TMCs	339	1116	
PEAK 15 MIN.	91	198	
PHF	0.91	1.38	
TRUCKS	12	17	
% TRUCKS	4%	2%	
ADJ. APPROACH TOTAL	339	1116	1455
PEDESTRIAN VOLUME	16	0	

Figure 4-1 shows the existing AM, Midday, and PM peak hour traffic volumes.

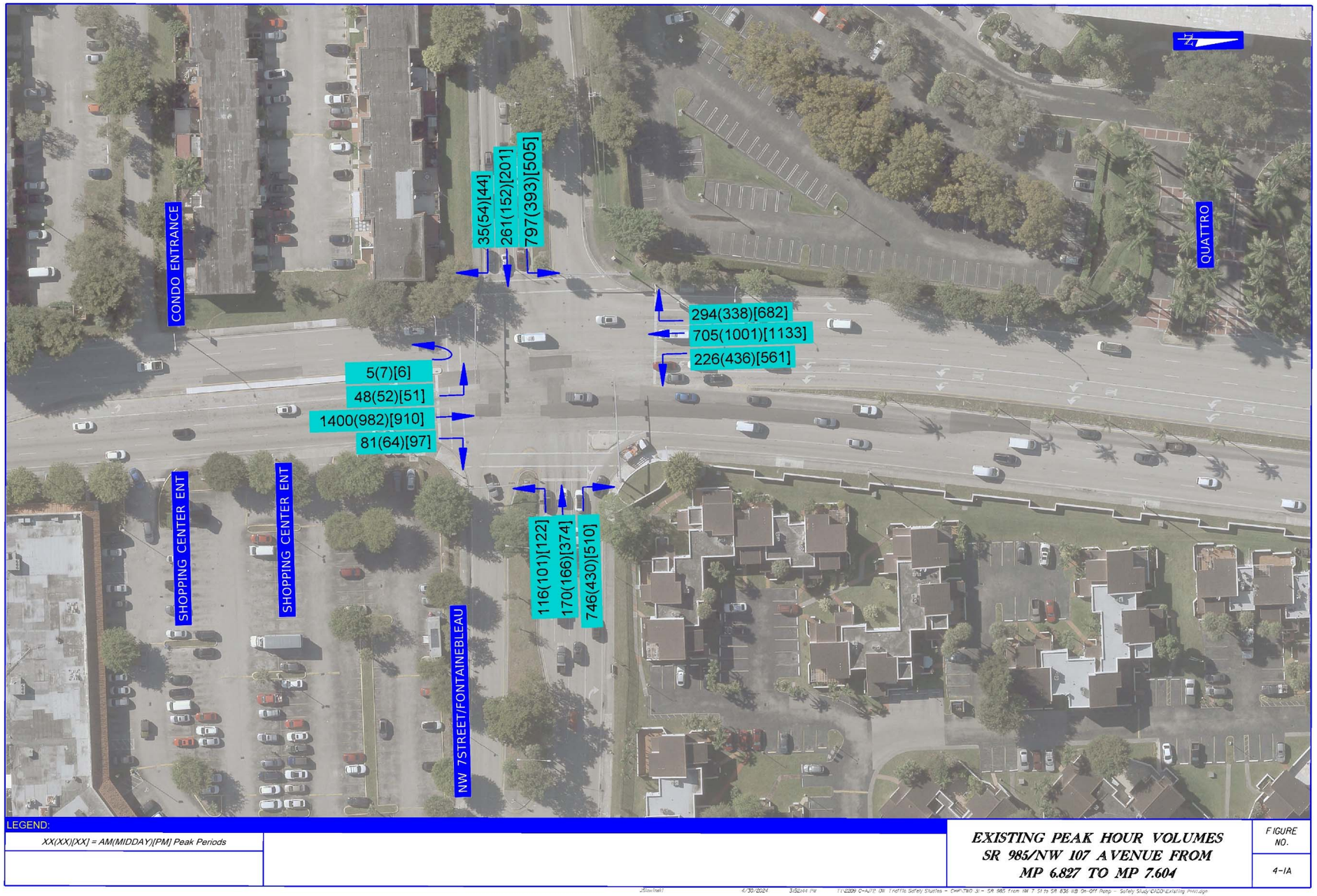
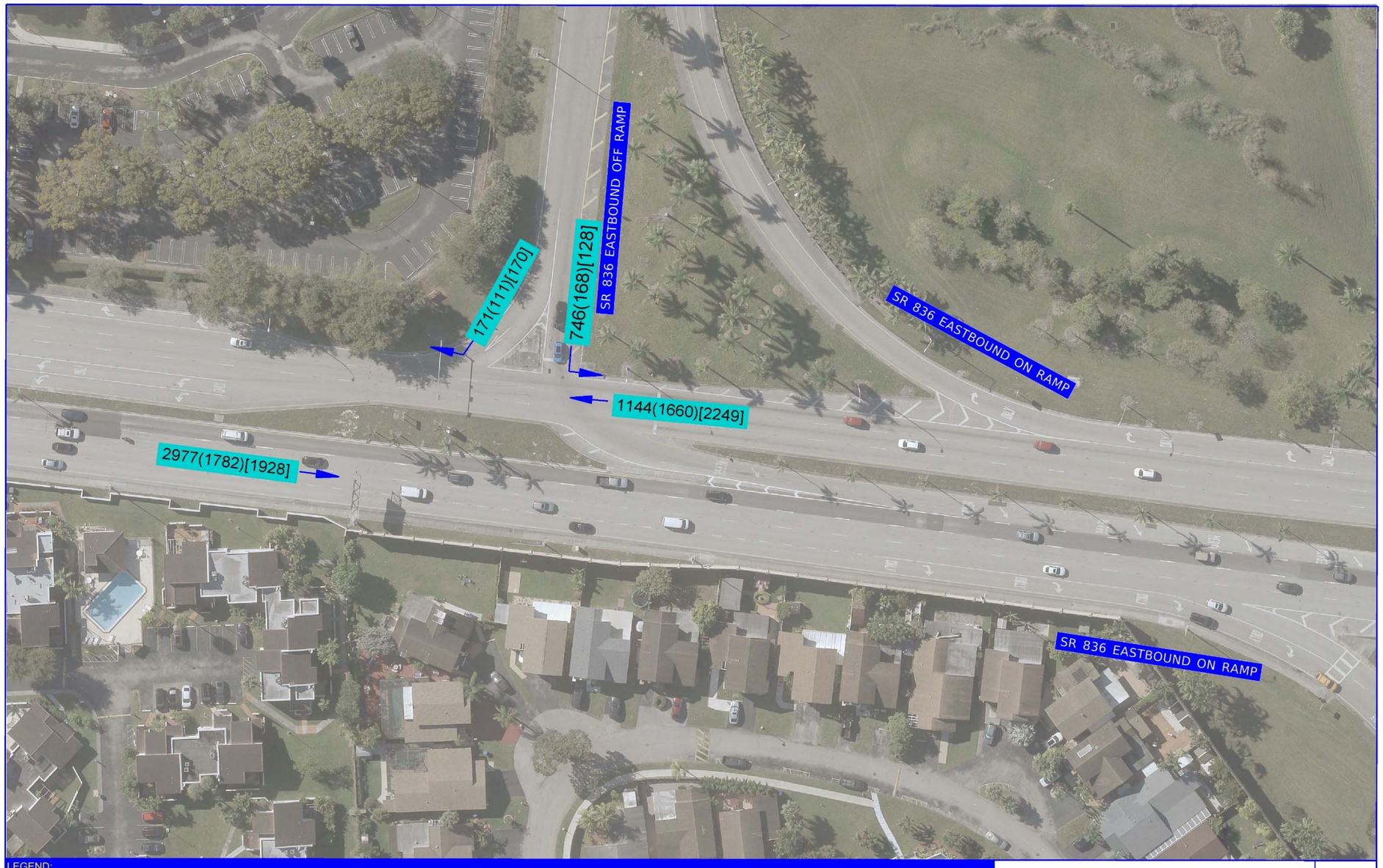


Figure 4-1: Existing Peak Hour Volumes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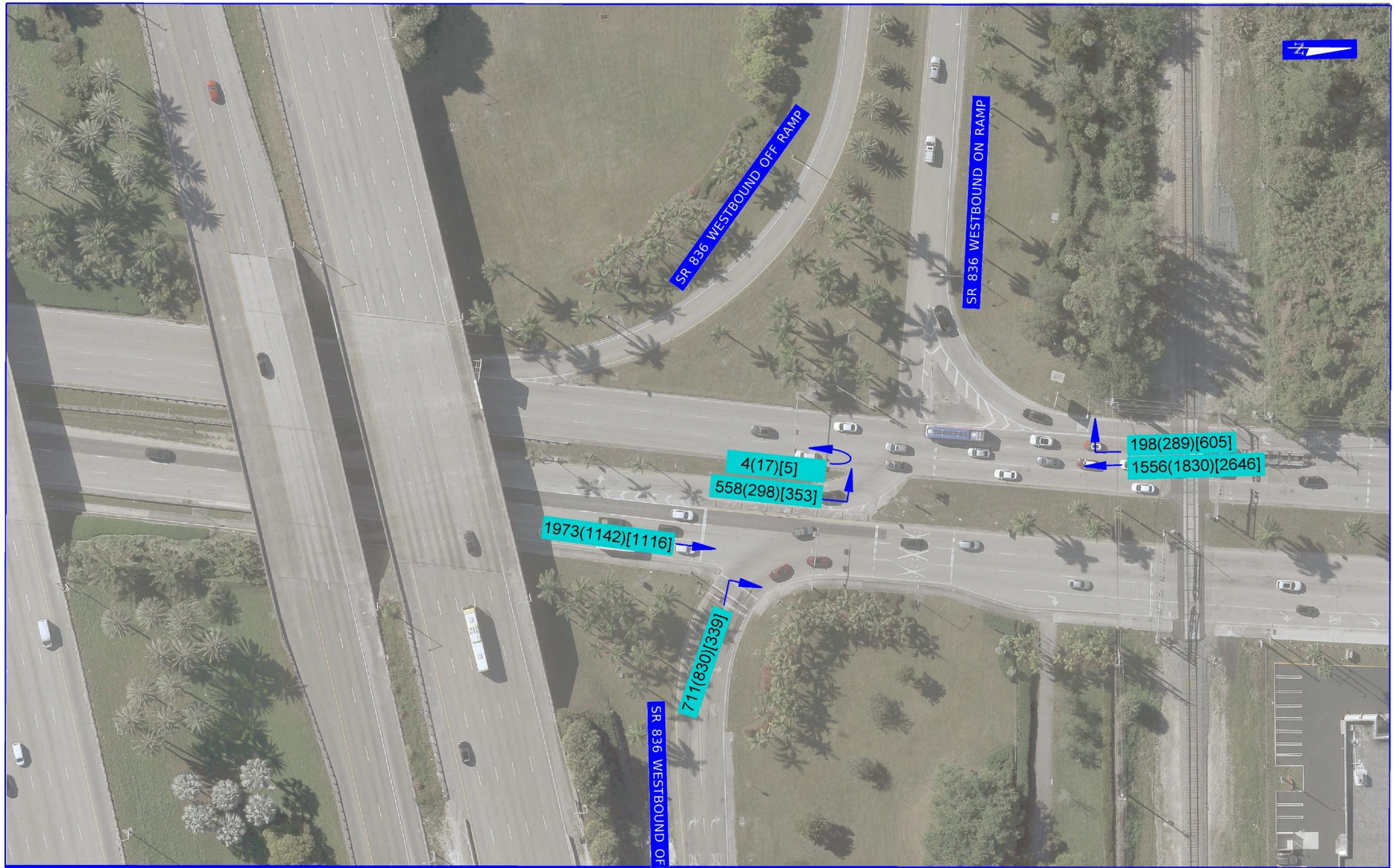
746(168)[128]
SR 836 EASTBOUND OFF RAMP
SR 836 EASTBOUND ON RAMP
1144(1660)[2249]
2977(1782)[1928]
SR 836 EASTBOUND ON RAMP
LEGEND:
XX(XX)[XX] = AM(MIDDAY)[PM] Peak Periods
EXISTING PEAK HOUR VOLUMES
SR 985/NW 107 AVENUE FROM
MP 6.827 TO MP 7.604
FIGURE NO.
4-18


SR 836 WESTBOUND OFF RAMP
SR 836 WESTBOUND ON RAMP
4(17)[5]
558(298)[353]
198(289)[605]
1556(1830)[2646]
1973(1142)[1116]
711(830)[339]
SR 836 WESTBOUND OF
LEGEND:
XX(XX)[XX] = AM(MIDDAY)[PM] Peak Periods
EXISTING PEAK HOUR VOLUMES
SR 985/NW 107 AVENUE FROM
MP 6.827 TO MP 7.604
FIGURE NO.
4-IC

5 CRASH ANALYSIS

The crash analysis for the segment was completed during the preceding 3R Safety Review study. The analysis used crash data from a five-year period (January 1, 2018, to December 31, 2022), which was downloaded from the FDOT's Signal Four Analytics database, reviewed, and summarized for the study segment. The raw data for the segments included 576 crashes; however, upon reviewing the raw data and eliminating crashes that fell outside the study limits, 397 crashes remained and were used for the safety review.

- *The segment experienced 397 crashes in the five years, with a yearly breakdown of 81, 116, 53, 67, and 80 crashes from 2018 to 2022.*
- *The percentage of nighttime crashes (night/dusk/dawn) was 30.2% (120 crashes), slightly above the district-wide average of 28.5%.*
- *The percentage of crashes during wet/slippery pavement conditions was 12.8% (51 crashes), slightly above the district-wide average of 11.8%.*
- *Based on crash severity, 9.1% (36 crashes) were injury-type crashes, and 90.9% (361 crashes) were property damage-only crashes. There were no fatal crashes during the five-year study period.*
- *The leading crash types were rear-end with 184 and sideswipe with 126 crashes.*
- *Of the 184 rear-end crashes, 79 crashes involved southbound vehicles, 50 crashes involved northbound vehicles, 34 crashes involved westbound vehicles, and 21 crashes involved eastbound vehicles. According to the police reports, 'Driving in a Careless or Negligent Manner' was the leading cause of rear-end crashes, with 140 crashes (76.1%). The peak period for rear-end crashes was from 3 PM to 6 PM.*
- *Of the 126 sideswipe crashes, 59 crashes involved northbound vehicles, 43 crashes involved southbound vehicles, 12 crashes involved eastbound vehicles, and 12 crashes involved westbound vehicles. According to the police reports, 'Failed To Keep In Proper Lane' was the leading cause of sideswipe crashes, with 92 crashes (73.0%). The peak period for sideswipe crashes was 3 PM to 6 PM.*
- *Two (2) bicycle crashes and one (1) pedestrian crash occurred during the five-year study period.*
    - The first bicycle crash (Crash # 88254659) occurred on Saturday, November 23, 2019, at 2:30 PM. According to the police report, the crash occurred when a westbound bicyclist failed to obey traffic control devices, crossed at an undesignated location, approximately 10 feet north of NW 7th Street, and was struck by a southbound vehicle. The bicyclist was not injured in the crash. The crash occurred under daylight lighting, clear weather, and dry pavement conditions.
    - The second bicycle crash (Crash # 24352602) occurred on Monday, April 19, 2021, at 12:30 AM. According to the police report, the crash occurred when a southbound left-turn vehicle struck a bicyclist traveling southbound within the east leg crosswalk. The vehicle left the scene. The bicyclist suffered minor injuries. The crash occurred under nighttime, clear weather, and dry pavement conditions.
    - The pedestrian crash (Crash # 24354689) occurred on Thursday, May 6, 2021, at 3:43 PM. According to the police report, the crash occurred when a southbound pedestrian crossed at an undesignated location, approximately 200 feet east of NW 107th Avenue, and was struck by a westbound vehicle. According to the police report, the bicyclist sustained life-threatening injuries. The crash occurred under daylight lighting, clear weather, and dry pavement conditions.
- *According to the Department's 2019 3-Year and 5-Year High Crash Lists for spots and segments, the right turn lane from SR 985/NW 107th Avenue to NW 7th Street (MP 7.170) is the only identified high crash location within the study area.*

Tables 5-1 and **5-2** show summaries of the crashes. A Histogram of the crashes is provided in **Figure 5-1.**

Table 5-1: Crash Summaries by Type/Severity/Lighting/Surface Conditions

SR 985/NW 107 Avenue From N. of Flagler Street to N. of SR 836/Dolphin Expressway		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2018	2019	2020	2021	2022			
CRASH TYPE	Rear End	40	49	31	28	36	184	37	46.3%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	3	2	1	4	2	12	3	3.0%
	Left Turn	3	19	7	5	8	42	9	10.6%
	Right Turn	3	5	1	3	1	13	3	3.3%
	Sideswipe	29	37	10	21	29	126	24	31.7%
	Backed Into	0	1	1	0	1	3	1	0.8%
	Pedestrian	0	0	0	1	0	1	0	0.3%
	Bicycle	0	1	0	1	0	2	1	0.5%
	Fixed Object	2	2	2	4	3	13	3	3.3%
	Impact Attenuator/Crash Cushion	0	0	0	0	0	0	0	0.0%
	Bridge Overhead Structure	0	0	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0	0	0.0%
	Culvert	0	0	0	0	0	0	0	0.0%
	Curb	1	1	2	1	1	6	1	1.5%
	Ditch	0	0	0	0	0	0	0	0.0%
	Embankment	0	0	0	0	0	0	0	0.0%
	Guardrail Face	0	0	0	1	0	1	0	0.3%
	Guardrail End	0	0	0	0	0	0	0	0.0%
	Cable Barrier	0	0	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	0	0	0	0	0	0	0	0.0%
	Other Traffic Barrier	0	0	0	0	0	0	0	0.0%
	Tree (Standing)	0	0	0	0	1	1	0	0.3%
	Utility Pole/Light Support	0	0	0	0	0	0	0	0.0%
	Traffic Sign Support	0	0	0	0	0	0	0	0.0%
	Traffic Signal Support	0	0	0	0	1	1	0	0.3%
	Other Post, Pole Or Support	0	0	0	0	0	0	0	0.0%
	Fence	0	0	0	0	0	0	0	0.0%
	Mailbox	0	0	0	0	0	0	0	0.0%
	Other Fixed Object	1	1	0	2	0	4	1	1.0%
	Other Non Fixed Object Collisions	0	0	0	0	0	0	0	0.0%
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	0	0	0	0	0	0	0	0.0%
	Parked Motor Vehicle	0	0	0	0	0	0	0	0.0%
	Work Zone/Maintenance Equip.	0	0	0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object	0	0	0	0	0	0	0	0.0%
	Non-Collisions	1	0	0	0	0	1	0	0.3%
	Overturn/Rollover	0	0	0	0	0	0	0	0.0%
	Fire/Explosion	0	0	0	0	0	0	0	0.0%
	Immersion	0	0	0	0	0	0	0	0.0%
	Jackknife	0	0	0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	1	0	0	0	0	1	0	0.3%
	Fell/Jumped from Motor Vehicle	0	0	0	0	0	0	0	0.0%
	Thrown or Falling Object	0	0	0	0	0	0	0	0.0%
	Ran into Water/Canal	0	0	0	0	0	0	0	0.0%
	Other Non-Collision	0	0	0	0	0	0	0	0.0%
	Others	0	0	0	0	0	0	0	0.0%
	Total Crashes	**81**	**116**	**53**	**67**	**80**	**397**	**79**	**100.0%**

Table 5-2: Crash Summaries by Month/Day of the Week/Time of the Day

SR 985/NW 107 Avenue From N. of Flagler Street to N. of SR 836/Dolphin Expressway		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2018	2019	2020	2021	2022			
SEVERITY	PDO Crashes	77	106	51	58	69	361	73	90.9%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	4	10	2	9	11	36	6	9.1%
LIGHTING	Daylight	69	78	30	39	61	277	54	69.8%
	Dusk	2	7	1	2	2	14	3	3.5%
	Dawn	0	0	2	1	0	3	1	0.8%
	Dark	10	31	20	25	17	103	22	25.9%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE	Dry	71	104	36	60	75	346	68	87.2%
	Wet	10	12	17	7	5	51	12	12.8%
	Others	0	0	0	0	0	0	0	0.0%
MONTH	January	6	11	10	4	7	38	8	9.6%
	February	6	10	6	5	7	34	7	8.6%
	March	6	10	4	4	2	26	6	6.5%
	April	7	4	1	6	6	24	5	6.0%
	May	2	12	3	5	5	27	6	6.8%
	June	8	9	1	4	10	32	6	8.1%
	July	12	10	6	6	5	39	9	9.8%
	August	11	12	5	6	4	38	9	9.6%
	September	8	8	5	5	11	37	7	9.3%
	October	4	4	5	3	6	22	4	5.5%
	November	5	14	7	9	7	42	9	10.6%
	December	6	12	0	10	10	38	7	9.6%
DAY	Monday	11	20	2	8	12	53	10	13.4%
	Tuesday	9	17	5	7	17	55	10	13.9%
	Wednesday	14	13	11	12	10	60	13	15.1%
	Thursday	10	17	13	9	11	60	12	15.1%
	Friday	20	17	11	13	14	75	15	18.9%
	Saturday	7	18	6	10	7	48	10	12.1%
	Sunday	10	14	5	8	9	46	9	11.6%
HOUR	00:00-06:00	4	6	0	7	6	23	4	5.8%
	06:00-09:00	9	9	2	6	14	40	7	10.1%
	09:00-11:00	9	8	3	4	9	33	6	8.3%
	11:00-13:00	9	13	4	8	5	39	9	9.8%
	13:00-15:00	18	22	7	6	14	67	13	16.9%
	15:00-18:00	16	21	13	14	15	79	16	19.9%
	18:00-21:00	14	22	15	11	9	71	16	17.9%
	21:00-24:00	2	15	9	11	8	45	9	11.3%

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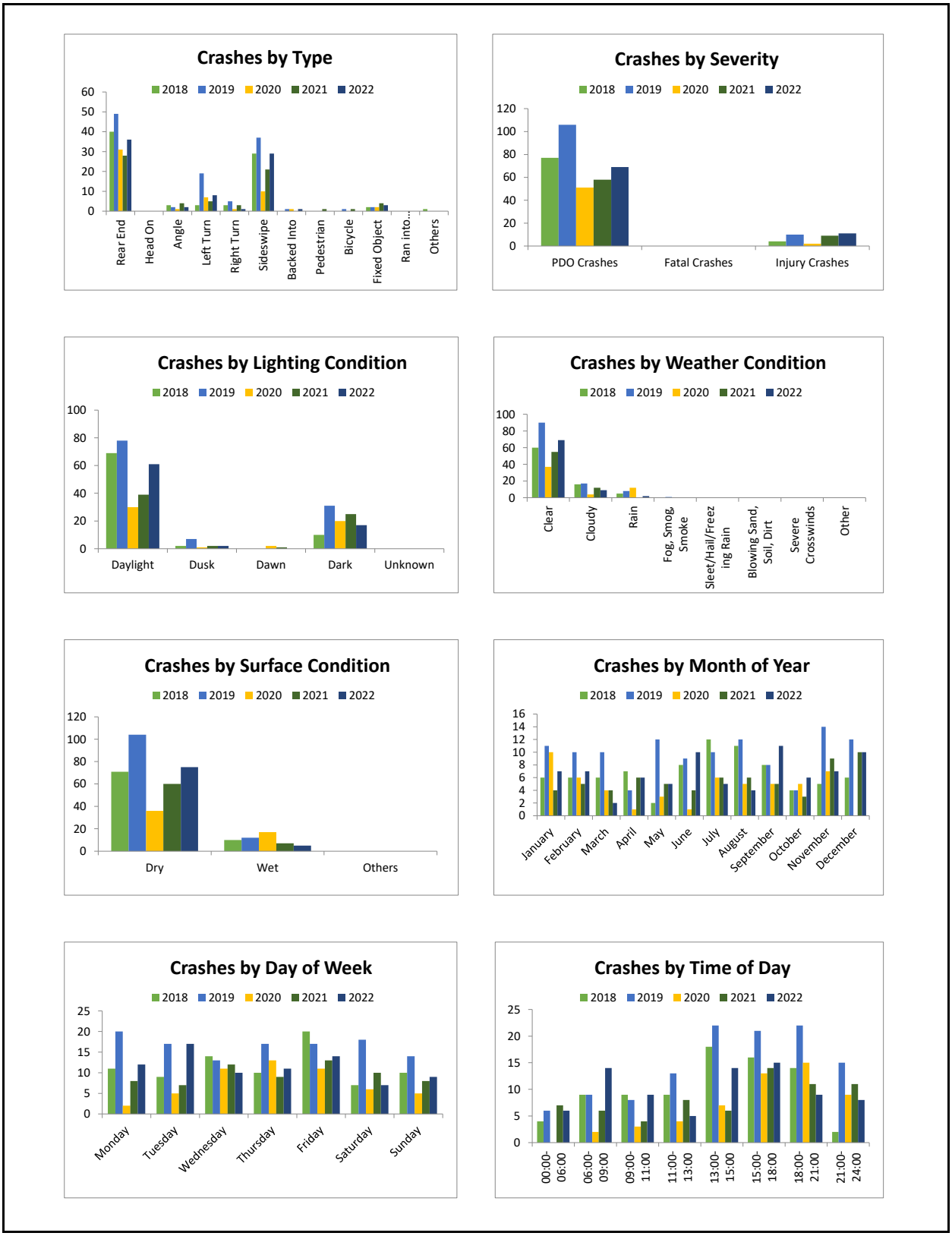

Figure 5-1: Study Area Crash Histograms

SR 985/NW 107th Avenue at NW 7th Street

- *Given this intersection's geometric layout, an expected value analysis (EVA) was performed using the following layout: 6 Lane x 4 Lane, Signalized, 4 Leg Intersection, Divided. Based on the EVA analysis, sideswipe and right-turn crashes were identified as abnormal at the 95th percentile.*
- *There were 200 crashes in the five-year study period, with a yearly breakdown of 42, 62, 24, 30, and 42 crashes from 2018 to 2022.*
- *The percentage of crashes during nighttime (night/dusk/dawn) was 30.5% (61 crashes), above the district-wide average of 28.5%.*
- *The percentage of crashes during wet/slippery pavement conditions was 8.0% (16 crashes), below the district-wide average of 11.8%.*
- *Based on crash severity, 8.5% (17 crashes) were injury-type crashes, and 91.5% (183 crashes) were property damage-only crashes. There were no fatal crashes during the five-year study period.*
- *The peak period for all crashes was 3 PM to 6 PM, with 40 crashes.*
- *The leading crash types were sideswipe at 43.5% (87 crashes) and rear-end at 40% (80 crashes).*
- *Of the 87 sideswipe crashes, 38 involved northbound vehicles, 28 involved southbound vehicles, 13 involved eastbound vehicles, and eight (8) involved westbound vehicles. According to the police reports, 'Failed To Keep In Proper Lane' with 68 crashes (78.2%) was the leading cause of sideswipe crashes. Most crashes involving northbound vehicles seem associated with lane changes to access the right-turn lane that connects to the SR 836 EB On-Ramp. The peak period for sideswipe crashes was 3 PM to 6 PM.*
- *Of the 80 rear-end crashes, 32 involved southbound vehicles, 22 involved northbound vehicles, 15 involved eastbound vehicles, and 11 involved westbound vehicles. According to the police reports, 'Careless or Negligent Manner,' with 63 crashes (78.8%), was the leading cause of rear-end crashes. The peak period for rear-end crashes was from 3 PM to 6 PM.*
- *Of the 10 right-turn crashes, three (3) involved southbound right-turn vehicles violating the right-of-way of westbound vehicles, one (1) involved a westbound right-turn vehicle violating the right-of-way of a northbound vehicle, five (5) involved westbound right-turn vehicles exiting the plaza located at the southeast corner and violating the right-of-way in northbound vehicles, and one (1) involved an eastbound right-turn vehicle exiting the commercial property located at the northwest quadrant and violating the right-of-way if a southbound vehicle. There was no specific peak period for the right-turn crashes.*
- *Two (2) bicycle crashes and one (1) pedestrian crash occurred at the intersection during the five-year study period.*
    - The first bicycle crash (Crash # 88254659) occurred on Saturday, November 23, 2019, at 2:30 PM. According to the police report, the crash occurred when a westbound bicyclist failed to obey traffic control devices, crossed at an undesignated location, approximately 10 feet north of NW 7th Street, and was struck by a southbound vehicle. The bicyclist was not injured in the crash. The crash occurred under daylight lighting, clear weather, and dry pavement conditions.
    - The second bicycle crash (Crash # 24352602) occurred on Monday, April 19, 2021, at 12:30 AM. According to the police report, the crash occurred when a southbound left-turn vehicle struck a bicyclist traveling southbound within the east leg crosswalk. The vehicle left the scene. The bicyclist suffered minor injuries. The crash occurred under

nighttime, clear weather, and dry pavement conditions.

- The pedestrian crash (Crash # 24354689) occurred on Thursday, May 6, 2021, at 3:43 PM. According to the police report, the crash occurred when a southbound pedestrian crossed at an undesignated location, approximately 200 feet east of NW 107th Avenue, and was struck by a westbound vehicle. According to the police report, the bicyclist sustained life-threatening injuries. The crash occurred under daylight lighting, clear weather, and dry pavement conditions.

Table 5-3 summarizes the crash statistics of the intersection.

Table 5-3: Crash Statistics - SR 985/NW 107th Avenue at NW 7th Street

SR 985/NW 107 Avenue at NW 7 Street 6 Lane x 4 Lane, Signalized, with Turn Lanes, 4 Leg Intersection		Number of Crashes Year 2018	2019	2020	2021	2022	5 Year Total Crashes	Mean Crashes Per Year	%	Expected Annual Crash Value Abnormally High Crashes per year 90th percentile	95th percentile	90 %ile	95 %ile
CRASH TYPE	Rear End	16	22	12	9	21	80	14.75	40.0%	45.88	50.22		
	Head On	0	0	0	0	0	0	0.00	0.0%	0.27	0.31		
	Angle	0	0	0	1	0	1	0.25	0.5%	13.89	15.11		
	Left Turn	2	5	0	2	2	11	2.25	5.5%	8.51	9.37		
	Right Turn	1	4	1	3	1	10	2.25	5.0%	0.99	1.11	X	X
	Sideswipe	23	27	8	13	16	87	17.75	43.5%	13.37	14.65	X	X
	Backed Into	0	1	1	0	1	3	0.50	1.5%	0.54	0.61		
	Pedestrian	0	0	0	1	0	1	0.25	0.5%	1.75	1.96		
	Bicycle	0	1	0	1	0	2	0.50	1.0%	1.02	1.15		
	Fixed Object	0	2	2	0	1	5	1.00	2.5%	1.70	1.89		
	Other Non-Collisions	0	0	0	0	0	0	0.00	0.0%	1.65	1.85		
	Overturn/Rollover	0	0	0	0	0	0	0.00	0.0%	0.59	0.67		
	Others	0	0	0	0	0	0	0.00	0.0%	6.89	7.62		
	Total Crashes	**42**	**62**	**24**	**30**	**42**	**200**	**39.50**	**100.0%**	**85.28**	**92.50**		
SEVERITY	PDO Crashes	41	56	23	26	37	183	36.50	91.5%	70.33	76.51		
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%	0.46	0.52		
	Injury Crashes	1	6	1	4	5	17	3.00	8.5%	16.88	18.29		
LIGHTING CONDITIONS	Daylight	37	40	14	16	32	139	26.75	69.5%	59.58	64.68		
	Dusk	1	2	0	2	1	6	1.25	3.0%	2.23	2.46		
	Dawn	0	0	2	1	0	3	0.75	1.5%	1.32	1.46		
	Dark	4	20	8	11	9	52	10.75	26.0%	24.16	26.33		
	Unknown	0	0	0	0	0	0	0.00	0.0%	0.48	0.55		
SURFACE CONDITIONS	Dry	41	56	19	28	40	184	36.00	92.0%	74.44	80.82		
	Wet	1	6	5	2	2	16	3.50	8.0%	11.72	12.74		
	Others	0	0	0	0	0	0	0.00	0.0%	6.89	7.62		

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SR 985/NW 107th Avenue at SR 836 Eastbound On/Off Ramps

- *Given this intersection's geometric layout, an expected value analysis (EVA) was not performed; instead, a frequency analysis was conducted.*
- *There were 91 crashes in the five-year study period, with a yearly breakdown of 20, 23, 13, 14, and 21 crashes from 2018 to 2022*
- *The percentage of crashes during nighttime (night/dusk/dawn) was 24.2% (22 crashes), below the district-wide average of 28.5%.*
- *The percentage of crashes during wet/slippery pavement conditions was 16.5% (15 crashes), above the district-wide average of 11.8%.*
- *Based on crash severity, 6.6% (6 crashes) were injury-type crashes, and 93.4% (85 crashes) were property damage-only crashes. There were no fatal crashes during the five-year study period.*
- *There was no specific peak period for all crashes.*
- *The leading crash types were rear-end at 54.9% (50 crashes) and sideswipe at 30.8% (28 crashes).*
- *Of the 50 rear-end crashes, 26 involved southbound vehicles, 18 involved northbound vehicles, five (5) involved eastbound vehicles, and one (1) involved westbound vehicles accessing the eastbound on-ramp from the southbound approach. The peak periods for rear-end crashes were from 3 PM to 6 PM and 6 PM to 9 PM, with 24.0% (12 crashes) each. 'Careless or Negligent Manner' was the leading contributing cause of rear-end crashes.*
- *Of the 28 sideswipe crashes, 19 involved northbound vehicles, and nine (9) involved southbound vehicles. The peak period for sideswipe crashes was 6 AM to 9 AM, with nine (9) crashes (32.1%). Failing to keep in the proper lane was the leading cause of sideswipe crashes.*
- *There were no pedestrian or bicycle crashes.*

Table 5-4 summarizes the crash statistics of the intersection.

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Table 5-4: Crash Statistics - SR 985/NW 107th Avenue at SR 836 Eastbound On/Off Ramps

SR 985/NW 107 Avenue at EB Ramp Segment/Spot with No Expected Values Available		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2018	2019	2020	2021	2022			
CRASH TYPE	Rear End	9	14	11	10	6	50	11.00	54.9%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	3	2	0	1	2	8	1.50	8.8%
	Left Turn	0	0	0	0	0	0	0.00	0.0%
	Right Turn	1	1	0	0	0	2	0.50	2.2%
	Sideswipe	6	6	1	3	12	28	4.00	30.8%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	0	0	1	0	1	2	0.25	2.2%
	Other Non-Collisions	1	0	0	0	0	1	0.25	1.1%
	Overturn/Rollover	0	0	0	0	0	0	0.00	0.0%
	Others	0	0	0	0	0	0	0.00	0.0%
	Total Crashes	**20**	**23**	**13**	**14**	**21**	**91**	**17.50**	**100.0%**
SEVERITY	PDO Crashes	20	22	12	13	18	85	16.75	93.4%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	0	1	1	1	3	6	0.75	6.6%
LIGHTING CONDITIONS	Daylight	16	20	5	11	17	69	13.00	75.8%
	Dusk	0	1	0	0	0	1	0.25	1.1%
	Dawn	0	0	0	0	0	0	0.00	0.0%
	Dark	4	2	8	3	4	21	4.25	23.1%
	Unknown	0	0	0	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	15	21	7	14	19	76	14.25	83.5%
	Wet	5	2	6	0	2	15	3.25	16.5%
	Others	0	0	0	0	0	0	0.00	0.0%

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SR 985/NW 107th Avenue at SR 836 Westbound On/Off Ramps

- *Given this intersection's geometric layout, an expected value analysis (EVA) was not performed; instead, a frequency analysis was conducted.*
- *There were 106 crashes in the five-year study period, with a yearly breakdown of 19, 31, 16, 23, and 17 crashes from 2018 to 2022.*
- *The percentage of crashes during nighttime (night/dusk/dawn) was 34.9% (37 crashes), above the district-wide average of 28.5%.*
- *The percentage of crashes during wet/slippery pavement conditions was 18.9% (20 crashes), above the district-wide average of 11.8%.*
- *Based on crash severity, 12.3% (13 crashes) were injury-type crashes, and 87.7% (93 crashes) were property damage-only crashes. There were no fatal crashes during the five-year study period.*
- *The peak periods for all crashes were 3 PM to 6 PM, with 24 crashes, and the 6 PM to 9 PM, with 21 crashes.*
- *The leading crash types were rear-end at 50.0% (53 crashes) and left-turn at 28.3% (30 crashes).*
- *Of the 53 rear-end crashes, 23 involved southbound vehicles, 21 involved westbound vehicles, and nine (9) involved northbound vehicles. The peak periods for rear-end crashes were 6 PM to 9 AM, with 15 crashes (28.3%) and 3 PM to 6 PM, with 14 crashes (26.4%). "Careless or Negligent Manner" was the leading cause of rear-end crashes.*
- *All 30 left-turn crashes involved northbound left-turn vehicles. The peak period for left-turn crashes was 1 PM to 3 PM, with eight (8) crashes (26.7%). 'Failing to yield the right of way' was the contributing cause of 25 left-turn crashes, and Running the Red Light was the contributing cause of five (5) crashes.*
- *It is noted that there were 12 sideswipe crashes, with six (6) involving southbound vehicles, four (4) involving westbound vehicles, and two (2) involving northbound vehicles.*

Table 5-5 summarizes the crash statistics of the intersection.

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Table 5-5: Crash Statistics - SR 985/NW 107th Avenue at SR 836 Westbound On/Off Ramps

SR 985/NW 107 Avenue at WB Ramp Segment/Spot with No Expected Values Available		Number of Crashes Year 2018	2019	2020	2021	2022	5 Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	15	12	7	10	9	53	11.00	50.0%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	0	0	1	1	0	2	0.50	1.9%
	Left Turn	1	14	7	3	5	30	6.25	28.3%
	Right Turn	1	0	0	0	0	1	0.25	0.9%
	Sideswipe	0	4	1	5	2	12	2.50	11.3%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	2	1	0	4	1	8	1.75	7.5%
	Other Non-Collisions	0	0	0	0	0	0	0.00	0.0%
	Overturn/Rollover	0	0	0	0	0	0	0.00	0.0%
	Others	0	0	0	0	0	0	0.00	0.0%
	Total Crashes	**19**	**31**	**16**	**23**	**17**	**106**	**22.25**	**100.0%**
SEVERITY	PDO Crashes	16	28	16	19	14	93	19.75	87.7%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	3	3	0	4	3	13	2.50	12.3%
LIGHTING CONDITIONS	Daylight	16	18	11	12	12	69	14.25	65.1%
	Dusk	1	4	1	0	1	7	1.50	6.6%
	Dawn	0	0	0	0	0	0	0.00	0.0%
	Dark	2	9	4	11	4	30	6.50	28.3%
	Unknown	0	0	0	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	15	27	10	18	16	86	17.50	81.1%
	Wet	4	4	6	5	1	20	4.75	18.9%
	Others	0	0	0	0	0	0	0.00	0.0%

The collision diagrams for the 2018-2022 crashes are presented in **Figure 5-2.** The annual crash summary sheets for the CAR data are included in **Appendix E**.

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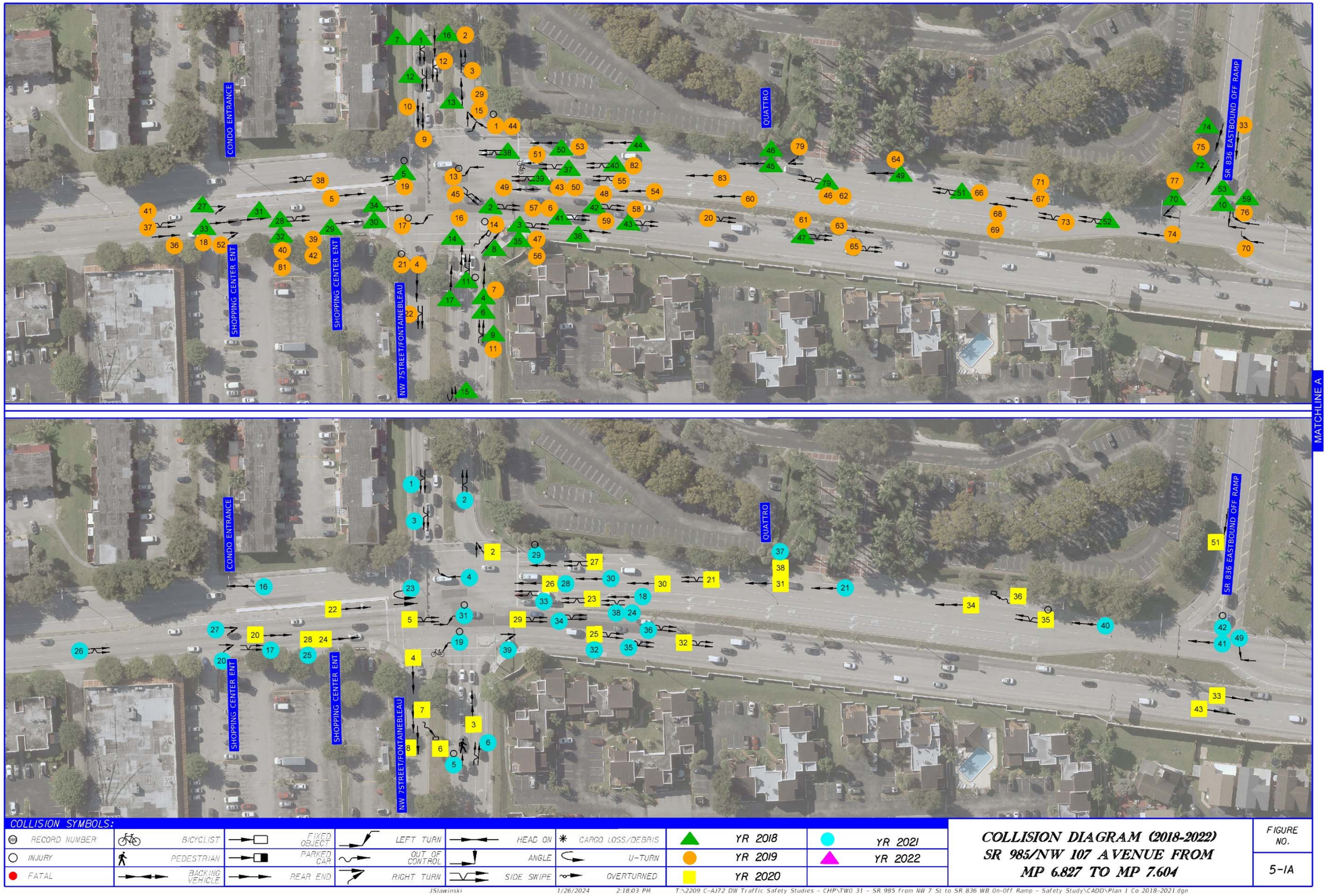
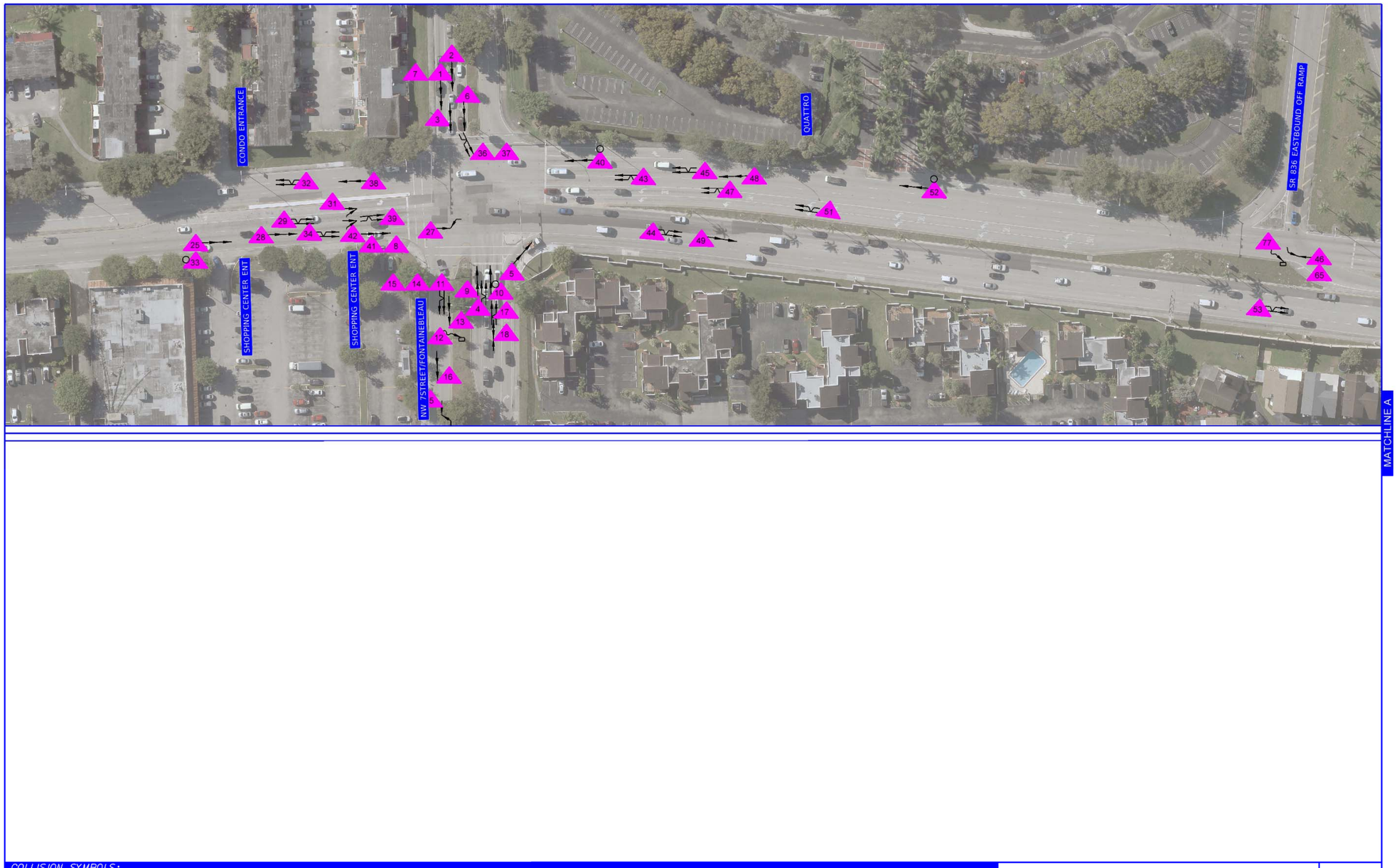
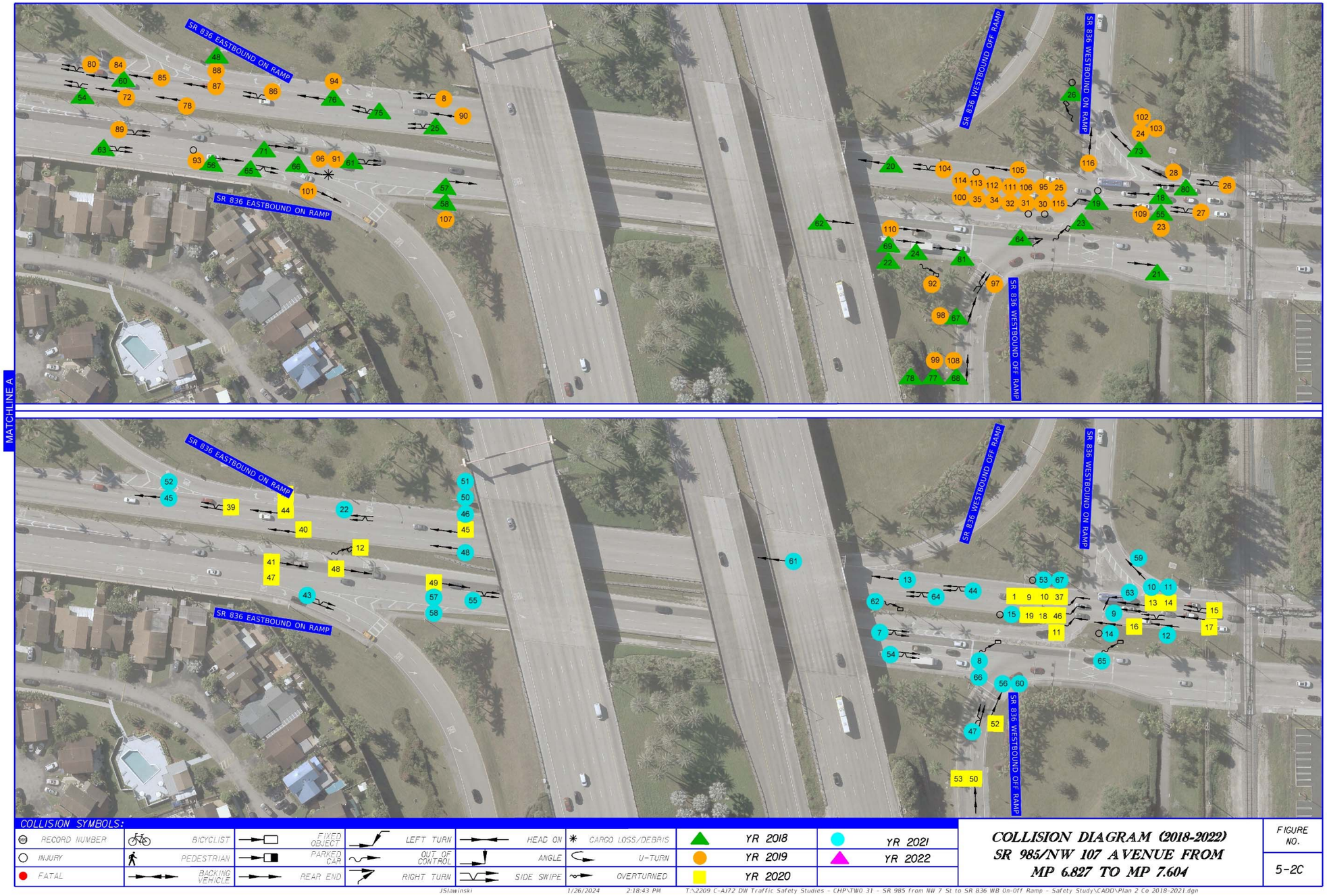
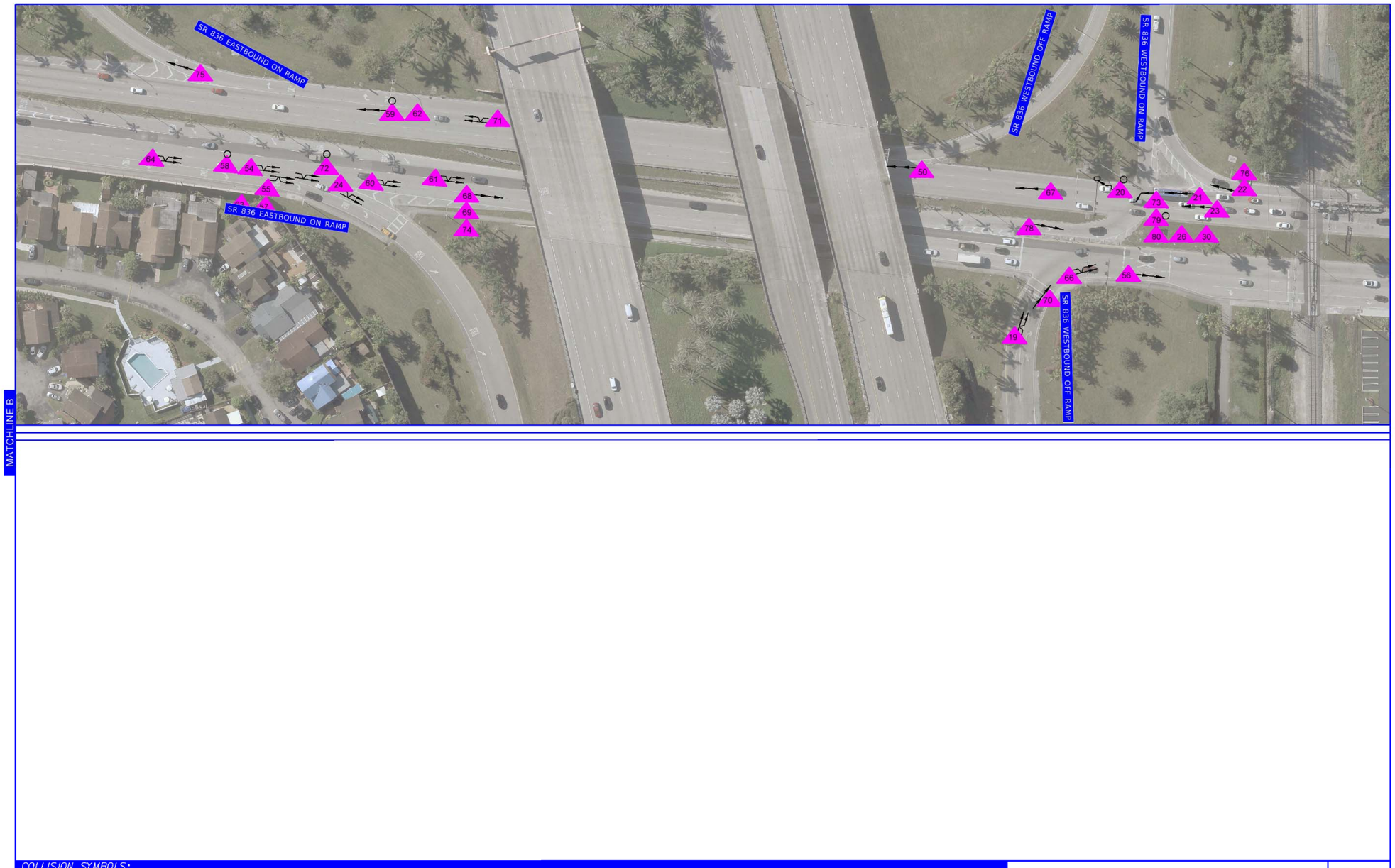


Figure 5-2: Collision Diagrams for 2017- 2019 Crashes


CONDO ENTRANCE
SHOPPING CENTER ENT
SHOPPING CENTER ENT
NW 7STREET/FONTAINEBLEAU
QUATTRO
SR 836 EASTBOUND OFF RAMP
MATCHLINE A
COLLISION SYMBOLS:
RECORD NUMBER
INJURY
FATAL
BICYCLIST
PEDESTRIAN
BACKING VEHICLE
FIXED OBJECT
PARKED CAR
REAR END
LEFT TURN
OUT OF CONTROL
RIGHT TURN
HEAD ON
ANGLE
SIDE SWIPE
CARGO LOSS/DEBRIS
U-TURN
OVERTURNED
YR 2018
YR 2019
YR 2020
YR 2021
YR 2022
COLLISION DIAGRAM (2018-2022)
SR 985/NW 107 AVENUE FROM
MP 6.827 TO MP 7.604
FIGURE NO.
5-2B
JSlawinski 1/26/2024 2:18:15 PM
T:\2209 C-AJ72 DW Traffic Safety Studies - CHP\TWO 31 - SR 985 from NW 7 St to SR 836 WB On-Off Ramp - Safety Study\CADD\Plan 1 Co 2022.dgn


SR 836 EASTBOUND ON RAMP
SR 836 EASTBOUND ON RAMP
SR 836 WESTBOUND OFF RAMP
SR 836 WESTBOUND ON RAMP
SR 836 WESTBOUND OFF RAMP
MATCHLINE A
SR 836 EASTBOUND ON RAMP
SR 836 EASTBOUND ON RAMP
SR 836 WESTBOUND OFF RAMP
SR 836 WESTBOUND ON RAMP
SR 836 WESTBOUND OFF RAMP
COLLISION SYMBOLS:
RECORD NUMBER
INJURY
FATAL
BICYCLIST
PEDESTRIAN
BACKING VEHICLE
FIXED OBJECT
PARKED CAR
REAR END
LEFT TURN
OUT OF CONTROL
RIGHT TURN
HEAD ON
ANGLE
SIDE SWIPE
CARGO LOSS/DEBRIS
U-TURN
OVERTURNED
YR 2018
YR 2019
YR 2020
YR 2021
YR 2022
COLLISION DIAGRAM (2018-2022)
SR 985/NW 107 AVENUE FROM
MP 6.827 TO MP 7.604
FIGURE NO.
5-2C
JSlawinski
1/26/2024
2:18:43 PM
T:\2209 C-AJ72 DW Traffic Safety Studies - CHP\TWO 31 - SR 985 from NW 7 St to SR 836 WB On-Off Ramp - Safety Study\CADD\Plan 2 Co 2018-2021.dgn



COLLISION SYMBOLS:

RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS/DEBRIS	YR 2018	YR 2021	
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2019	YR 2022	
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2020		

COLLISION DIAGRAM (2018-2022)
SR 985/NW 107 AVENUE FROM MP 6.827 TO MP 7.604

FIGURE NO. 5-2D

JSlawinski 1/26/2024 2:18:56 PM T:\2209 C-AJ72 DW Traffic Safety Studies - CHP\TWO 31 - SR 985 from NW 7 St to SR 836 WB On-Off Ramp - Safety Study\CADD\Plan 2 Co 2022.dgn

6 FIELD REVIEWS

Field reviews for the study intersection were conducted during the preceding 3R Safety Review study during the following periods:

- Tuesday, October 10, 2023, from 7:00 AM to 9:00 AM
- Tuesday, October 25, 2023, from 3:00 PM to 5:00 PM.
- Thursday, October 26, 2023, from 8:00 AM to 9:00 AM

The major findings from the field observations are summarized below:

SR 985/NW 107 Avenue Segmentwide

- Northbound and eastbound were the peak directions during the morning, and southbound and westbound during the afternoon.
- The lack of capacity of the northbound left-tun lane at the SR 836 WB On/Off Ramp signal generated heavy traffic congestion, long queues, blockage, and aggressive lane changes along NW 107th Avenue.
- There was low to moderate pedestrian activity along the segment. The highest pedestrian activities were observed at the south end of the corridor, close to Florida International University, Engineering Campus, and NW 7 Street.
- There was moderate to high bicycle activity along the east side of the segment during the field reviews. Most bicyclists, who seemed to be students, were observed riding electric bikes.
- There is no sidewalk along the west side of the segment from the southwest corner of the EB Off-Ramp signalized intersection to NW 12 Street.
- There is no visibility between northbound vehicles accessing the SR 836 EB On Ramp and pedestrians/bicyclists standing at the curb ramp to cross northbound.

SR 985/NW 107 Avenue at NW 7 Street

- Northbound and eastbound were the peak directions during the morning, and southbound and westbound during the afternoon.
- Northbound queues extended close to NW 3 Street (approximately 1000 feet from the NW 7 Street stop bar) but were cleared by the signal phase.
- During the morning, eastbound queues extended close and occasionally beyond NW 109th Avenue (approximately 1300 feet from the NW 107 Avenue stop bar). Cycle failures occurred during the morning period. As eastbound vehicles tried to get into the left-turn lanes, there were numerous lane changes.
- Southbound left-turn queues extended approximately 400 feet and 600 feet from the NW 7 Street stop bar during the morning and afternoon, respectively. However, queues were cleared by the signal phase.
- Westbound queues were short during the morning period and extended beyond NW 106th Avenue (approximately 500 feet from the NW 107 Avenue stop bar); however, queues were cleared by the signal phase.

- A high volume of westbound right-turns was observed. However, the westbound right-turn lane is a channelized free-flow lane. Numerous westbound vehicles drove over the concrete raised median, sidewalk, and solid white lane separating the receiving and outside lanes. The turning radius and receiving lane appear not wide enough to accommodate the turning vehicles.
- Numerous lane changes occurred during the morning and afternoon periods just north of the intersection as the westbound right-tun lane entered NW 107 Avenue, and the northbound vehicles switched to the outside lanes to access lanes to SR 836 EB.
- During all field reviews, there was moderate pedestrian, bicycle (most in E-bikes), and scooter activity at the intersection. Many of the crossings occurred at undesignated locations, such as the north leg and the south leg, away from the crosswalk.

SR 985/NW 107 Avenue at SR 836 Eastbound On/Off Ramps

- Eastbound queues extended approximately 1400 ft from the NW 107 Avenue stop bar during the morning. However, only a couple of cycle failures were observed.
- Eastbound vehicles occasionally get blocked by northbound queues from the SR 836 WB On/Off Ramps signal.

SR 985/NW 107 Avenue at SR 836 Westbound On/Off Ramps

- Northbound queues extended to the SR 836 EB On/Off Ramp, occasionally eastbound traffic from that signal. The queues are longer in the inside lane due to the high volume of northbound left turns and the lack of capacity of the turn lane.
- The spillbacks from the northbound left-turn lane reduced the capacity of the northbound through lanes and generated numerous and aggressive lane change maneuvers.
- Westbound queues extended approximately 1000 ft from the NW 107 Avenue stop bar during the morning and afternoon. A few cycle failures were observed.
- Westbound vehicles standing in the left lane limit visibility between northbound vehicles and westbound vehicles standing in the right lane, which are allowed to turn on red.
- The northbound left turn lane to SR 836 Westbound On Ramp is currently being extended by 200 feet under FDOT project with FPID 250629-4-32-01. An excerpt from the project plans is included in **Appendix F**.

Figure 6-1: Field Observations

Figure 6-2: Field Observations

Figure 6-3: Field Observations

Figure 6-4: Field Observations

Figure 6-5: Field Observations

Figure 6-6: Field Observations

7 IMPROVEMENTS EVALUATION

7.1 PROPOSED IMPROVEMENTS

Proposed improvements were developed based on the operational conditions, field reviews, and the analysis of the crash history at the study intersection. While developing these improvements, consideration was given to whether any improvements would be physically and economically feasible. The improvements are discussed below.

SR 985/NW 107 Avenue Segmentwide

Safety Improvements:

- Improve signal timing at NW 7 Street, SR 836 Eastbound, and SR 836 Westbound. The implementation of signal timing improvement requires coordination with the Miami-Dade County Traffic Signal and Signs Office. Note that one of the signal timing improvements includes modifying the cycle length, which require adjustments at the signalized intersections of NW 12 Street, NW 14 Street, NW 17 Street, and NW 19 Street, which are not part of the State Highway System, but are part of the same traffic signal coordinated system.

Non-Safety Improvements:

- Consider providing sidewalk connectivity along the west side of SR 985/NW 107th Avenue. *The existing sidewalk ends just south of the SR 826 Eastbound Off-Ramp and continues at NW 12th Street. This improvement was discussed with the Department and will not be implemented at this time. Instead, improvements are proposed to enhance pedestrians, bicyclists, and scooter riders' safety along the east side of NW 107th Avenue.*

SR 985/NW 107 Avenue at NW 7 Street

Crash Pattern:

- Rear-end Crashes
- Sideswipe Crashes

Probable Cause:

- Traffic congestion along NW 7 Street.
- Lack of visibility to the signal heads facing northbound.
- Substandard turning radius for westbound right-turn movements.

Safety Improvements:

- Consider improving signal timing during the morning to reduce traffic congestion and aggressive lane changes on the eastbound approach.
- Consider providing an overlap phase for the westbound right-turn movements that run concurrently with the southbound left-turn movements.

- Consider converting the eastbound approach lane configuration to two (2) left-turn lanes and a shared through/right-turn lane.
- Consider installing an additional signal head facing the northbound approach.
- Consider installing retroreflective signal head backplates facing all approaches.
- Consider redesigning the turn radius at the northeast corner. *Numerous sideswipe crashes occurred just north of the intersections. Although many hardcopy police reports did not provide details, based on the field review, many crashes should be associated with westbound failing to stay within the receiving lane and crashing against northbound vehicles traveling in the outside lane. As stated in the field review section, numerous westbound right-turn vehicles ran over the raised median or sidewalk and failed to stay within its lane.*
- Consider installing pole delineators on the concrete island located on the northeast corner. A few northbound vehicles driving on or very near the concrete island were observed during the field reviews.

Crash Pattern:

- Pedestrian and bicycle crashes

Probable Cause:

- High pedestrian and bicycle activities
- Lack of pedestrian and bicycle features

Safety Improvements:

- Consider upgrading the existing crosswalks to high-emphasis.
- Consider providing a crosswalk at the north leg of the intersection.
- Consider installing countdown pedestrian signal heads, pushbuttons, and plaques to assist the east and west legs crossing.
- Consider installing 'Turning Vehicles Stop for Pedestrians' signs (R10-15a) facing all approaches. *The sign facing westbound depends on the installation of the north-leg crosswalk.*
- Consider installing NO PEDESTRIAN CROSSING (R9-3) signs supplemented with USE CROSSWALK plaques (R9-3bP) on NW 107 Avenue south of NW 7th Street.

The above improvements require the following:

- An operational analysis to evaluate:
  - *Providing a dual left turn configuration for the eastbound approach.*
  - *Providing the overlap phase for the westbound right-turn movements that run concurrently with the southbound left-turn movements.*
  - *Providing a crosswalk at the north leg. The crosswalk will have a length of 128 ft. At a walking speed of 3.5 ft/sec, the crosswalk will require approximately 37 seconds for the Pedestrian Clearance Interval.*
- *Providing a 5-section signal head facing westbound and replacing the mast arm facing westbound to implement the overlap phase. This improvement may also require right-of-way acquisition at the northwest corner.*

- *Providing the additional signal head facing northbound and redesigning the northeast corner to improve the turning radius. This improvement requires an AUTO Turn analysis to evaluate its feasibility and right-of-acquisition extent at the northeast corner.*

SR 985/NW 107 Avenue at SR 836 Eastbound On/Off Ramps

Crash Pattern:

- Rear-end Crashes
- Sideswipe Crashes

Probable Cause:

- Traffic congestion along NW 7 Street.
- Lack of visibility to the signal heads facing southbound.

Safety Improvements:

- Consider improving the capacity of the northbound left-turn lane at the SR 836 Westbound On/Off Ramps signal.
- Consider installing an additional signal head facing the southbound approach.
- Consider installing retroreflective signal head backplates facing the southbound approach.

  Adding the additional signal head and backplates requires replacing the mast arm.

Non-safety Improvements:

- Consider installing a Pedestrian Crossing warning sign assembly (W11-2)/(W16-7a) with a rectangular rapid flashing beacon at the crosswalk on the SR 836 EB On-Ramp from NW 107 Avenue northbound, supplemented with a pedestrian ahead warning sign assembly (W11-2)/(W16-9P) with a rectangular rapid flashing beacon before the ramp. This improvement is to provide awareness of pedestrians crossing the ramp. Field reviews show moderate pedestrian/bicycle activity at the crosswalk and no visibility between northbound vehicles accessing the SR 836 EB On Ramp and pedestrians/bicyclists standing at the curb ramp to cross northbound. *Coordination with the Greater Miami Expressway Agency (GMX) is required for this improvement.*

SR 985/NW 107 Avenue at SR 836 Westbound On/Off Ramps

Crash Pattern:

- Rear-end Crashes
- Sideswipe Crashes
- Left-turn Crashes

Probable Cause:

- Traffic congestion along NW 7 Street.

- Lack of capacity of the northbound left turn lane.
- Northbound left-turn vehicles failing to yield the right-of-way of southbound through vehicles.

Safety Improvements:

- Consider providing an additional left-turn lane to increase the capacity of the northbound left-turn lane. Based on the field and desktop review, providing the dual left-turn lane is feasible. This improvement is anticipated to positively impact the SR 836 westbound On/Off Ramp and SR 836 eastbound Off-Ramp signals. *The existing left turn-lane is being extended by 200 feet under the FDOT project with FPID 250629-4-32-01.*
- Consider converting the northbound left-turn phase from permissive to protected only. This improvement is required if the additional northbound left-tun lane is implemented.
- Consider realigning the westbound approach. This improvement is intended to improve the visibility of the westbound vehicles to the signal heads and between westbound vehicles traveling in the right lane and northbound vehicles traveling in the outside lane.
- Consider installing an additional signal head facing the northbound and southbound approaches.
- Consider installing retroreflective signal head backplates facing all approaches.
- Consider operating the SR 836 Westbound On-Ramp and Off-Ramp intersection under a single controller.

The above improvements require the following:

- *Replacing the mast arm facing northbound to accommodate a signal head for each left turn and through lane.*
- *Widening the westbound receiving lane for the new left-turn lane.*
- *Relocating and replacing the mast arm facing westbound to widen the westbound receiving lane and install backplates.*
- *Replacing the mast arm facing southbound to provide an additional signal head and backplates.*
- *The proposed widening for the NW 107 Avenue dual left turn lanes to SR 836 westbound on-ramp, will require revisiting the pier protection requirements for bridges 870997 and 870535 during the design phase.*
- *Coordination with Greater Miami Expressway Agency (GMX) and with Miami-Dade County Traffic Signals and Signs Division.*

Figure 7-1 shows the proposed improvements.

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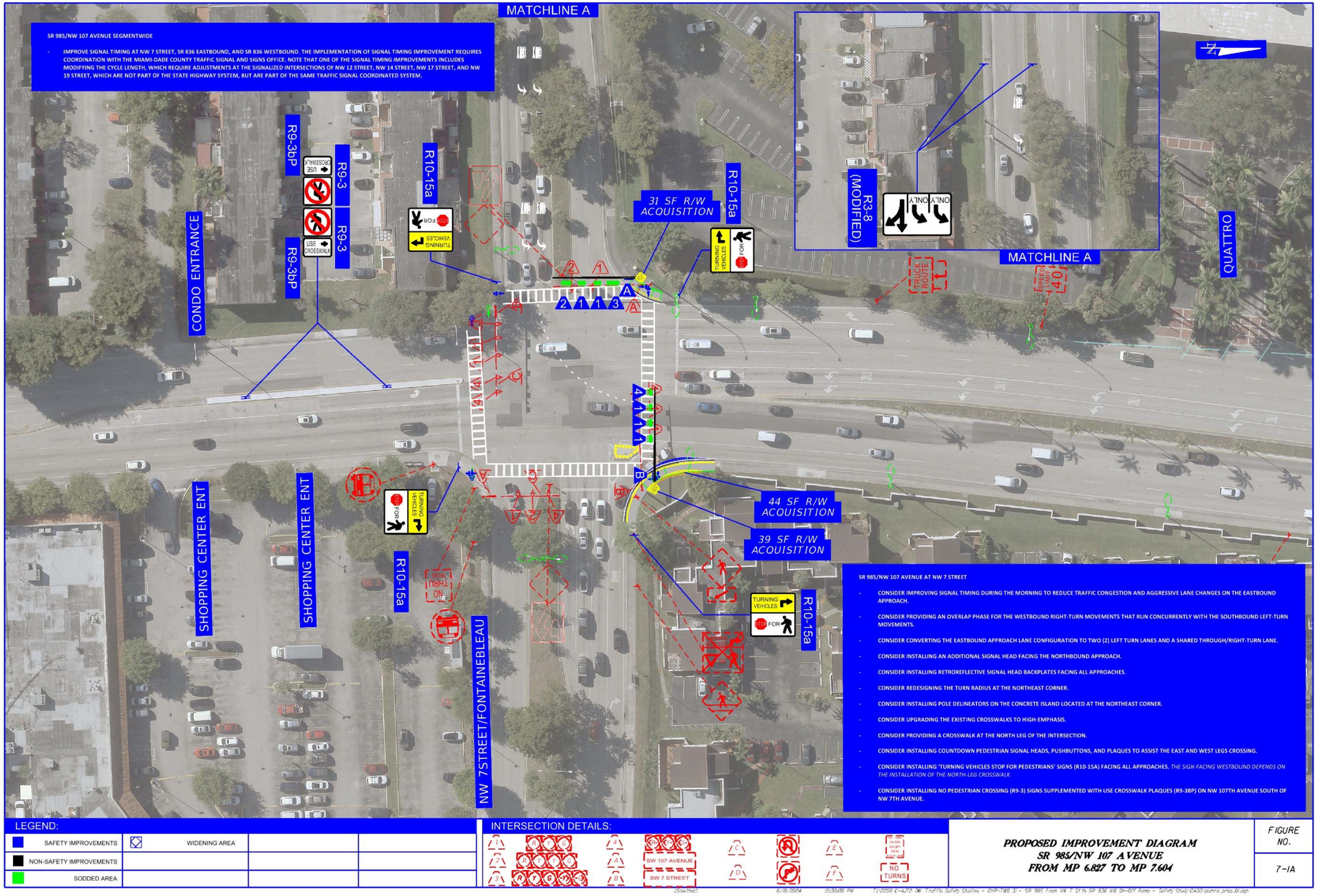
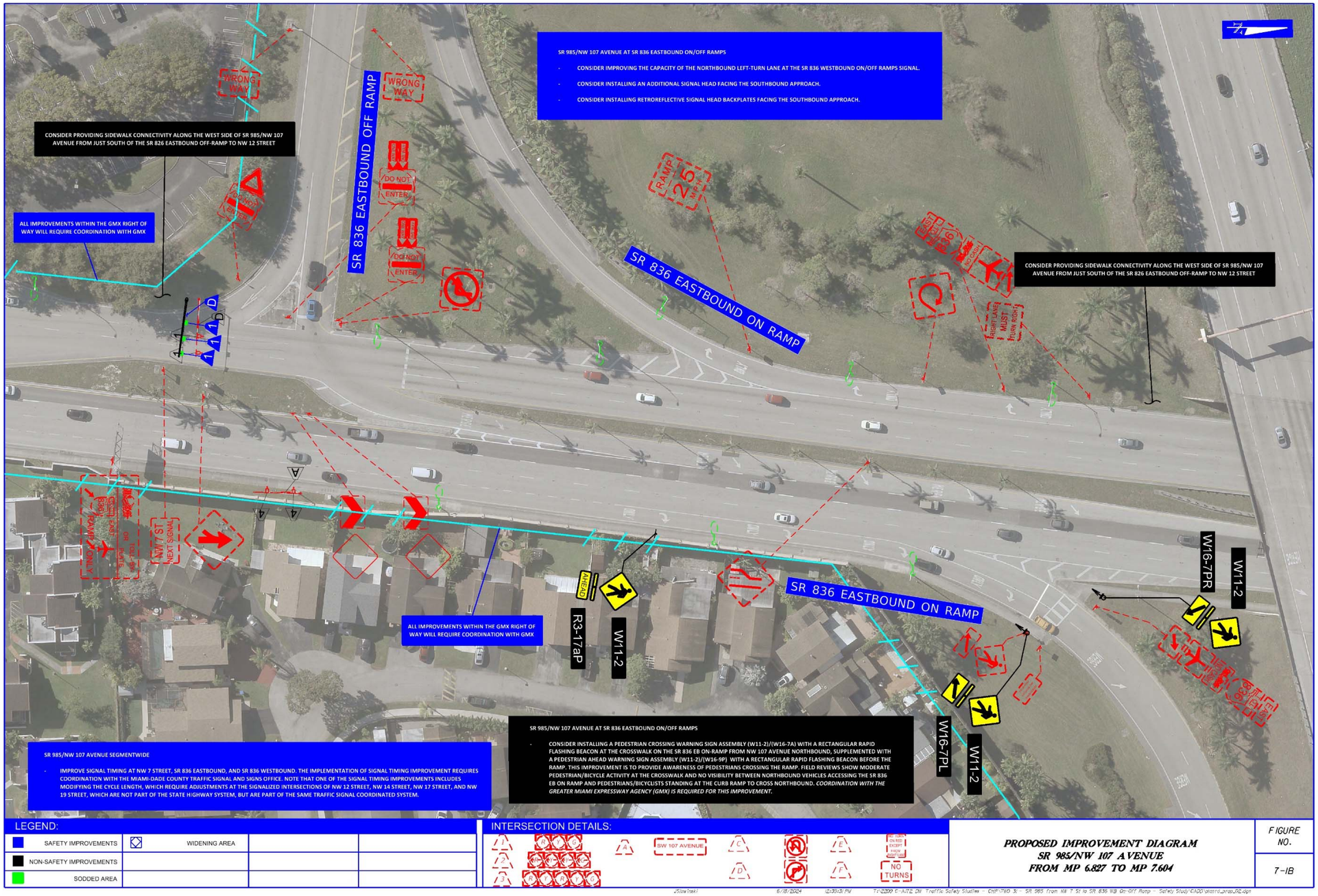
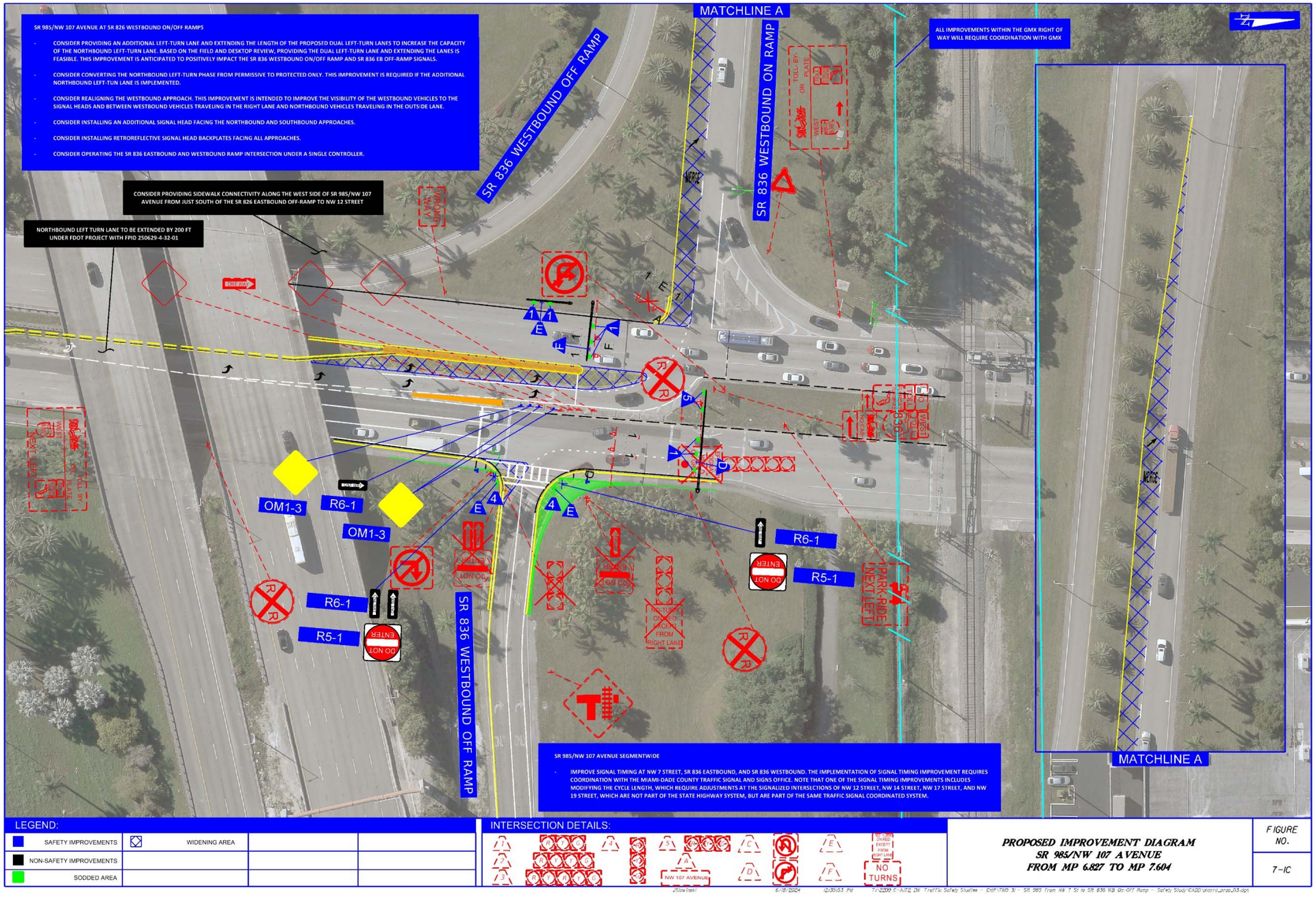


Figure 7-1: Proposed Conceptual Diagram


SR 985/NW 107 AVENUE AT SR 836 EASTBOUND ON/OFF RAMPS
- CONSIDER IMPROVING THE CAPACITY OF THE NORTHBOUND LEFT-TURN LANE AT THE SR 836 WESTBOUND ON/OFF RAMPS SIGNAL.
- CONSIDER INSTALLING AN ADDITIONAL SIGNAL HEAD FACING THE SOUTHBOUND APPROACH.
- CONSIDER INSTALLING RETROREFLECTIVE SIGNAL HEAD BACKPLATES FACING THE SOUTHBOUND APPROACH.
CONSIDER PROVIDING SIDEWALK CONNECTIVITY ALONG THE WEST SIDE OF SR 985/NW 107 AVENUE FROM JUST SOUTH OF THE SR 826 EASTBOUND OFF-RAMP TO NW 12 STREET
ALL IMPROVEMENTS WITHIN THE GMX RIGHT OF WAY WILL REQUIRE COORDINATION WITH GMX
SR 836 EASTBOUND OFF RAMP
SR 836 EASTBOUND ON RAMP
WRONG WAY
DO NOT ENTER
RAMP
25 MPH
KEEP RIGHT
RIGHT LANE MUST TURN RIGHT
CONSIDER PROVIDING SIDEWALK CONNECTIVITY ALONG THE WEST SIDE OF SR 985/NW 107 AVENUE FROM JUST SOUTH OF THE SR 826 EASTBOUND OFF-RAMP TO NW 12 STREET
NW 7 ST NEXT SIGNAL
ALL IMPROVEMENTS WITHIN THE GMX RIGHT OF WAY WILL REQUIRE COORDINATION WITH GMX
AHEAD
R3-17aP
W11-2
SR 836 EASTBOUND ON RAMP
W16-7PR
W11-2
W16-7PL
W11-2
SR 985/NW 107 AVENUE AT SR 836 EASTBOUND ON/OFF RAMPS
- CONSIDER INSTALLING A PEDESTRIAN CROSSING WARNING SIGN ASSEMBLY (W11-2)/(W16-7A) WITH A RECTANGULAR RAPID FLASHING BEACON AT THE CROSSWALK ON THE SR 836 EB ON-RAMP FROM NW 107 AVENUE NORTHBOUND, SUPPLEMENTED WITH A PEDESTRIAN AHEAD WARNING SIGN ASSEMBLY (W11-2)/(W16-9P) WITH A RECTANGULAR RAPID FLASHING BEACON BEFORE THE RAMP. THIS IMPROVEMENT IS TO PROVIDE AWARENESS OF PEDESTRIANS CROSSING THE RAMP. FIELD REVIEWS SHOW MODERATE PEDESTRIAN/BICYCLE ACTIVITY AT THE CROSSWALK AND NO VISIBILITY BETWEEN NORTHBOUND VEHICLES ACCESSING THE SR 836 EB ON RAMP AND PEDESTRIANS/BICYCLISTS STANDING AT THE CURB RAMP TO CROSS NORTHBOUND. *COORDINATION WITH THE GREATER MIAMI EXPRESSWAY AGENCY (GMX) IS REQUIRED FOR THIS IMPROVEMENT.*
SR 985/NW 107 AVENUE SEGMENTWIDE
- IMPROVE SIGNAL TIMING AT NW 7 STREET, SR 836 EASTBOUND, AND SR 836 WESTBOUND. THE IMPLEMENTATION OF SIGNAL TIMING IMPROVEMENT REQUIRES COORDINATION WITH THE MIAMI-DADE COUNTY TRAFFIC SIGNAL AND SIGNS OFFICE. NOTE THAT ONE OF THE SIGNAL TIMING IMPROVEMENTS INCLUDES MODIFYING THE CYCLE LENGTH, WHICH REQUIRE ADJUSTMENTS AT THE SIGNALIZED INTERSECTIONS OF NW 12 STREET, NW 14 STREET, NW 17 STREET, AND NW 19 STREET, WHICH ARE NOT PART OF THE STATE HIGHWAY SYSTEM, BUT ARE PART OF THE SAME TRAFFIC SIGNAL COORDINATED SYSTEM.
LEGEND:
SAFETY IMPROVEMENTS
WIDENING AREA
NON-SAFETY IMPROVEMENTS
SODDED AREA
INTERSECTION DETAILS:
SW 107 AVENUE
NO TURNS
PROPOSED IMPROVEMENT DIAGRAM
SR 985/NW 107 AVENUE
FROM MP 6.827 TO MP 7.604
FIGURE NO.
7-1B

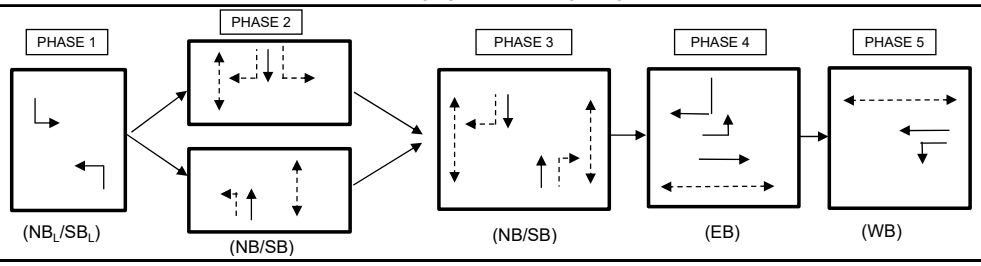

SR 985/NW 107 AVENUE AT SR 826 WESTBOUND ON/OFF RAMPS
- CONSIDER PROVIDING AN ADDITIONAL LEFT-TURN LANE AND EXTENDING THE LENGTH OF THE PROPOSED DUAL LEFT-TURN LANES TO INCREASE THE CAPACITY OF THE NORTHBOUND LEFT-TURN LANE. BASED ON THE FIELD AND DESKTOP REVIEW, PROVIDING THE DUAL LEFT-TURN LANE AND EXTENDING THE LANES IS FEASIBLE. THIS IMPROVEMENT IS ANTICIPATED TO POSITIVELY IMPACT THE SR 836 WESTBOUND ON/OFF RAMP AND SR 836 EB OFF-RAMP SIGNALS.
- CONSIDER CONVERTING THE NORTHBOUND LEFT-TURN PHASE FROM PERMISSIVE TO PROTECTED ONLY. THIS IMPROVEMENT IS REQUIRED IF THE ADDITIONAL NORTHBOUND LEFT-TUN LANE IS IMPLEMENTED.
- CONSIDER REALIGNING THE WESTBOUND APPROACH. THIS IMPROVEMENT IS INTENDED TO IMPROVE THE VISIBILITY OF THE WESTBOUND VEHICLES TO THE SIGNAL HEADS AND BETWEEN WESTBOUND VEHICLES TRAVELING IN THE RIGHT LANE AND NORTHBOUND VEHICLES TRAVELING IN THE OUTSIDE LANE.
- CONSIDER INSTALLING AN ADDITIONAL SIGNAL HEAD FACING THE NORTHBOUND AND SOUTHBOUND APPROACHES.
- CONSIDER INSTALLING RETROREFLECTIVE SIGNAL HEAD BACKPLATES FACING ALL APPROACHES.
- CONSIDER OPERATING THE SR 836 EASTBOUND AND WESTBOUND RAMP INTERSECTION UNDER A SINGLE CONTROLLER.
CONSIDER PROVIDING SIDEWALK CONNECTIVITY ALONG THE WEST SIDE OF SR 985/NW 107 AVENUE FROM JUST SOUTH OF THE SR 826 EASTBOUND OFF-RAMP TO NW 12 STREET
NORTHBOUND LEFT TURN LANE TO BE EXTENDED BY 200 FT UNDER FDOT PROJECT WITH FPID 250629-4-32-01
SR 836 WESTBOUND OFF RAMP
MATCHLINE A
SR 836 WESTBOUND ON RAMP
ALL IMPROVEMENTS WITHIN THE GMX RIGHT OF WAY WILL REQUIRE COORDINATION WITH GMX
N
TOLL-BY PLATE
ONE WAY
OM1-3
R6-1
R5-1
ENTER
DO NOT
NO TURNS
SR 836 WESTBOUND OFF RAMP
SR 985/NW 107 AVENUE SEGMENTWIDE
- IMPROVE SIGNAL TIMING AT NW 7 STREET, SR 836 EASTBOUND, AND SR 836 WESTBOUND. THE IMPLEMENTATION OF SIGNAL TIMING IMPROVEMENT REQUIRES COORDINATION WITH THE MIAMI-DADE COUNTY TRAFFIC SIGNAL AND SIGNS OFFICE. NOTE THAT ONE OF THE SIGNAL TIMING IMPROVEMENTS INCLUDES MODIFYING THE CYCLE LENGTH, WHICH REQUIRE ADJUSTMENTS AT THE SIGNALIZED INTERSECTIONS OF NW 12 STREET, NW 14 STREET, NW 17 STREET, AND NW 19 STREET, WHICH ARE NOT PART OF THE STATE HIGHWAY SYSTEM, BUT ARE PART OF THE SAME TRAFFIC SIGNAL COORDINATED SYSTEM.
MATCHLINE A
LEGEND:
SAFETY IMPROVEMENTS
WIDENING AREA
NON-SAFETY IMPROVEMENTS
SODDED AREA
INTERSECTION DETAILS:
NW 107 AVENUE
NO TURNS
PROPOSED IMPROVEMENT DIAGRAM
SR 985/NW 107 AVENUE
FROM MP 6.827 TO MP 7.604
FIGURE NO.
7-IC

7.2 PROPOSED SIGNAL OPERATION PLAN (SOP)

Figure 7-2 through **Figure 7-5** below show the proposed Signal Operating Plans (SOP) for the signalized intersections.

	AM PHASE				MIDDAY PHASE				PM PHASE			
	I	II	III	IV	I	II	III	IV	I	II	III	IV
MINIMUM INITIAL	5	18	7	7	5	18	7	7	5	18	7	7
MAXIMUM GREEN	32	53	43	44	15	28	35	44	32	41	35	44
YELLOW CHANGE	4.4	4.4	4	4	4.4	4.4	4	4	4.4	4.4	4	4
RED CLEAR	2.4	2.4	2.7	2.9	2.4	2.4	2.7	2.9	2.4	2.4	2.7	2.9
PED WALK	---	---	7	7	---	---	7	7	---	---	7	7
PED CLEAR	---	---	28	37	---	---	28	37	---	---	28	37
MINIMUM SPLIT	12	25	14	14	12	25	14	14	12	25	14	14
MAXIMUM SPLIT	39	60	50	51	22	35	42	51	39	48	42	51
CYCLE LENGTH	**200**				**150**				**180**			
OFFSET	**85**				**---**				**139**			

PROPOSED PHASING DIAGRAM



*During the AM Peak Period, the southbound left turn operates as a lagging phase.
** During the PM Peak Period, the northbound left turn operates as a lagging phase.

Figure 7-2: Proposed SOP for NW 7 Street [Asset 4554]

	AM PHASE		MIDDAY PHASE		PM PHASE	
	I	II	I	II	I	II
MINIMUM INITIAL	16	7	16	7	16	7
MAXIMUM GREEN	33	55	29	14	126	42
YELLOW CHANGE	4.4	4.4	4.4	4.4	4.4	4.4
RED CLEAR	2	2	2	2	2	2
PED WALK	---	---	---	---	---	---
PED CLEAR	---	---	---	---	---	---
MINIMUM SPLIT	22	13	22	13	22	13
MAXIMUM SPLIT	39	61	35	20	132	48
CYCLE LENGTH	**100**		**55**		**180**	
OFFSET	**8**		**---**		**0**	

PROPOSED PHASING DIAGRAM

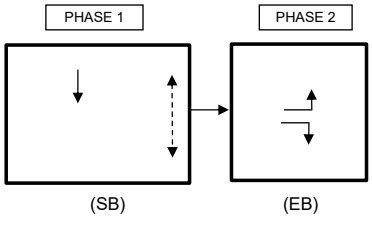


Figure 7-3: Proposed SOP for SR 836 Eastbound Off-Ramp [Asset 4608]

	AM PHASE		MIDDAY PHASE		PM PHASE	
	I	II	I	II	I	II
MINIMUM INITIAL	16	16	16	16	16	16
MAXIMUM GREEN	32	56	11	32	16	62
YELLOW CHANGE	4.4	4.4	4.4	4.4	4.4	4.4
RED CLEAR	2	2	2	2	2	2
PED WALK	---	---	---	---	---	---
PED CLEAR	---	---	---	---	---	---
MINIMUM SPLIT	22	22	22	22	22	22
MAXIMUM SPLIT	38	62	17	38	22	68
CYCLE LENGTH	**100**		**55**		**90**	
OFFSET	**---**		**---**		**---**	

PROPOSED PHASING DIAGRAM

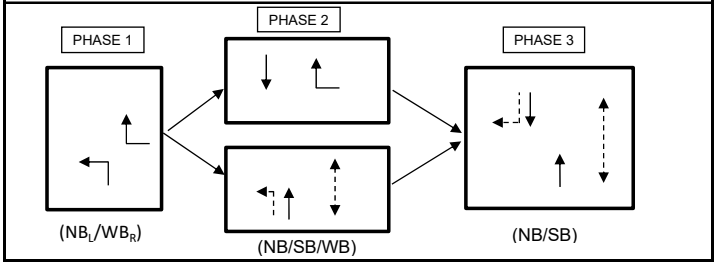


Figure 7-4: Proposed SOP for SR 836 Westbound On-Ramp/Off-Ramp [Asset 6048]

7.3 OPERATIONAL ANALYSIS

An operational analysis was conducted for the proposed improvements discussed in the previous section. The major findings from the analysis are discussed below**:**

SR 985/NW 107 Avenue at NW 7 Street

- According to the Synchro analysis, the intersection currently operates with a Level of Service (LOS) F during the AM and PM peak periods and LOS E during the Midday Peak Period. Additionally, the westbound approach, all westbound movements, the eastbound approach, and the eastbound left turn operate at LOS F during all three peak periods. The northbound left turn movement also operates at LOS F during all three peak periods, and the southbound left turn movement operates at LOS F during the AM and Midday Peak Periods.
- Implementing the proposed improvements significantly improves the intersection operation, with the intersection delay decreasing during all three peak periods and improving from LOS E to LOS D during the midday peak and from LOS F to LOS E during the PM peak period. Although the eastbound left turn remains at LOS F during the AM and PM peak periods, the delay improves by 51% and 66% during the AM and PM peak periods, respectively. Additionally, the queue improves by 61% and 76% during the same periods. Finally, the westbound approach and all westbound movements except for the AM through movement see improvements in the movement and approach delays.
- *It should be noted that the delay for the westbound right turn and approach could not be calculated by Synchro's default reporting and had to be evaluated under a different report.*

SR 985/NW 107 Avenue at SR 836 Eastbound Off-Ramp

- According to the Synchro analysis, the intersection currently operates with a Level of Service (LOS) C during the AM peak period and LOS B during the midday and PM peak periods. The eastbound left turn movement operates at LOS F during the midday peak period, and the eastbound right turn and approach operate at LOS F during the PM peak period.
- Implementing the proposed improvements improves the operation of the eastbound approaches during the AM and midday peak periods, but the LOS remains the same during the PM peak period. Additionally, the southbound movement degrades from LOS C to LOS D during the AM peak period, remains at LOS A during the midday peak period, and degrades from LOS A to LOS B during the PM peak period.

SR 985/NW 107 Avenue at SR 836 Westbound On-Ramp

- According to the Synchro analysis, the intersection currently operates with a Level of Service (LOS) C during the AM and PM peak periods and LOS B during the midday peak period. All movements and all approaches operate at LOS E or better during all periods; however, the queues at the intersection are possibly being metered by upstream signalized intersections.
- Implementing the proposed improvements improves the operation of the intersection from LOS C to LOS B during the AM and PM peak periods, and continues to operate at LOS B during the midday peak period. During the midday and PM peak periods, the northbound left turn delays improve but degrade slightly during the AM peak period.

SR 985/NW 107 Avenue at SR 836 Westbound Off-Ramp

- According to the Synchro analysis, the intersection currently operates with a Level of Service (LOS) E during the AM peak period, LOS D during the midday peak period, and LOS B during the PM peak period. The westbound right turn and approach operate at LOS F during the AM and Midday peak periods and at LOS D during the PM peak period. The northbound movement operates at LOS B during the AM peak period and at LOS A during the Midday and PM peak periods.
- Implementing the proposed improvements improves the intersection operation to LOS C during the AM peak period and to LOS B during the midday peak period; the intersection continues to operate at LOS B during the PM peak period. The LOS of the westbound approach improves to LOS D, LOS C, and LOS C during the AM, Midday, and PM peak periods, respectively. The LOS of the northbound movement degrades slightly to LOS C during the AM Peak period, to LOS B during the Midday peak period, and remains at LOS A during the PM peak period.

SR 985/NW 107 Avenue at SR 836 Westbound Combined Ramps

An operational analysis was performed to evaluate operating the SR 836 Westbound On-Ramp and Off-Ramp with a single controller as a cluster intersection. The major findings from the analysis are discussed below. *It should be noted that the proposed conditions cannot be compared against the existing conditions for the northbound approach overall and intersection overall.*

- According to the Synchro analysis, the westbound approach operates at LOS F during the AM and Midday peak periods and at LOS D during the PM peak period, while all other movements operate at LOS C or better during the AM peak period, at LOS E or better during the Midday peak period, and at LOS D or better during the PM peak period.
- Implementing the proposed improvements significantly improves the westbound approach operation, with the approach delay decreasing during all three peak periods and improving from LOS F to LOS E during the AM peak period, from LOS F to LOS B during the Midday peak period, and remaining at LOS D during the PM peak period. Although the northbound left turn LOS worsens during the AM and PM peak periods, it still operates at LOS E. Finally, the southbound approach and all southbound movements will see improvements or remain at the same LOS.

The results of the operational analysis for the segment are summarized in **Table 7-1** through **Table 7-4**. **Appendix G** includes the Synchro Analysis Reports.

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Table 7-1: LOS Summary for SR 985/NW 107 Avenue at NW 7 Street

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions AM				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
AM PEAK	NB	LT	53	127.0	F	**140**	53	111.0	F	136	(16.0)	-13%	Same	(4)	-3%
		TH	1400	45.2	D	632	1400	64.4	E	**892**	19.2	42%	Worse	260	41%
		RT	81				81								
		Appr	1534	48.8	D		1534	66.4	E		17.6	36%	Worse		
	SB	LT	226	238.5	F	***278***	226	55.7	E	*138*	(182.8)	-77%	Better	(140)	-50%
		TH	705	24.9	C	208	705	21.9	C	238	(3.0)	-12%	Same	30	14%
		RT	294	11.0	B	148	294	12.4	B	*196*	1.4	13%	Same	48	32%
		Appr	1225	60.9	E		1225	25.9	C		(35.0)	-57%	Better		
	EB	LT	797	412.2	F	**1697**	797	159.3	F	**831**	(252.9)	-61%	Same	(866)	-51%
		TH	261	49.6	D	205	261	97.1	F	**610**	47.5	96%	Worse	405	198%
		RT	35				35								
		Appr	1093	310.1	F		1093	141.9	F		(168.2)	-54%	Same		
	WB	LT	116	128.5	F	**269**	116	110.6	F	238	(17.9)	-14%	Same	(31)	-12%
		TH	170	80.2	F	153	170	88.8	F	164	8.6	11%	Same	11	7%
		RT	746	1975.2	F	**1755**	746	335.5	F	**1709**	(1639.7)	-83%	Same	(46)	-3%
		Appr	1032	1423.6	F		1032	265.6	F		(1158.0)	-81%	Same		
	Intersection		4884	273.2	F		4884	115.7	F		(157.5)	-58%	Same	-	-

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions MD				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
MD PEAK	NB	LT	59	133.8	F	129	59	71.9	E	91	(61.9)	-46%	Better	(38)	-29%
		TH	982	43.5	D	439	982	41.7	D	**381**	(1.8)	-4%	Same	(58)	-13%
		RT	64				64								
		Appr	1105	50.3	D		1105	44.0	D		(6.3)	-13%	Same		
	SB	LT	436	86.0	F	326	436	70.2	E	**294**	(15.8)	-18%	Better	(32)	-10%
		TH	1001	29.8	C	345	1001	32.3	C	326	2.5	8%	Same	(19)	-6%
		RT	338	9.8	A	158	338	17.2	B	210	7.4	76%	Worse	52	33%
		Appr	1775	39.2	D		1775	38.4	D		(0.8)	-2%	Same		
	EB	LT	393	263.8	F	**923**	393	46.2	D	202	(217.6)	-82%	Better	(721)	-78%
		TH	152	57.0	E	158	152	48.6	D	232	(8.4)	-15%	Better	74	47%
		RT	54				54								
		Appr	599	191.9	F		599	47.0	D		(144.9)	-76%	Better		
	WB	LT	101	94.3	F	205	101	54.0	D	135	(40.3)	-43%	Better	(70)	-34%
		TH	166	82.8	F	154	166	46.8	D	99	(36.0)	-43%	Better	(55)	-36%
		RT	430	140.0	F	**620**	430	43.1	D	**459**	(96.9)	-69%	Better	(161)	-26%
		Appr	697	119.0	F		697	45.6	D		(73.4)	-62%	Better		
	Intersection		4176	78.3	E		4176	42.3	D		(36.0)	-46%	Better	-	-

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions PM				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
PM PEAK	NB	LT	57	107.2	F	**140**	57	154.9	F	**188**	47.7	44%	Same	48	34%
		TH	910	55.6	E	484	910	74.2	E	**620**	18.6	33%	Same	136	28%
		RT	97				97								
		Appr	1064	58.5	E		1064	78.8	E		20.3	35%	Same		
	SB	LT	561	79.2	E	404	561	65.2	E	**509**	(14.0)	-18%	Same	105	26%
		TH	1133	20.0	C	292	1133	31.0	C	437	11.0	55%	Same	145	50%
		RT	682	12.4	B	243	682	26.7	C	**816**	14.3	115%	Worse	573	236%
		Appr	2376	31.8	C		2376	37.9	D		6.1	19%	Worse		
	EB	LT	505	340.3	F	**1120**	505	80.8	F	378	(259.5)	-76%	Same	(742)	-66%
		TH	201	58.5	E	183	201	81.5	F	399	23.0	39%	Worse	216	118%
		RT	44				44								
		Appr	750	246.5	F		750	81.1	F		(165.4)	-67%	Same		
	WB	LT	122	94.6	F	223	122	78.3	E	213	(16.3)	-17%	Better	(10)	-4%
		TH	374	128.5	F	**372**	374	84.8	F	302	(43.7)	-34%	Same	(70)	-19%
		RT	510	138.2	F	**669**	510	31.6	C	**321**	(106.6)	-77%	Better	(348)	-52%
		Appr	1006	128.7	F		1006	58.2	E		(70.5)	-55%	Better		
	Intersection		5196	86.0	F		5196	56.4	E		(29.6)	-34%	Better	-	-

Table 7-2: LOS Summary for SR 985/NW 107 Avenue at SR 836 Eastbound Off-Ramp

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions AM				
											Δ Delay			Δ 95% Queue	
AM PEAK	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
	SB	TH	1144	22.3	C	166	1144	35.2	D	324	12.9	58%	Worse	158	95%
		Appr	1144	22.3	C		1144	35.3	D		13.0	58%	Worse		
	EB	LT	746	56.7	E	**687**	746	37.4	D	**703**	(19.3)	-34%	Better	16	2%
		RT	171	14.0	B	98	171	12.9	B	96	(1.1)	-8%	Same	(2)	-2%
		Appr	917	48.6	D		917	32.8	C		(15.8)	-33%	Better		
	Intersection		2061	33.5	C		2061	34.2	C		0.7	2%	Same	-	-
			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions MD				
											Δ Delay			Δ 95% Queue	
MD PEAK	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
	SB	TH	1660	2.7	A	61	1660	9.9	A	201	7.2	267%	Same	140	230%
		Appr	1660	2.7	A		1660	10.0	A		7.3	270%	Same		
	EB	LT	168	85.9	F	260	168	28.4	C	108	(57.5)	-67%	Better	(152)	-58%
		RT	111	50.9	D	145	111	22.0	C	72	(28.9)	-57%	Better	(73)	-50%
		Appr	279	72.1	E		279	25.9	C		(46.2)	-64%	Better		
	Intersection		1939	13.5	B		1939	12.4	B		(1.1)	-8%	Same	-	-
			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions PM				
											Δ Delay			Δ 95% Queue	
PM PEAK	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
	SB	TH	2249	3.0	A	108	2249	10.3	B	573	7.3	243%	Worse	465	431%
		Appr	2249	3.0	A		2249	10.3	B		7.3	243%	Worse		
	EB	LT	128	74.7	E	213	128	78.9	E	223	4.2	6%	Same	10	5%
		RT	170	89.5	F	273	170	94.8	F	288	5.3	6%	Same	15	5%
		Appr	298	83.2	F		298	88.0	F		4.8	6%	Same		
	Intersection		2547	12.8	B		2547	19.8	B		7.0	55%	Same	-	-

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Table 7-3: LOS Summary for SR 985/NW 107 Avenue at SR 836 Westbound On-Ramp

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions AM				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
AM PEAK	NB	LT	558	32.4	C	*216*	558	38.8	D	231	6.4	20%	Worse	15	7%
		Appr	558	32.4	C		558	38.8	D		6.4	20%	Worse		
	SB	TH	1556	19.1	B	301	1556	13.0	B	299	(6.1)	-32%	Same	(2)	-1%
		RT	198	7.1	A	58	198	7.3	A	77	0.2	3%	Same	19	33%
		Appr	1754	17.7	B		1754	12.3	B		(5.4)	-31%	Same		
	Intersection		2312	21.1	C		2312	18.6	B		(2.5)	-12%	Better	-	-
			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions MD				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
MD PEAK	NB	LT	315	60.2	E	*265*	315	26.7	C	95	(33.5)	-56%	Better	(170)	-64%
		Appr	315	60.2	E		315	26.7	C		(33.5)	-56%	Better		
	SB	TH	1830	11.1	B	390	1830	10.1	B	214	(1.0)	-9%	Same	(176)	-45%
		RT	289	4.3	A	74	289	5.8	A	66	1.5	35%	Same	(8)	-11%
		Appr	2119	10.1	B		2119	9.5	A		(0.6)	-6%	Better		
	Intersection		2434	16.9	B		2434	11.9	B		(5.0)	-30%	Same	-	-
			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions PM				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
PM PEAK	NB	LT	358	53.2	D	*251*	358	44.6	D	160	(8.6)	-16%	Same	(91)	-36%
		Appr	358	53.2	D		358	44.6	D		(8.6)	-16%	Same		
	SB	TH	2646	24.1	C	1083	2646	13.7	B	493	(10.4)	-43%	Better	(590)	-54%
		RT	605	10.9	B	372	605	9.0	A	238	(1.9)	-17%	Better	(134)	-36%
		Appr	3251	21.8	C		3251	13.0	B		(8.8)	-40%	Better		
	Intersection		3609	25.0	C		3609	16.1	B		(8.9)	-36%	Better	-	-

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Table 7-4: LOS Summary for SR 985/NW 107 Avenue at SR 836 Westbound Off-Ramp

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions AM				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
AM PEAK	NB	TH	1973	14.0	B	*294*	1973	20.8	C	479	6.8	49%	Worse	185	63%
		Appr	1973	14.0	B		1973	20.9	C		6.9	49%	Worse		
	WB	RT	711	218.7	F	**760**	711	43.3	D	327	(175.4)	-80%	Better	(433)	-57%
		Appr	711	218.7	F		711	43.3	D		(175.4)	-80%	Better		
	Intersection		2684	66.1	E		2684	26.6	C		(39.5)	-60%	Better	-	-
			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions MD				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
MD PEAK	NB	TH	1142	4.4	A	*47*	1142	17.5	B	178	13.1	298%	Worse	131	279%
		Appr	1142	4.4	A		1142	17.5	B		13.1	298%	Worse		
	WB	RT	830	89.9	F	**642**	830	20.7	C	204	(69.2)	-77%	Better	(438)	-68%
		Appr	830	89.9	F		830	20.7	C		(69.2)	-77%	Better		
	Intersection		1972	41.1	D		1972	18.9	B		(22.2)	-54%	Better	-	-
			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions PM				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
PM PEAK	NB	TH	1116	1.7	A	*39*	1116	6.3	A	125	4.6	271%	Same	86	221%
		Appr	1116	1.7	A		1116	6.3	A		4.6	271%	Same		
	WB	RT	339	53.4	D	182	339	27.2	C	111	(26.2)	-49%	Better	(71)	-39%
		Appr	339	53.4	D		339	27.2	C		(26.2)	-49%	Better		
	Intersection		1455	13.7	B		1455	11.2	B		(2.5)	-18%	Same	-	-

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Table 7-5: LOS Summary for SR 985/NW 107 Avenue at SR 836 Westbound Combined-Ramps

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions AM				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
AM PEAK	NB	LT	562	32.4	C	*216*	562	78.4	E	372	46.0	142%	Worse	156	72%
		TH	1973	14.0	B	295	1973	26.9	C	780	12.9	92%	Worse	485	164%
	SB	TH	1556	19.1	B	301	1556	14.1	B	422	(5.0)	-26%	Same	121	40%
		RT	198	7.1	A	58	198	8.9	A	116	1.8	25%	Same	58	100%
		Appr	1754	17.7	B		1754	13.5	B		(4.2)	-24%	Same		
	WB	RT	711	218.7	F	760	711	74.3	E	560	(144.4)	-66%	Better	(200)	-26%
		Appr	711	218.8	F		711	74.3	E		(144.5)	-66%	Better		

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions MD				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
MD PEAK	NB	LT	315	78.1	E	*389*	315	29.7	C	98	(48.4)	-62%	Better	(291)	-75%
		TH	1142	11.4	B	191	1142	18.4	B	170	7.0	61%	Same	(21)	-11%
	SB	TH	1830	11.1	B	390	1830	9.4	A	200	(1.7)	-15%	Better	(190)	-49%
		RT	289	4.3	A	74	289	6.0	A	69	1.7	40%	Same	(5)	-7%
		Appr	2119	10.1	B		2119	8.9	A		(1.2)	-12%	Better		
	WB	RT	830	89.9	F	642	830	19.1	B	210	(70.8)	-79%	Better	(432)	-67%
		Appr	830	89.9	F		830	19.1	B		(70.8)	-79%	Better		

			Existing Conditions				Proposed Conditions				Difference between Existing vs Proposed Conditions PM				
											Δ Delay			Δ 95% Queue	
	Lane Group	Move-ment	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	Volume (vph)	Delay (s-veh)	LOS	95% Queue (ft)*	(s-veh)	%	Δ LOS	Feet	%
PM PEAK	NB	LT	358	53.2	D	*251*	358	79.4	E	240	26.2	49%	Worse	(11)	-4%
		TH	1116	1.7	A	39	1116	5.2	A	269	3.5	206%	Same	230	590%
	SB	TH	2646	24.1	C	1083	2646	12.9	B	769	(11.2)	-46%	Better	(314)	-29%
		RT	605	10.9	B	372	605	8.5	A	344	(2.4)	-22%	Better	(28)	-8%
		Appr	3251	21.8	C		3251	12.1	B		(9.7)	-44%	Better		
	WB	RT	339	53.4	D	182	339	41.4	D	141	(12.0)	-22%	Same	(41)	-23%
		Appr	339	53.4	D		339	41.4	D		(12.0)	-22%	Same		

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7.4 UNSIGNALIZED CROSSWALK TREATMENT - SR 985/NW 107 AVENUE AT SR 836 EASTBOUND ON-RAMP

7.4.1 TRAFFIC DATA

Counts for pedestrians, bicyclists, and scooter riders traveling on the east sidewalk, and crossing the SR 836 eastbound On-Ramp, and traveling along the east side of NW 107th Avenue, where there is no crosswalk were collected on Tuesday, January 9, 2024, for 13 hours starting at 6:00 AM. The data showed moderate activity, with an hourly peak volume of 13 pedestrians, bicyclists, and scooter riders during the AM period and an hourly peak volume of 20 pedestrians, bicyclists, and scooter riders during the PM period. Only one pedestrian walked along the west side, where the sidewalk is missing, during the 13 hours. The hourly pedestrian/bicycle volumes are presented in **Table 7-5**. The raw count data sheets are included in **Appendix H**.

Table 7-6: – Pedestrian, Bicycle, Scooter Counts

SR 985/NW 107 Avenue at SR 836/Eastbound ON Ramp Tuesday, 01/09/2024. Pedestrians, Bicycle, and Scooters along the East Side and Crossing at the SR 836 EB On-Ramp			
Period	**Pedestrians**	**Bicycles**	**Scooters**
6:00 to 7:00 AM	3	6	1
7:00 to 8:00 AM	1	8	3
8:00 to 9:00 AM	2	8	3
9:00 to 10:00 AM	1	6	2
10:00 to 11:00 AM	4	4	1
11:00 AM to 12:00 M	4	2	2
12:00 M to 1:00 PM	2	0	4
1:00 to 2:00 PM	2	1	6
2:00 to 3:00 PM	2	4	2
3:00 to 4:00 PM	5	9	2
4:00 to 5:00 PM	2	13	3
5:00 to 6:00 PM	10	6	4
6:00 to 7:00 PM	2	9	0
Total	**40**	**76**	**33**
TOTAL	**149**		
Note : **In addition, there were two (2) bicycles crossing SR 985/NW 107 Avenue heading east, one (1) crossing SR 985/NW 107 Avenue heading west, and one (1) pedestrian walking along the west side.**			

7.4.2 PEDESTRIAN CROSSWALK TREATMENT

7.4.2.1 PEDESTRIAN VOLUME SIGNAL WARRANT

The existing crosswalk does not have sufficient pedestrian demand to warrant a pedestrian signal installation. The MUTCD Signal Warrant 4 - Pedestrian Volume requires a minimum pedestrian volume of 107 for each of any 4 hours of an average day or 133 pedestrians for 1 hour of an average day. However, where the 15th percentile crossing speed for pedestrians crossing the major street is less than 3.5 feet per second, the criterion for pedestrian volumes may be reduced by as much as 50 %, to 53 pedestrians for each of any 4 hours of an average day or 67 pedestrians for 1 hour of an average day. The maximum hourly pedestrian volume collected was only 20 pedestrians for one hour. Even with the reduced criterion, the existing volume will still not satisfy the criteria.

7.4.2.2 RECTANGULAR RAPID FLASHING BEACONS (RRFB)

The FDOT Traffic Engineering Manual (TEM) specifies that the rectangular rapid flashing beacon should be limited to roadways with a posted speed limit of 35 mph or slower, with a marked special emphasis crosswalk, and a maximum of four (4) through lanes. For locations that do not meet all of those criteria, a variation can be submitted to the State Traffic Engineering and Operations Office. This location meets the geometric criteria with a marked special emphasis crosswalk and two (2) through lanes, but the posted speed limit is 40 mph. It is recommended that a variation be submitted for review and approval to install RRFBs at this location.

7.4.3 CONCLUSIONS AND RECOMMENDATIONS

Although no pedestrian, bicycle, and scooter crashes were reported at the crosswalk, given the pedestrian, bicyclist, and scooter rider activity observed during all field reviews and data collection, and the sight distance issues, it is recommended that a variation be submitted for review and approval to install rectangular rapid flashing beacons at the crosswalk, and at the pedestrian ahead warning sign assembly (W11-2)/(W16-9P) proposed before the ramp.

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7.5 BENEFIT-COST ANALYSIS

A benefit-to-cost ratio analysis was conducted to evaluate the economic viability of the proposed improvements. A benefit-to-cost ratio of 1.0 and above implies that the derived benefits justify the cost expenditure for the project.

Preliminary Cost Estimates: **Table 7-6** shows the preliminary construction cost estimates for the recommended improvements. The costs were prepared using FDOT's standard pay items and historical unit costs from previous construction projects recently completed in Area 13 (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 any unforeseen cost elements. It is estimated that the improvements will cost approximately **$2,569,000**. The detailed cost estimate sheets are included in **Appendix I.**

Table 7-7: Construction Cost Estimates

SAFETY IMPROVEMENTS	COSTS
Roadway	$ 265,976.77
Signalization	$ 843,648.33
S&M	$ 39,032.37
SUBTOTAL	**$ 1,148,657.47**
20% Maintenance of Traffic	$ 229,731.49
10% Mobilization	$ 114,865.75
32% Preliminary Engineering	$ 367,570.39
18% Construction Engineering & Inspection	$ 206,758.34
Project Contigency	$ 250,000.00
Right of Way Acquisition Estimate	$ 251,000.00
GRAND TOTAL	**$ 2,568,583.44**

Crash Reduction: **Table 7-7** shows the potential number of crashes to be reduced by implementing the recommended improvements discussed in Section 7.1. The improvements would have a possible reduction of nearly five crashes per year. These crash reductions are estimated using crash modification factors found on the FHWA's Clearinghouse.

Table 7-8: Estimated Crash Reduction

PROPOSED IMPROVEMENTS		CRF	SOURCE	TARGETED CRASH TYPE	NUMBER OF CRASHES TARGETED	NUMBER OF REDUCED CRASHES
SR 985/NW 107 Avenue at NW 7 Street	Add 2nd LT lane in same direction as existing	35%	Florida Department of Transportation Crash Reduction Factors (as of 7/14/2020)	Angle	1.00	0.35
		6%		Rear End	7.00	0.42
		29%		Left Turn	2.00	0.58
	Add 3-inch yellow retroreflective sheeting to signal backplates	15%	CMF Clearinghouse (CMF ID: 1410)	Rear End	62.58	9.39
	Install pedestrian countdown timers	9%	CMF Clearinghouse (CMF ID: 10119)	Pedestrian Bicyclist	2.00	0.18
SR 985/NW 107 Avenue at SR 836 Eastbound On/Off Ramps	Add 3-inch yellow retroreflective sheeting to signal backplates	15%	CMF Clearinghouse (CMF ID: 1410)	Rear End	15.00	2.25
SR 985/NW 107 Avenue at SR 836 Westbound On/Off Ramps	Add 2nd LT lane in same direction as existing	6%	Florida Department of Transportation Crash Reduction Factors (as of 7/14/2020)	Rear End	1.00	0.06
		29%		Left Turn	31.00	8.99
	Add 3-inch yellow retroreflective sheeting to signal backplates	15%	CMF Clearinghouse (CMF ID: 1410)	Rear End	19.00	2.85
TOTAL CRASHES REDUCED IN 6-YEARS						25.07
CRASHES REDUCED PER YEAR						5.01

B/C Calculation: The benefit-cost ratio analysis was computed using the cost estimates above and monetizing the estimated crash reductions. A b/c ratio of **2.8** was calculated**,** as shown in **Table 7-8**. The computation sheets for the b/c ratio analyses are included in **Appendix J,** which also includes the Net Present Value (NPV) Analyses**.** A b/c ratio value of at least 1.0 indicates that the recommended improvement is economically viable.

Table 7-9: Benefit/Cost Ratio

DESCRIPTION	PROPOSED
Safety Benefits	$ 544,745.83
Annualized Cost of Project	$ 194,367.57
SAFETY B/C	**2.8**
NVP	**$ 3,730,379.55**

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8 CONCLUSION AND RECOMMENDATIONS

A preceding Preliminary Safety Review recommended conducting a Safety Study to evaluate in detail the safety improvement recommendations identified for NW 107 Avenue from North of Flagler Street to North of SR 836/Dolphin Expressway. The evaluation considered operational impacts and an economic assessment of the safety benefits compared to the costs of the improvements.

An operational analysis was conducted to evaluate the impact of implementing the proposed improvements within the study area and the analysis did not reveal any major negative impacts. The operational analysis showed that implementing the proposed improvements will have an overall positive effect on the operation of the intersections within the study area, with the intersection delays and LOS improving or remaining unchanged.

The economic analysis showed that the recommended improvements would cost approximately **$2,569,000**. The proposed improvements will potentially result in a crash reduction of nearly three crashes per year. The crash reduction was monetized and compared to the improvement costs to give a safety benefit/cost ratio. The benefit/cost ratios were calculated to be **2.8**, which is higher than the minimum threshold of 1.0, thus indicating that the proposed safety improvements would be economically viable.

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APPENDIX A – PRELIMINARY SAFETY REVIEW REPORT

RRR SAFETY REVIEW

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX – TRAFFIC OPERATIONS

TWO 5

Districtwide Traffic Operations & Safety Studies
FPID 250650-6-32-01
Contract C-AP24

November 2023

SR 985/NW 107TH AVENUE

From North of Flagler Street to North of SR 836/Dolphin Expressway

Section 87072000

(MP 6.827 to 7.604)

FDOT Project Manager: Cristina Morales, P.E.

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

SAFETY REVIEW

District Six Traffic Operations

District-Wide Traffic Operations & Safety Studies

FM: 250650-6-32-01

Contract No. C-AP24

Task Work Order No. 5

SR 985/NW 107TH AVENUE

FROM NORTH OF FLAGLER STREET

TO NORTH OF SR 836/DOLPHIN EXPRESSWAY

Section 87072000 (MP 6.827 to 7.604)

FDOT Project Manager: Cristina Morales, P.E.

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:

3R SAFETY REVIEW
SR 985/NW 107TH AVENUE
FROM NORTH OF FLAGLER STREET TO NORTH OF SR 836/DOLPHIN EXPRESSWAY
SECTION 87072000 (MP 6.827 TO 7.604)

Keffler Castro, P.E.
Florida Registration P.E. No. 66437
C. H. Perez & Associates Consulting Engineers, Inc.
9594 NW 41st Street, Suite 201
Doral, Florida 33178
CA No.25976

1 INTRODUCTION

SR 985/NW 107th Avenue segment from North of Flagler Street to North of SR 836/Dolphin Expressway was identified by the Department as a candidate for a Resurfacing, Restoration, and Rehabilitation (3R) project with FM No. 452560-1. This report has been prepared in response to the Department's request for a safety review for this project. The purpose of the safety review is to identify crash patterns, suggest a further review, and/or recommend safety countermeasures to enhance safety and operations. Some of the recommended improvements could potentially be implemented through the subject 3R Project. **Figure 1-1** depicts the locations of the 3R safety review project.

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7 IMPROVEMENT RECOMMENDATIONS

Proposed Improvements are geared toward mitigating crash patterns identified at the cluster locations. *The proposed safety and non-safety improvements are as follows*:

SR 985/NW 107TH Avenue at NW 7TH Street

Safety Improvements:

- Consider improving signal timing during the morning to reduce traffic congestion and aggressive lane changes on the eastbound approach.
- Consider providing an overlap phase for the westbound right-turn movements that run concurrently with the southbound left-turn movements.
- Consider installing an additional signal head facing the northbound approach.
- Consider redesigning the turn radius at the northeast corner.
- Consider upgrading the existing crosswalks to high-emphasis.
- Consider providing a crosswalk at the north leg of the intersection.
- Consider installing countdown pedestrian signal heads, pushbuttons, and plaques to assist the east and west legs crossing.
- Consider installing 'Turning Vehicles Stop for Pedestrians' signs (R10-15a) facing all approaches. *The sign facing westbound depends on the installation of the north-leg crosswalk.*
- Consider installing NO PEDESTRIAN CROSSING (R9-3) signs supplemented with USE CROSSWALK plaques (R9-3bP) on NW 107th Avenue south of NW 7th Avenue.

The above improvements require the following:

- An operational analysis to evaluate:
  - *Providing additional green time to the eastbound phase.*
  - *Providing the overlap phase for the westbound right-turn movements that run concurrently with the southbound left-turn movements.*
  - *Providing a crosswalk at the north leg.*
- *Providing a 5-section signal head facing westbound and replacing the mast arm facing westbound to implement the overlap phase. This improvement may also require right-of-way acquisition at the northwest corner.*
- *Providing the additional signal head facing northbound and redesigning the northeast corner to improve the turning radius. This improvement requires an AUTO Turn analysis to evaluate its feasibility and right-of-acquisition extent at the northeast corner.*

Conducting a Safety Study for this intersection is recommended to evaluate the feasibility of implementing the above improvements.

SR 985/NW 107th Avenue at SR 836 Eastbound On/Off Ramps

Safety Improvements:

- Consider installing an additional signal head facing the southbound approach.
- Consider installing retroreflective signal head backplates facing the southbound approach.

Adding the additional signal head and backplates requires replacing the mast arm.

Non-safety Improvements:

- Consider installing a Pedestrian Crossing warning sign assembly (W11-2)/(W16-7a) with a rectangular rapid flashing beacon at the crosswalk on the SR 836 EB On-Ramp from NW 107th Avenue northbound, supplemented with a pedestrian ahead warning sign assembly (W11-2)/(W16-9P) before the ramp.

Conducting a Safety Study for this intersection is recommended to evaluate the feasibility of implementing the above improvements.

SR 985/NW 107th Avenue at SR 836 Westbound On/Off Ramps

Safety Improvements:

- Consider providing an additional left-turn lane and extending the length of the proposed dual left-turn lanes.
- Consider converting the northbound left-turn phase from permissive to protected only. *This improvement is required if the additional northbound left-tun lane is implemented.*
- Consider realigning the westbound approach.
- Consider installing an additional signal head facing the northbound and southbound approaches.
- Consider installing retroreflective signal head backplates facing all approaches.

The above improvements require the following:

- *Replacing the mast arm facing northbound to accommodate a signal head for each left turn and through lane.*
- *Widening the westbound receiving lane for the new left-turn lane.*
- *Relocating and replacing the mast arm facing westbound to widen the westbound receiving lane and install backplates.*
- *Replacing the mast arm facing southbound to provide an additional signal head and backplates.*

Conducting a Safety Study for this intersection is recommended to evaluate the feasibility of implementing the above improvements.

Figure 7-1 on the next pages shows the conceptual diagram of the recommended improvements.

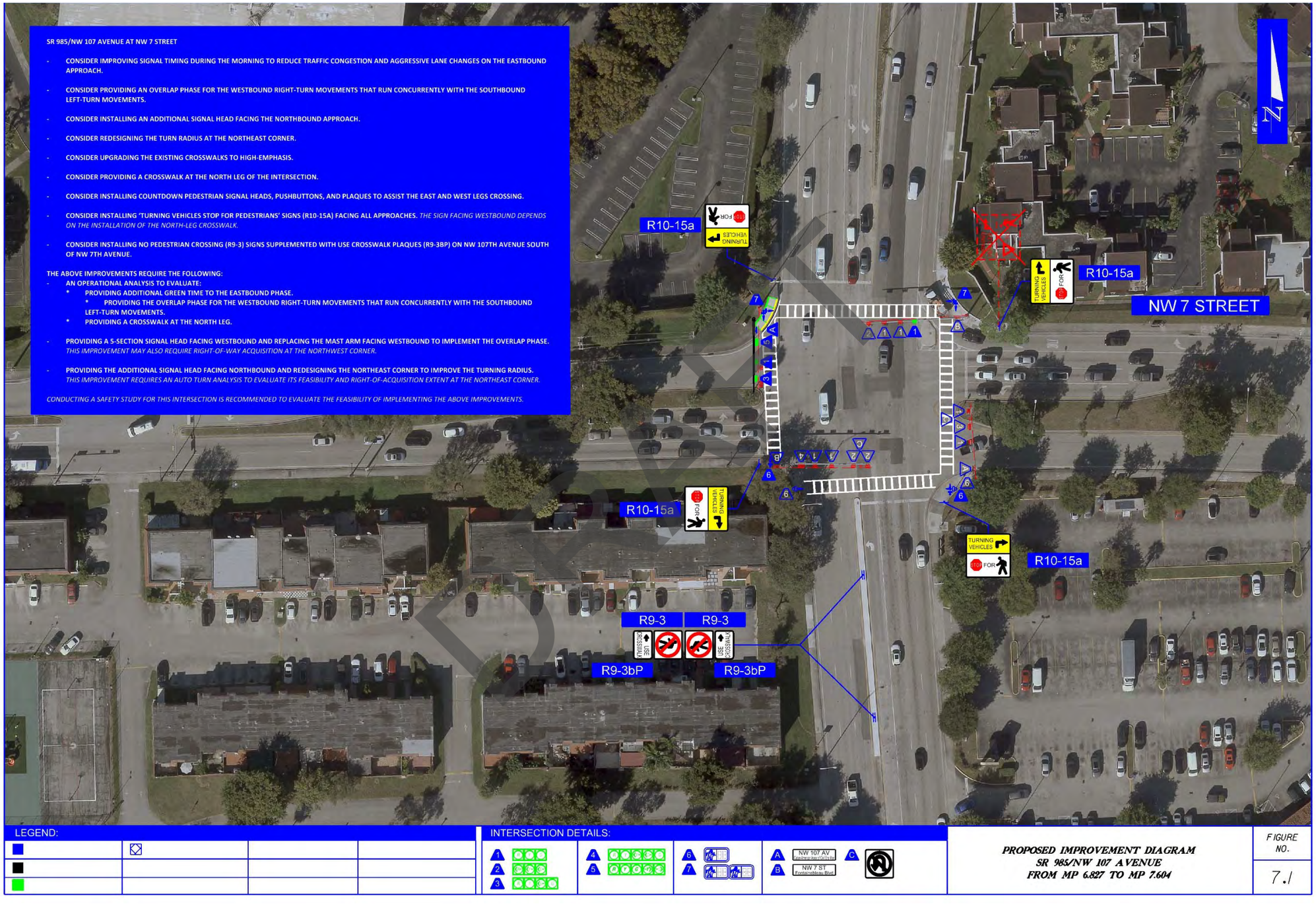
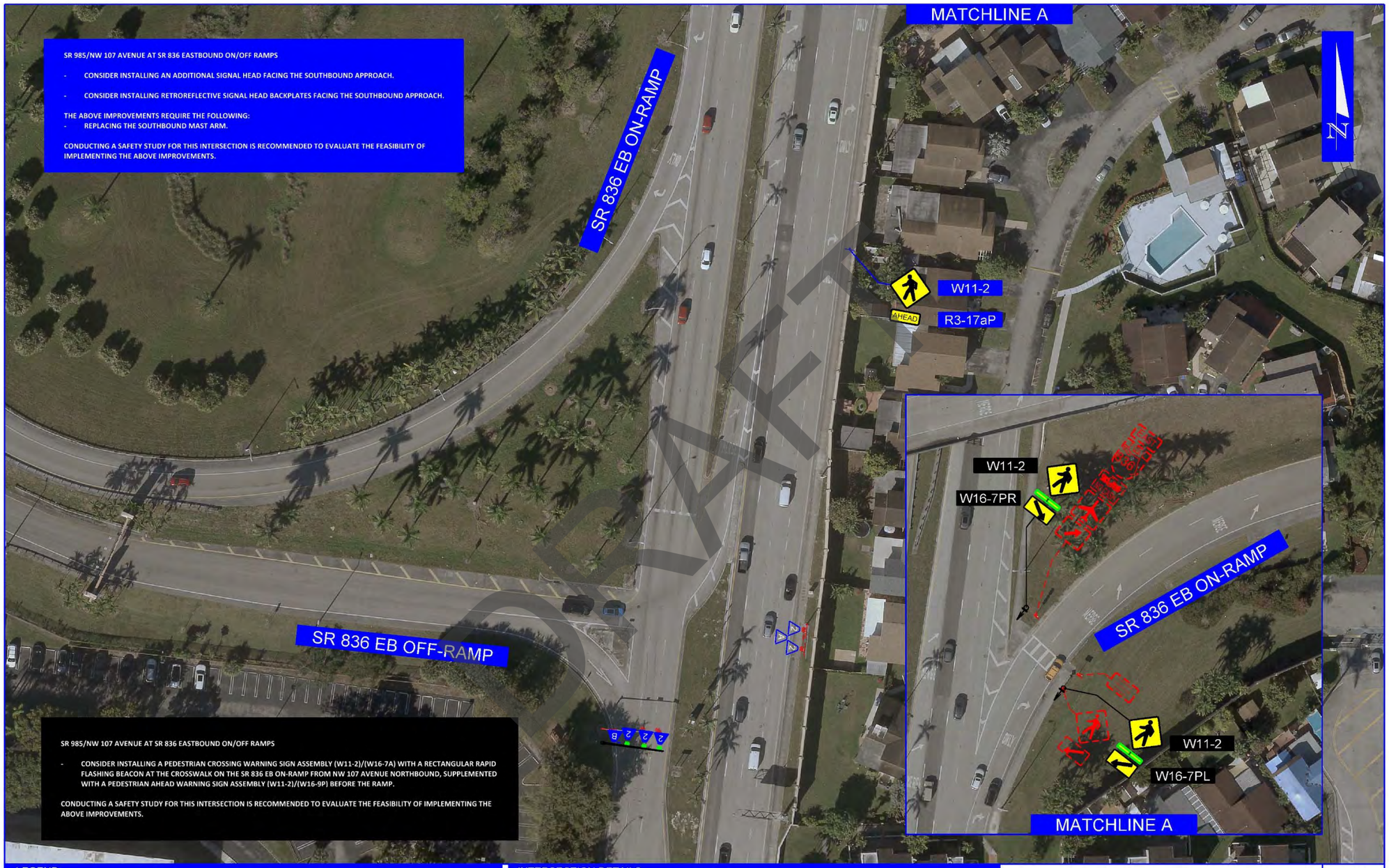
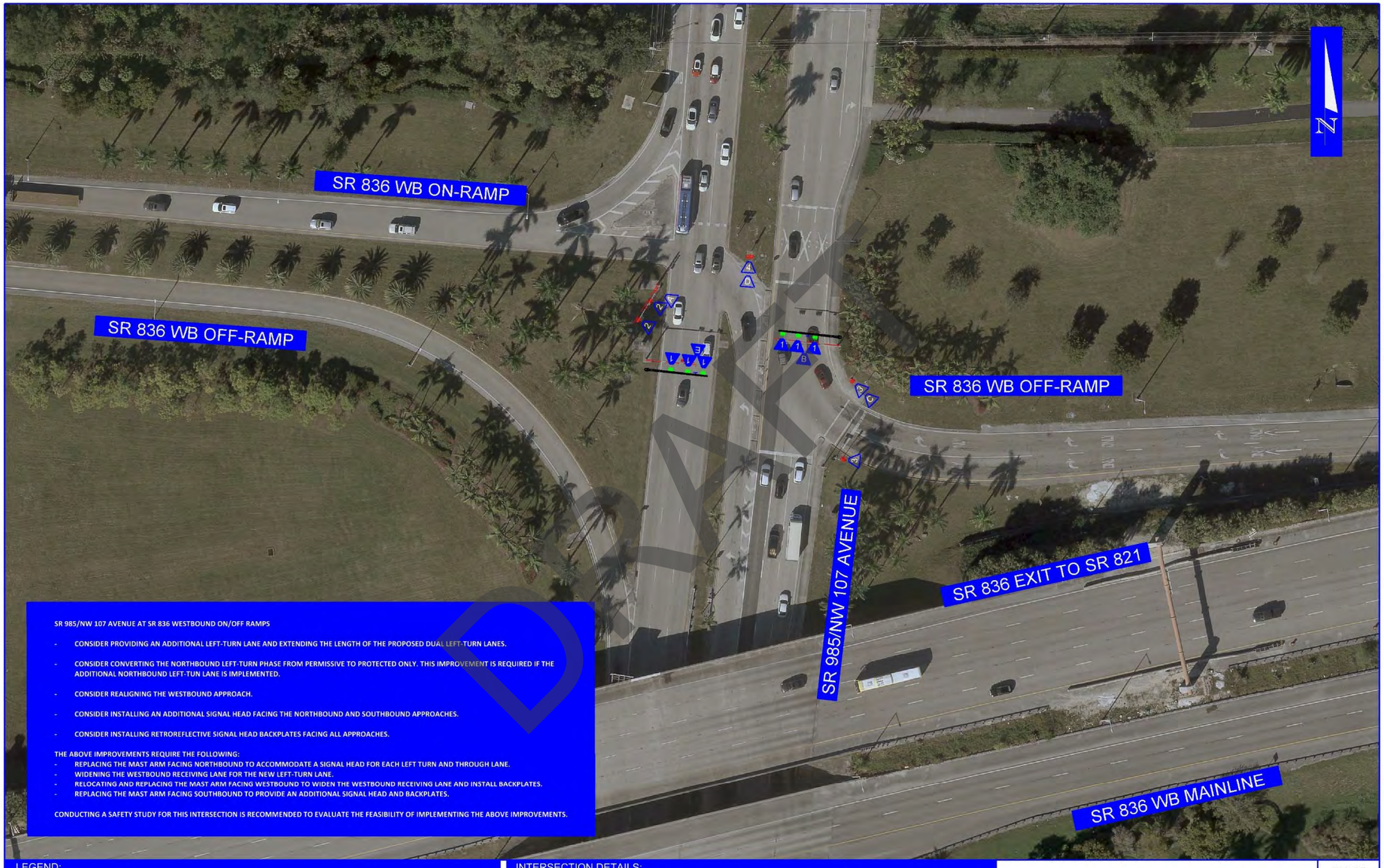


Figure 7-1: Proposed Improvement Diagram


SR 985/NW 107 AVENUE AT SR 836 EASTBOUND ON/OFF RAMPS
- CONSIDER INSTALLING AN ADDITIONAL SIGNAL HEAD FACING THE SOUTHBOUND APPROACH.
- CONSIDER INSTALLING RETROREFLECTIVE SIGNAL HEAD BACKPLATES FACING THE SOUTHBOUND APPROACH.
THE ABOVE IMPROVEMENTS REQUIRE THE FOLLOWING:
- REPLACING THE SOUTHBOUND MAST ARM.
CONDUCTING A SAFETY STUDY FOR THIS INTERSECTION IS RECOMMENDED TO EVALUATE THE FEASIBILITY OF IMPLEMENTING THE ABOVE IMPROVEMENTS.
SR 836 EB ON-RAMP
MATCHLINE A
W11-2
AHEAD
R3-17aP
N
W11-2
W16-7PR
SR 836 EB ON-RAMP
W11-2
W16-7PL
MATCHLINE A
SR 836 EB OFF-RAMP
SR 985/NW 107 AVENUE AT SR 836 EASTBOUND ON/OFF RAMPS
- CONSIDER INSTALLING A PEDESTRIAN CROSSING WARNING SIGN ASSEMBLY (W11-2)/(W16-7A) WITH A RECTANGULAR RAPID FLASHING BEACON AT THE CROSSWALK ON THE SR 836 EB ON-RAMP FROM NW 107 AVENUE NORTHBOUND, SUPPLEMENTED WITH A PEDESTRIAN AHEAD WARNING SIGN ASSEMBLY (W11-2)/(W16-9P) BEFORE THE RAMP.
CONDUCTING A SAFETY STUDY FOR THIS INTERSECTION IS RECOMMENDED TO EVALUATE THE FEASIBILITY OF IMPLEMENTING THE ABOVE IMPROVEMENTS.
LEGEND:
INTERSECTION DETAILS:
1
2
A
B
NW 107 AV
PROPOSED IMPROVEMENT DIAGRAM
SR 985/NW 107 AVENUE
FROM MP 6.827 TO MP 7.604
FIGURE NO.
7.2


SR 836 WB ON-RAMP
SR 836 WB OFF-RAMP
SR 836 WB OFF-RAMP
SR 985/NW 107 AVENUE
SR 836 EXIT TO SR 821
SR 836 WB MAINLINE
N
SR 985/NW 107 AVENUE AT SR 836 WESTBOUND ON/OFF RAMPS
- CONSIDER PROVIDING AN ADDITIONAL LEFT-TURN LANE AND EXTENDING THE LENGTH OF THE PROPOSED DUAL LEFT-TURN LANES.
- CONSIDER CONVERTING THE NORTHBOUND LEFT-TURN PHASE FROM PERMISSIVE TO PROTECTED ONLY. THIS IMPROVEMENT IS REQUIRED IF THE ADDITIONAL NORTHBOUND LEFT-TUN LANE IS IMPLEMENTED.
- CONSIDER REALIGNING THE WESTBOUND APPROACH.
- CONSIDER INSTALLING AN ADDITIONAL SIGNAL HEAD FACING THE NORTHBOUND AND SOUTHBOUND APPROACHES.
- CONSIDER INSTALLING RETROREFLECTIVE SIGNAL HEAD BACKPLATES FACING ALL APPROACHES.
THE ABOVE IMPROVEMENTS REQUIRE THE FOLLOWING:
- REPLACING THE MAST ARM FACING NORTHBOUND TO ACCOMMODATE A SIGNAL HEAD FOR EACH LEFT TURN AND THROUGH LANE.
- WIDENING THE WESTBOUND RECEIVING LANE FOR THE NEW LEFT-TURN LANE.
- RELOCATING AND REPLACING THE MAST ARM FACING WESTBOUND TO WIDEN THE WESTBOUND RECEIVING LANE AND INSTALL BACKPLATES.
- REPLACING THE MAST ARM FACING SOUTHBOUND TO PROVIDE AN ADDITIONAL SIGNAL HEAD AND BACKPLATES.
CONDUCTING A SAFETY STUDY FOR THIS INTERSECTION IS RECOMMENDED TO EVALUATE THE FEASIBILITY OF IMPLEMENTING THE ABOVE IMPROVEMENTS.
LEGEND:
INTERSECTION DETAILS:
NW 107 AV
NO TURNS
PROPOSED IMPROVEMENT DIAGRAM
SR 985/NW 107 AVENUE
FROM MP 6.827 TO MP 7.604
FIGURE NO.
7.3

APPENDIX B – SIGNAL TIMING REPORTS

TOD Schedule Report

for 4554: Fontainebleau Blvd&NW 107 Av&NW 7 St

Print Date: 10/4/2021

Print Time: 6:41 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4554	Fontainebleau Blvd&NW 107 Av&NW 7	DOW-2	TOD	[11] PM PEAK	170	83	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	EBT	WBT	SBL	NBT	-	-
11	78	33	20	38	51	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 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	7 - 10 - 7	25 - 30 - 30	4.4	2.4
2 SBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4.4	2.4
3 EBT	5 - 5 - 5	22 - 22 - 22	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 24 - 18	48 - 25 - 25	4	2.7
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 39 - 10	25 - 25 - 25	4	2.9
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2 - 2	7 - 20 - 7	40 - 30 - 30	4.4	2.4
6 NBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4.4	2.4
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 4554: Fontainebleau Blvd&NW 107 Av&NW 7 St

Print Date: 10/4/2021

Print Time: 6:41 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBT	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	2	140	10	55	33	14	10	55	0	0	0	44
	3	170	9	72	46	15	9	72	0	0	0	132
	4	160	6	68	43	15	9	65	0	0	0	105
	5	130	7	60	23	12	19	48	0	0	0	108
	7	150	7	76	27	12	20	63	0	0	0	145
	8	160	11	70	32	19	35	46	0	0	0	75
	9	160	11	69	32	20	35	45	0	0	0	67
	10	130	9	55	23	15	27	37	0	0	0	118
	11	170	11	78	33	20	38	51	0	0	0	83
	12	140	9	64	24	15	28	45	0	0	0	128
	14	120	20	40	18	14	25	35	0	0	0	104
	20	115	9	46	20	12	19	36	0	0	0	104
	21	150	20	63	24	15	32	51	0	0	0	46
	22	115	9	46	20	12	19	36	0	0	0	104
	24	110	9	35	27	11	16	28	0	0	0	73
	25	150	17	62	28	15	21	58	0	0	0	119
	26	160	20	64	28	20	32	52	0	0	0	53
	27	110	9	35	27	11	16	28	0	0	0	73

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	22	
0000	Free	Su S
0130	Free	
0545	2	M T W Th F
0630	3	M T W Th F
0700	24	Su S
0900	20	
1000	7	M T W Th F
1000	25	Su S
1030	21	
1130	8	M T W Th F
1530	11	M T W Th F
1600	26	Su S
2000	12	M T W Th F
2100	27	Su S
2300	Free	M T W Th F
2300	22	

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

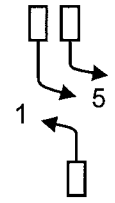
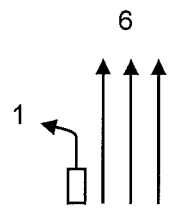
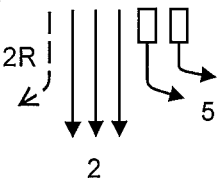
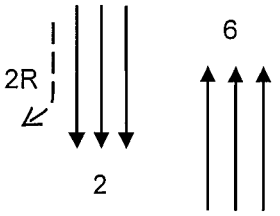
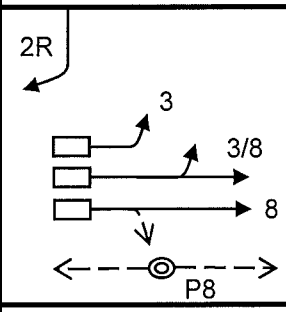
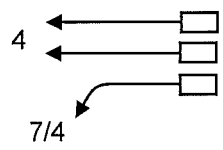
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su S
0000	TOD OUTPUTS	-------1	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	--------	Su S
2300	TOD OUTPUTS	-------1	M T W ThF

* Settings

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

	Direction		EB			WB			SB			NB			Ped Heads				N
Timing Phases	Head No.		1	6		5	2	2R	3	3/8	8	7/4	4				P8		Movements/Display/Actuation
(1+5)	Dwell		<G	R		<G	R	R	R	R	R	R	R				DW		
	Clear to	(1+6)	<G	R		<Y	R	R	R	R	R	R	R				DW		
SL+NL		(2+5)	<Y	R		<G	R	R	R	R	R	R	R				DW		
NW 107 Av		(2+6)	<Y	R		<Y	R	R	R	R	R	R	R				DW		
(Actuated)																			
(1+6)	Dwell		<G	G		<R	R	R	R	R	R	R	R				DW		
	Clear to	(2+6)	<Y	G		<R	R	R	R	R	R	R	R				DW		
NL+NB																			
NW 107 Av																			
(Actuated)																			
(2+5)	Dwell		<R	R		<G	G	G	R	R	R	R	R				DW		
	Clear to	(2+6)	<R	R		<Y	G	G	R	R	R	R	R				DW		
SL+SB																			
NW 107 Av																			
(Actuated)																			
(2+6)	Dwell		<R	G		<R	G	G	R	R	R	R	R				DW		
	Clear to	(3)	<R	Y		<R	Y	Y	R	R	R	R	R				DW		
SB+NB		(4)	<R	Y		<R	Y	Y	R	R	R	R	R				DW		
		(1+5)	<R	Y		<R	Y	Y	R	R	R	R	R				DW		
NW 107 Av		(1+6)	<R	Y		<R	Y	Y	R	R	R	R	R				DW		
		(2+5)	<R	Y		<R	Y	Y	R	R	R	R	R						
(Recall)																			
(3)	Dwell		<R	R		<R	R	R/G>	<G	<G/G	G	R	R				W/F		
	Clear to	(4)	<R	R		<R	R	R/Y>	Y	Y	Y	R	R				DW		
EB		(1+5)	<R	R		<R	R	R/Y>	Y	Y	Y	R	R				DW		
		(1+6)	<R	R		<R	R	R/Y>	Y	Y	Y	R	R				DW		
NW 7 ST		(2+5)	<R	R		<R	R	R/Y>	Y	Y	Y	R	R				DW		
		(2+6)	<R	R		<R	R	R/Y>	Y	Y	Y	R	R				DW		
(Actuated)																			
(4)	Dwell		<R	R		<R	R	R	R	R	R	<G/G	G				DW		
	Clear to	(1+5)	<R	R		<R	R	R	R	R	R	Y	Y				DW		
WB		(1+6)	<R	R		<R	R	R	R	R	R	Y	Y				DW		
NW 7 ST		(2+5)	<R	R		<R	R	R	R	R	R	Y	Y				DW		
		(2+6)	<R	R		<R	R	R	R	R	R	Y	Y				DW		
(Actuated)																			
	Dwell																		
	Clear																		
Flashing Operation			F<R	FY		F<R	FY	FY	FR	FR	FR	FR	FR						Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date		
Radames Iribar	11/7/2013	FOUNTAINEBLEAU BLVD & NW 107 AV & NW 7 ST	
Checked	Date	Placed in Service	Phasing No. / Asset Number
H. HERNANDEZ	11/12/13	Date 01/17/2014 By A.G.C.	8 / 4554

TOD Schedule Report

for 4608: SR- 836 EB Off&NW 107 Av SB

Print Date: 10/4/2021

Print Time: 6:48 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4608	SR- 836 EB Off&NW 107 Av SB	DOW-2	TOD	[11] PM PEAK	170	73	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	EBT	-	SBT	-	-
0	0	0	37	0	121	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 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	5 - 4 - 4	28 - 50 - 35	52 - 30 - 52	4.4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 20 - 25	0 - 40 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 4608: SR- 836 EB Off&NW 107 Av SB

Print Date: 10/4/2021

Print Time: 6:48 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 EBT	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	2	70	0	0	0	30	0	28	0	0	0	4
	3	85	0	0	0	41	0	32	0	0	0	27
	4	80	0	0	0	38	0	30	0	0	0	4
	5	130	0	0	0	29	0	89	0	0	0	123
	7	150	0	0	0	34	0	104	0	0	0	123
	8	160	0	0	0	35	0	113	0	0	0	73
	9	160	0	0	0	35	0	113	0	0	0	73
	10	130	0	0	0	27	0	91	0	0	0	125
	11	170	0	0	0	37	0	121	0	0	0	73
	12	140	0	0	0	30	0	98	0	0	0	125
	14	120	0	0	0	22	0	86	0	0	0	102
	20	55	0	0	0	16	0	27	0	0	0	0
	21	150	0	0	0	34	0	104	0	0	0	123
	22	160	0	0	0	50	0	98	0	0	0	98
	23	55	0	0	0	19	0	24	0	0	0	5
	24	55	0	0	0	16	0	27	0	0	0	0
	25	150	0	0	0	29	0	109	0	0	0	123
	26	160	0	0	0	40	0	108	0	0	0	98
	27	55	0	0	0	16	0	27	0	0	0	5

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	
0000	Free	
0000	Free	Su S
0530	Free	
0545	2	M T W Th F
0545	4	
0630	3	M T W Th F
0700	24	Su S
0800	Free	
0900	20	
1000	7	M T W Th F
1000	25	Su S
1000	5	
1030	21	
1130	8	M T W Th F
1430	9	
1530	11	M T W Th F
1600	26	Su S
2000	10	
2000	12	M T W Th F
2100	27	Su S
2200	Free	
2300	Free	M T W Th F
2300	22	

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0500	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0000	TOD OUTPUTS	-------1	Su S
0500	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	M T W ThF

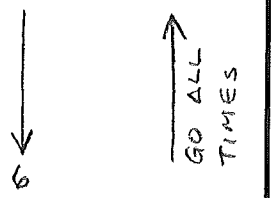
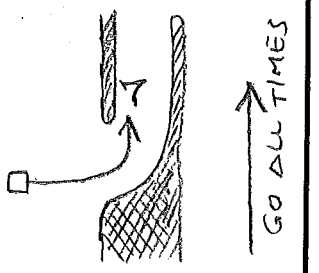
* Settings

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

Timing Phases	Direction / Head No.	SB 6	EB 7	Ped Heads	Movements/Display/Actuation
	Dwell				
	Clear to				
	Dwell				
	Clear to				
(6) SB NW 107 Av (Recall)	Dwell	G	<R		
	Clear to (4)	Y	<R		
	Dwell				
	Clear to				
	Dwell				
	Clear to				
(4) EB 836 Ramp (Actuated)	Dwell	R	<G		
	Clear to (6)	R	<Y		
Flashing Operation		FY	F<R		Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
H. Heranandez	2/24/2003	SR 836 S & NW 107 Av		
Checked	Date	Placed in Service	Phasing No.	Asset Number
	2/24/03	Date 2/27/03 By —	4	4608

TwoPhaseNoPeds

TOD Schedule Report

for 6048: SR- 836 WB On&NW 107 Av SB

Print Date: 10/4/2021

Print Time: 9:03 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6048	SR- 836 WB On&NW 107 Av SB	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
NBL	SBT	-	-	-	NBT	-	-
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 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 2 - 2	15 - 15 - 10	57 - 25 - 25	4.4	2
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 30 - 30	0 - 30 - 30	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 30 - 30	0 - 30 - 30	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6--
External Permit 0	--------
External Permit 1	-2---6--
External Permit 2	-2---6--

TOD Schedule Report

for 6048: SR- 836 WB On&NW 107 Av SB

Print Date: 10/4/2021

Print Time: 9:03 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	2	70	24	34	0	0	0	64	0	0	0	40
	3	85	30	43	0	0	0	0	0	0	0	25
	4	160	57	91	0	0	0	154	0	0	0	40
	5	130	39	79	0	0	0	124	0	0	0	121
	7	150	44	94	0	0	0	144	0	0	0	100
	8	160	34	114	0	0	0	154	0	0	0	58
	9	160	34	114	0	0	0	154	0	0	0	48
	10	130	35	83	0	0	0	124	0	0	0	118
	11	170	49	109	0	0	0	164	0	0	0	58
	12	140	37	91	0	0	0	134	0	0	0	100
	14	120	39	69	0	0	0	114	0	0	0	54
	20	115	39	64	0	0	0	109	0	0	0	54
	21	150	34	104	0	0	0	144	0	0	0	123
	22	115	39	64	0	0	0	109	0	0	0	54
	24	110	34	64	0	0	0	104	0	0	0	54
	25	150	34	104	0	0	0	144	0	0	0	135
	26	160	35	113	0	0	0	154	0	0	0	93
	27	110	34	64	0	0	0	104	0	0	0	54

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0545	2	M T W Th F
0630	3	M T W Th F
0700	24	Su S
1000	25	Su S
1000	7	M T W Th F
1130	8	M T W Th F
1530	11	M T W Th F
1600	26	Su S
2000	12	M T W Th F
2100	27	Su S
2300	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su S
0000	TOD OUTPUTS	-------1	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	--------	Su S
2300	TOD OUTPUTS	-------1	M T W ThF

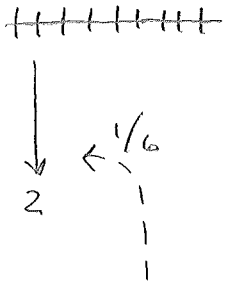
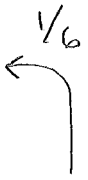
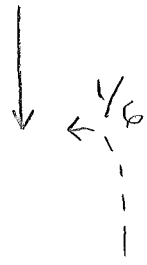
* Settings

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction	NBL	SB	Ped Heads	Drawing
Phase	Head No.	1/6	2		
(1+6) NBL NW 107 Av (Actuated)	Dwell	<G/G	R		
	Clear to 2+6	<Y/G	R		
(2+6) SB NW 107 Av (Recall)	Dwell	G	G		
	Clear to 1+6	G	Y		
	Dwell				
	Clear to				
Pre-emption Clearance SB	Dwell	G	G		
	Clear to PE Dwell	G	Y		
Pre-emption Dwell NBL	Dwell	<G/G	R		
	Clear to Recover	<Y/G	R		
Pre-emption Recover SB	Dwell	G	G		
	Clear to 2+6	G	G		
Flashing Operation		FR	FY		Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
H. Hernandez	3/21/2001	SR 836 WB On & NW 107 Av		
Checked	Date	Placed in Service	Phasing No.	Asset Number
F. Prats	3/28/01	Date 3/28/01 By	1	6048

TOD Schedule Report

for 6097: SR- 836 WB Off&NW 107 Av NB

Print Date: 10/4/2021

Print Time: 9:06 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6097	SR- 836 WB Off&NW 107 Av NB	DOW-2	TOD	[12] HEAVY PM PEAK	140	55	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	-	-	-	-	WBT
0	84	0	0	0	0	0	44

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 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 NBT	0	0	0	0	0	0	16	16	16	1	1	1	72	72	40	0	0	40	4.4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 WBT	0	0	0	0	0	0	7	7	7	3.5	5	5	15	15	15	72	80	75	4.4	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 6097: SR- 836 WB Off&NW 107 Av NB

Print Date: 10/4/2021

Print Time: 9:06 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 -	5 -	6 -	7 -	8 WBT	Ring Offset	Offset
	2	140	0	108	0	0	0	0	0	20	0	16
	3	170	0	124	0	0	0	0	0	34	0	63
	4	160	0	126	0	0	0	0	0	22	0	16
	5	130	0	78	0	0	0	0	0	40	0	42
	7	150	0	94	0	0	0	0	0	44	0	42
	8	160	0	104	0	0	0	0	0	44	0	6
	9	160	0	104	0	0	0	0	0	44	0	6
	10	130	0	74	0	0	0	0	0	44	0	55
	11	170	0	114	0	0	0	0	0	44	0	6
	12	140	0	84	0	0	0	0	0	44	0	55
	14	120	0	74	0	0	0	0	0	34	0	117
	20	115	0	69	0	0	0	0	0	34	0	39
	21	150	0	91	0	0	0	0	0	47	0	46
	22	115	0	69	0	0	0	0	0	34	0	39
	23	115	0	39	0	0	0	0	0	64	0	39
	24	110	0	64	0	0	0	0	0	34	0	58
	25	150	0	95	0	0	0	0	0	43	0	36
	26	160	0	102	0	0	0	0	0	46	0	65
	27	110	0	64	0	0	0	0	0	34	0	72
	28	160	0	96	0	0	0	0	0	52	0	46
	29	150	0	69	0	0	0	0	0	69	0	134

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	
0000	Free	
0000	Free	Su S
0130	Free	
0530	Free	
0545	2	M T W Th F
0545	4	
0630	3	M T W Th F
0700	24	Su S
0800	Free	
0900	20	
1000	7	M T W Th F
1000	25	Su S
1000	5	
1030	21	
1130	8	M T W Th F
1430	9	
1530	11	M T W Th F
1600	26	Su S
2000	10	
2000	12	M T W Th F
2100	27	Su S
2300	Free	
2300	Free	M T W Th F
2300	22	

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

	Direction		NB		WB				Ped Heads		Movements/Display/Actuation
Timing Phases	Head No.		2		8A	8B	8AV	8BV			
(2)	Dwell		G		R	R	R	R			2
NB	Clear to (8)		G		R	R	R	R			
NW 107 AV											
(Recall)											
(8)	Dwell		R		G>	G>	G>	G>			8
WB	Clear to (2)		R		Y>	Y>	Y>	Y>			
SR 836 WB Off											
(Actuated)											
	Dwell										
	Clear to										
	Dwell										
	Clear										
	Dwell										
	Clear to										
Flashing Operation			FY		FR	FR	FR	FR			Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	SR 836 WB Off & NW 107 AVE NB			
Radames Iribar	01/27/2014				
Checked	Date	Placed in Service		Phasing No.	
H. Hernandez	02/06/2014	Date 6/3/14	UPC	2	6097

APPENDIX C – MACHINE COUNTS

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

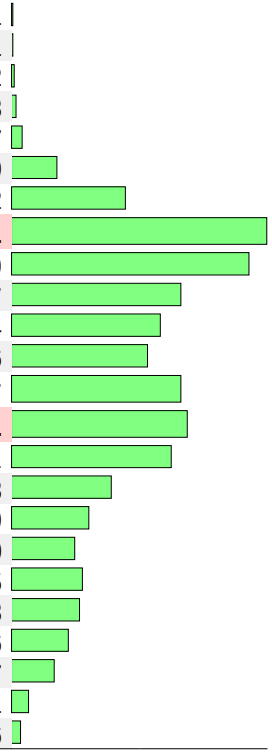
FDOT Entrance Westbound
From SR 985/NW 107 Avenue
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	0	25		0	20		0	20		0	22
12:15	0	31		0	15		1	22		0	23
12:30	0	22		0	**35**		0	**32**		0	**30**
12:45	2	**40**		0	**28**		0	**30**		1	**33**
01:00	0	**26**		1	**33**		0	**31**		0	**30**
01:15	0	**35**		0	**29**		0	**30**		0	**31**
01:30	0	**34**		0	24		2	23		1	27
01:45	0	26		0	22		0	20		0	23
02:00	0	24		0	17		1	25		0	22
02:15	0	29		0	53		1	23		0	35
02:30	2	31		0	16		2	26		1	24
02:45	0	27		0	14		0	18		0	20
03:00	1	16		0	16		1	11		1	14
03:15	0	10		0	16		0	18		0	15
03:30	1	14		1	18		0	18		1	17
03:45	0	24		4	15		0	14		1	18
04:00	1	11		1	7		2	11		1	10
04:15	0	12		0	14		0	6		0	11
04:30	2	19		0	11		0	14		1	15
04:45	2	15		6	18		6	10		5	14
05:00	4	9		4	9		1	9		3	9
05:15	2	12		6	17		1	6		3	12
05:30	6	11		10	11		11	8		9	10
05:45	12	6		17	13		13	9		14	9
06:00	2	14		15	14		7	11		8	13
06:15	11	7		4	14		12	10		9	10
06:30	18	5		18	11		24	13		20	10
06:45	24	7		43	14		38	14		35	12
07:00	51	14		55	10		50	17		52	14
07:15	21	13		33	9		**35**	10		30	11
07:30	**31**	13		**32**	16		**34**	6		**32**	12
07:45	**41**	8		**55**	6		**45**	7		**47**	7
08:00	**42**	8		**52**	5		**59**	11		**51**	8
08:15	**43**	4		**38**	12		32	6		**38**	7
08:30	30	4		26	10		28	14		28	9
08:45	28	9		35	10		36	15		33	11
09:00	28	15		9	3		32	3		23	7
09:15	33	8		21	2		27	6		27	5
09:30	33	3		18	4		27	13		26	7
09:45	38	10		29	5		27	10		31	8
10:00	34	4		29	1		19	9		27	5
10:15	26	3		28	4		11	3		22	3
10:30	17	0		24	0		34	3		25	1
10:45	24	2		20	2		15	3		20	2
11:00	21	0		10	2		22	2		18	1
11:15	19	3		11	4		18	0		16	2
11:30	23	0		18	3		30	0		24	1
11:45	39	0		20	3		27	0		29	1
Total	712	663		693	635		731	620		713	641
Combined Total	1375			1328			1351			1354	
Peak	07:30	00:45	-	07:30	00:30	-	07:15	00:30	-	07:30	00:30
Vol.	157	135	-	177	125	-	173	123	-	168	124
P.H.F.	0.913	0.844		0.805	0.893		0.733	0.961		0.824	0.939
ADT	ADT 1,351			AADT 1,351							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

FDOT Entrance Westbound
From SR 985/NW 107 Avenue
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	2	0	1	*	1	*	*	1
01:00	*	0	1	2	*	1	*	*	1
02:00	*	2	0	4	*	2	*	*	2
03:00	*	2	5	1	*	3	*	*	3
04:00	*	5	7	8	*	7	*	*	7
05:00	*	24	37	26	*	29	*	*	29
06:00	*	55	80	81	*	72	*	*	72
07:00	*	**144**	**175**	**164**	*	**161**	*	*	**161**
08:00	*	143	151	155	*	150	*	*	150
09:00	*	132	77	113	*	107	*	*	107
10:00	*	101	101	79	*	94	*	*	94
11:00	*	102	59	97	*	86	*	*	86
12:00 PM	*	118	98	**104**	*	107	*	*	107
01:00	*	**121**	**108**	104	*	**111**	*	*	**111**
02:00	*	111	100	92	*	101	*	*	101
03:00	*	64	65	61	*	63	*	*	63
04:00	*	57	50	41	*	49	*	*	49
05:00	*	38	50	32	*	40	*	*	40
06:00	*	33	53	48	*	45	*	*	45
07:00	*	48	41	40	*	43	*	*	43
08:00	*	25	37	46	*	36	*	*	36
09:00	*	36	14	32	*	27	*	*	27
10:00	*	9	7	18	*	11	*	*	11
11:00	*	3	12	2	*	6	*	*	6
Day Total	0	1375	1328	1351	0	1352	0	0	1352
% Avg. WkDay	0.0%	101.7%	98.2%	99.9%	0.0%				
% Avg. Week	0.0%	101.7%	98.2%	99.9%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	07:00	07:00	07:00	-	07:00	-	-	07:00
Vol.	-	144	175	164	-	161	-	-	161
PM Peak	-	13:00	13:00	12:00	-	13:00	-	-	13:00
Vol.	-	121	108	104	-	111	-	-	111
Grand Total	0	1375	1328	1351	0	1352	0	0	1352



ADT ADT 1,351 AADT 1,351

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

NW 7 Street Eastbound
At West of SR 985/NW 107 Avenue
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	24	114		11	108		14	95		16	106
12:15	13	128		13	116		18	101		15	115
12:30	12	120		14	111		8	125		11	119
12:45	9	118		11	120		9	100		10	113
01:00	6	95		7	113		8	108		7	105
01:15	8	95		5	103		7	97		7	98
01:30	3	110		8	136		6	112		6	119
01:45	6	118		6	117		5	106		6	114
02:00	8	112		9	99		11	125		9	112
02:15	8	128		7	112		16	120		10	120
02:30	7	113		5	125		7	123		6	120
02:45	9	144		8	110		8	122		8	125
03:00	12	115		10	107		8	117		10	113
03:15	10	123		12	124		17	119		13	122
03:30	18	119		14	100		18	119		17	113
03:45	20	135		19	102		16	119		18	119
04:00	13	100		13	121		22	94		16	105
04:15	20	**120**		19	88		25	**131**		21	**113**
04:30	46	**118**		41	**115**		45	**115**		44	**116**
04:45	46	**129**		52	**111**		39	**119**		46	**120**
05:00	40	**142**		32	**137**		45	**130**		39	**136**
05:15	89	107		82	**113**		83	116		85	112
05:30	108	97		109	107		120	128		112	111
05:45	120	92		119	119		126	109		122	107
06:00	131	87		142	94		138	108		137	96
06:15	138	110		164	103		141	126		148	113
06:30	213	97		160	102		152	80		175	93
06:45	233	75		160	95		**180**	112		191	94
07:00	215	86		157	91		**170**	86		181	88
07:15	**240**	87		**167**	82		**153**	78		**187**	82
07:30	**249**	79		**191**	77		**198**	80		**213**	79
07:45	**271**	77		**170**	67		163	95		**201**	80
08:00	**236**	57		**180**	62		157	66		**191**	62
08:15	205	67		157	71		167	83		176	74
08:30	193	56		144	63		162	71		166	63
08:45	143	55		132	77		130	63		135	65
09:00	129	55		125	58		117	52		124	55
09:15	126	65		136	51		145	67		136	61
09:30	148	43		145	64		126	51		140	53
09:45	119	50		100	62		120	52		113	55
10:00	124	29		110	48		104	43		113	40
10:15	120	40		102	39		103	51		108	43
10:30	115	37		116	31		96	54		109	41
10:45	95	29		84	38		110	28		96	32
11:00	107	25		86	30		107	27		100	27
11:15	120	17		106	21		105	27		110	22
11:30	113	20		122	25		117	23		117	23
11:45	117	20		99	19		92	19		103	19
Total	4555	4155		3881	4184		3934	4292		4124	4213
Combined Total	8710			8065			8226			8337	
Peak	07:15	04:15	-	07:15	04:30	-	06:45	04:15	-	07:15	04:15
Vol.	996	509	-	708	476	-	701	495	-	792	485
P.H.F.	0.919	0.896		0.927	0.869		0.885	0.945		0.930	0.892
ADT	ADT 8,334			AADT 8,334							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

NW 7 Street Eastbound
At West of SR 985/NW 107 Avenue
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	58	49	49	*	52	*	*	52
01:00	*	23	26	26	*	25	*	*	25
02:00	*	32	29	42	*	34	*	*	34
03:00	*	60	55	59	*	58	*	*	58
04:00	*	125	125	131	*	127	*	*	127
05:00	*	357	342	374	*	358	*	*	358
06:00	*	715	626	611	*	651	*	*	651
07:00	*	**975**	**685**	**684**	*	**781**	*	*	**781**
08:00	*	777	613	616	*	669	*	*	669
09:00	*	522	506	508	*	512	*	*	512
10:00	*	454	412	413	*	426	*	*	426
11:00	*	457	413	421	*	430	*	*	430
12:00 PM	*	480	455	421	*	452	*	*	452
01:00	*	418	469	423	*	437	*	*	437
02:00	*	**497**	446	**490**	*	**478**	*	*	**478**
03:00	*	492	433	474	*	466	*	*	466
04:00	*	467	435	459	*	454	*	*	454
05:00	*	438	**476**	483	*	466	*	*	466
06:00	*	369	394	426	*	396	*	*	396
07:00	*	329	317	339	*	328	*	*	328
08:00	*	235	273	283	*	264	*	*	264
09:00	*	213	235	222	*	223	*	*	223
10:00	*	135	156	176	*	156	*	*	156
11:00	*	82	95	96	*	91	*	*	91
Day Total	0	8710	8065	8226	0	8334	0	0	8334
% Avg. WkDay	0.0%	104.5%	96.8%	98.7%	0.0%				
% Avg. Week	0.0%	104.5%	96.8%	98.7%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	07:00	07:00	07:00	-	07:00	-	-	07:00
Vol.	-	975	685	684	-	781	-	-	781
PM Peak	-	14:00	17:00	14:00	-	14:00	-	-	14:00
Vol.	-	497	476	490	-	478	-	-	478
Grand Total	0	8710	8065	8226	0	8334	0	0	8334

ADT ADT 8,334 AADT 8,334

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

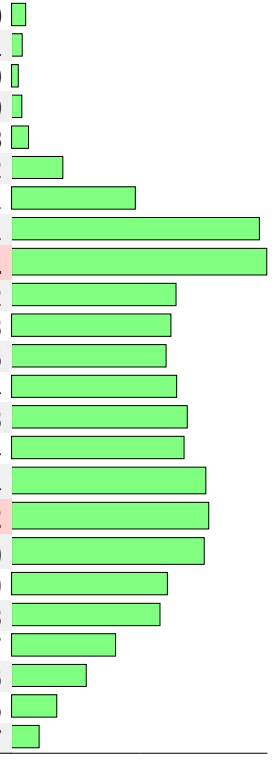
NW 7 Street Westbound
At East of SR 985/NW 107 Avenue
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	24	96		8	92		12	81		15	90
12:15	17	135		6	112		13	103		12	117
12:30	11	127		4	124		6	115		7	122
12:45	12	135		3	124		4	117		6	125
01:00	17	138		6	131		10	94		11	121
01:15	10	105		5	113		8	121		8	113
01:30	10	142		2	128		7	110		6	127
01:45	10	129		1	119		6	118		6	122
02:00	10	140		1	117		5	96		5	118
02:15	2	123		0	128		3	117		2	123
02:30	8	128		7	130		6	124		7	127
02:45	8	107		3	108		3	103		5	106
03:00	8	145		2	126		6	**136**		5	136
03:15	8	144		3	121		6	**141**		6	135
03:30	12	153		3	126		6	**119**		7	133
03:45	13	127		4	142		15	**122**		11	130
04:00	11	146		5	126		7	135		8	**136**
04:15	13	**164**		3	138		7	100		8	**134**
04:30	21	**129**		11	121		19	140		17	**130**
04:45	21	**164**		8	138		17	125		15	**142**
05:00	25	**152**		13	126		15	109		18	129
05:15	38	149		21	**135**		29	95		29	126
05:30	57	137		33	**137**		44	124		45	133
05:45	72	149		34	**141**		46	137		51	142
06:00	62	105		33	**127**		56	124		50	119
06:15	111	68		61	112		66	86		79	89
06:30	125	117		64	124		80	81		90	107
06:45	158	120		95	109		112	114		122	114
07:00	187	108		137	106		145	109		156	108
07:15	204	103		137	120		151	103		164	109
07:30	**209**	89		122	118		**162**	107		**164**	105
07:45	**247**	76		**176**	91		**165**	94		**196**	87
08:00	**242**	70		**171**	75		**171**	79		**195**	75
08:15	**243**	73		**172**	79		**173**	85		**196**	79
08:30	185	56		**129**	81		149	62		154	66
08:45	186	60		138	74		145	68		156	67
09:00	152	53		92	57		108	56		117	55
09:15	156	44		105	69		79	52		113	55
09:30	136	45		106	54		88	48		110	49
09:45	156	40		84	41		95	58		112	46
10:00	143	38		103	40		91	28		112	35
10:15	140	24		110	37		75	41		108	34
10:30	125	29		99	37		112	29		112	32
10:45	119	15		87	30		111	27		106	24
11:00	123	21		101	33		92	33		105	29
11:15	118	16		92	24		113	24		108	21
11:30	133	6		99	19		109	11		114	12
11:45	120	8		86	16		88	21		98	15
Total	4218	4648		2785	4676		3036	4322		3347	4549
Combined Total	8866			7461			7358			7896	
Peak	07:30	04:15	-	07:45	05:15	-	07:30	03:00	-	07:30	04:00
Vol.	941	609	-	648	540	-	671	518	-	751	542
P.H.F.	0.952	0.928		0.920	0.957		0.970	0.918		0.958	0.954
ADT	ADT 7,895			AADT 7,895							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

NW 7 Street Westbound
At East of SR 985/NW 107 Avenue
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	64	21	35	*	40	*	*	40
01:00	*	47	14	31	*	31	*	*	31
02:00	*	28	11	17	*	19	*	*	19
03:00	*	41	12	33	*	29	*	*	29
04:00	*	66	27	50	*	48	*	*	48
05:00	*	192	101	134	*	142	*	*	142
06:00	*	456	253	314	*	341	*	*	341
07:00	*	847	572	623	*	681	*	*	681
08:00	*	**856**	**610**	**638**	*	**701**	*	*	**701**
09:00	*	600	387	370	*	452	*	*	452
10:00	*	527	399	389	*	438	*	*	438
11:00	*	494	378	402	*	425	*	*	425
12:00 PM	*	493	452	416	*	454	*	*	454
01:00	*	514	491	443	*	483	*	*	483
02:00	*	498	483	440	*	474	*	*	474
03:00	*	569	515	**518**	*	534	*	*	534
04:00	*	**603**	523	500	*	**542**	*	*	**542**
05:00	*	587	**539**	465	*	530	*	*	530
06:00	*	410	472	405	*	429	*	*	429
07:00	*	376	435	413	*	408	*	*	408
08:00	*	259	309	294	*	287	*	*	287
09:00	*	182	221	214	*	206	*	*	206
10:00	*	106	144	125	*	125	*	*	125
11:00	*	51	92	89	*	77	*	*	77
Day Total	0	8866	7461	7358	0	7896	0	0	7896
% Avg. WkDay	0.0%	112.3%	94.5%	93.2%	0.0%				
% Avg. Week	0.0%	112.3%	94.5%	93.2%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	856	610	638	-	701	-	-	701
PM Peak	-	16:00	17:00	15:00	-	16:00	-	-	16:00
Vol.	-	603	539	518	-	542	-	-	542
Grand Total	0	8866	7461	7358	0	7896	0	0	7896



ADT ADT 7,895 AADT 7,895

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

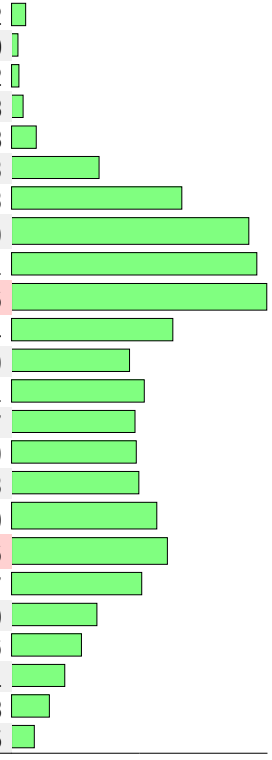
SR 836 Off-Ramp Eastbound
At SR 985/NW 107 Avenue
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	4	54		3	48		9	57		5	53
12:15	2	50		5	38		13	56		7	48
12:30	8	49		5	64		3	28		5	47
12:45	6	60		3	49		6	50		5	53
01:00	3	34		4	42		0	51		2	42
01:15	3	36		6	41		2	47		4	41
01:30	2	51		3	34		3	65		3	50
01:45	0	49		3	50		2	61		2	53
02:00	3	49		3	47		2	34		3	43
02:15	5	53		2	46		4	49		4	49
02:30	5	40		4	48		3	42		4	43
02:45	1	62		4	45		1	51		2	53
03:00	5	29		3	48		2	46		3	41
03:15	5	47		2	52		2	58		3	52
03:30	6	51		4	47		4	54		5	51
03:45	5	43		7	56		10	47		7	49
04:00	7	45		4	44		6	**60**		6	50
04:15	14	37		8	56		5	**58**		9	50
04:30	7	66		8	59		6	**55**		7	60
04:45	19	53		15	**67**		14	**60**		16	**60**
05:00	14	**63**		6	**51**		7	54		9	**56**
05:15	27	**63**		36	**63**		13	57		25	**61**
05:30	61	**74**		41	**61**		31	58		44	**64**
05:45	64	**65**		56	51		42	49		54	55
06:00	45	48		44	64		38	53		42	55
06:15	85	56		65	51		48	59		66	55
06:30	81	37		59	33		61	47		67	39
06:45	117	42		74	46		57	54		83	47
07:00	133	38		**87**	41		59	26		93	35
07:15	127	33		**83**	38		63	45		91	39
07:30	114	25		**84**	38		65	29		88	31
07:45	117	27		**81**	27		65	23		88	26
08:00	110	20		74	26		72	27		85	24
08:15	130	33		77	19		93	38		100	30
08:30	122	18		60	25		80	23		87	22
08:45	**126**	35		75	23		93	30		**98**	29
09:00	**137**	18		81	24		**74**	22		**97**	21
09:15	**134**	22		67	23		**104**	23		**102**	23
09:30	**125**	17		70	19		**106**	21		**100**	19
09:45	92	18		69	18		**98**	17		86	18
10:00	76	20		68	13		58	12		67	15
10:15	66	14		57	17		54	20		59	17
10:30	61	18		43	15		61	12		55	15
10:45	69	10		52	9		68	14		63	11
11:00	39	12		51	7		44	15		45	11
11:15	42	5		60	10		44	10		49	8
11:30	46	12		44	6		32	12		41	10
11:45	44	6		50	2		40	8		45	5
Total	2514	1807		1810	1801		1767	1887		2031	1829
Combined Total	4321			3611			3654			3860	
Peak	08:45	05:00	-	07:00	04:45	-	09:00	04:00	-	08:45	04:45
Vol.	522	265	-	335	242	-	382	233	-	397	241
P.H.F.	0.953	0.895		0.963	0.903		0.901	0.896		0.973	0.941
ADT		ADT 3,862		AADT 3,862							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 836 Off-Ramp Eastbound
At SR 985/NW 107 Avenue
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	20	16	31	*	22	*	*	22
01:00	*	8	16	7	*	10	*	*	10
02:00	*	14	13	10	*	12	*	*	12
03:00	*	21	16	18	*	18	*	*	18
04:00	*	47	35	31	*	38	*	*	38
05:00	*	166	139	93	*	133	*	*	133
06:00	*	328	242	204	*	258	*	*	258
07:00	*	**491**	**335**	252	*	359	*	*	359
08:00	*	488	286	338	*	371	*	*	371
09:00	*	488	287	**382**	*	**386**	*	*	**386**
10:00	*	272	220	241	*	244	*	*	244
11:00	*	171	205	160	*	179	*	*	179
12:00 PM	*	213	199	191	*	201	*	*	201
01:00	*	170	167	224	*	187	*	*	187
02:00	*	204	186	176	*	189	*	*	189
03:00	*	170	203	205	*	193	*	*	193
04:00	*	201	**226**	**233**	*	220	*	*	220
05:00	*	**265**	226	218	*	**236**	*	*	**236**
06:00	*	183	194	213	*	197	*	*	197
07:00	*	123	144	123	*	130	*	*	130
08:00	*	106	93	118	*	106	*	*	106
09:00	*	75	84	83	*	81	*	*	81
10:00	*	62	54	58	*	58	*	*	58
11:00	*	35	25	45	*	35	*	*	35
Day Total	0	4321	3611	3654	0	3863	0	0	3863
% Avg. WkDay	0.0%	111.9%	93.5%	94.6%	0.0%				
% Avg. Week	0.0%	111.9%	93.5%	94.6%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	07:00	07:00	09:00	-	09:00	-	-	09:00
Vol.	-	491	335	382	-	386	-	-	386
PM Peak	-	17:00	16:00	16:00	-	17:00	-	-	17:00
Vol.	-	265	226	233	-	236	-	-	236
Grand Total	0	4321	3611	3654	0	3863	0	0	3863



ADT ADT 3,862 AADT 3,862

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 836 Westbound Off-Ramp
To SR 985/NW 107 Avenue Northbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	9	**173**		14	145		14	190		12	**169**
12:15	12	**162**		16	165		11	**166**		13	**164**
12:30	9	**189**		8	**162**		13	**193**		10	**181**
12:45	8	**186**		6	**188**		4	**202**		6	**192**
01:00	7	137		6	**153**		4	**194**		6	161
01:15	12	177		7	**174**		7	151		9	167
01:30	2	137		4	150		6	162		4	150
01:45	5	186		6	177		5	188		5	184
02:00	4	160		3	165		4	172		4	166
02:15	4	131		1	149		4	191		3	157
02:30	2	157		10	130		5	161		6	149
02:45	2	164		0	125		3	163		2	151
03:00	4	127		7	145		4	211		5	161
03:15	9	126		4	99		5	181		6	135
03:30	7	103		7	100		5	142		6	115
03:45	7	96		3	96		7	149		6	114
04:00	3	103		6	91		7	132		5	109
04:15	7	110		9	75		7	126		8	104
04:30	13	84		19	83		7	136		13	101
04:45	23	54		21	61		17	126		20	80
05:00	18	57		11	65		7	134		12	85
05:15	19	57		19	66		17	110		18	78
05:30	18	59		23	63		28	146		23	89
05:45	42	70		50	79		33	110		42	86
06:00	42	76		43	63		46	111		44	83
06:15	50	72		49	68		50	104		50	81
06:30	74	94		76	74		64	113		71	94
06:45	92	93		78	106		93	108		88	102
07:00	96	75		87	77		91	91		91	81
07:15	99	71		78	80		85	101		87	84
07:30	96	98		85	70		92	111		91	93
07:45	102	109		88	96		90	94		93	100
08:00	120	90		133	78		126	92		126	87
08:15	115	68		126	83		115	55		119	69
08:30	113	46		127	50		103	60		114	52
08:45	138	49		125	58		98	49		120	52
09:00	120	45		124	50		115	47		120	47
09:15	127	33		108	57		115	36		117	42
09:30	145	32		118	42		89	46		117	40
09:45	151	45		121	45		119	43		130	44
10:00	173	42		159	35		120	31		151	36
10:15	162	27		111	42		128	40		134	36
10:30	156	27		**155**	20		138	36		150	28
10:45	151	22		**131**	17		132	19		138	19
11:00	**162**	14		**142**	16		**160**	12		**155**	14
11:15	**150**	18		**129**	14		**137**	21		**139**	18
11:30	**185**	14		123	10		**141**	15		**150**	13
11:45	**192**	16		127	21		**143**	7		**154**	15
Total	3257	4281		2903	4178		2814	5278		2993	4578
Combined Total	7538			7081			8092			7571	
Peak	11:00	12:00	-	10:30	00:30	-	11:00	00:15	-	11:00	12:00
Vol.	689	710	-	557	677	-	581	755	-	598	706
P.H.F.	0.897	0.939		0.898	0.900		0.908	0.934		0.965	0.919
ADT		ADT 7,570		AADT 7,570							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 836 Westbound Off-Ramp
To SR 985/NW 107 Avenue Northbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	38	44	42	*	41	*	*	41
01:00	*	26	23	22	*	24	*	*	24
02:00	*	12	14	16	*	14	*	*	14
03:00	*	27	21	21	*	23	*	*	23
04:00	*	46	55	38	*	46	*	*	46
05:00	*	97	103	85	*	95	*	*	95
06:00	*	258	246	253	*	252	*	*	252
07:00	*	393	338	358	*	363	*	*	363
08:00	*	486	511	442	*	480	*	*	480
09:00	*	543	471	438	*	484	*	*	484
10:00	*	642	**556**	518	*	572	*	*	572
11:00	*	**689**	521	**581**	*	**597**	*	*	**597**
12:00 PM	*	**710**	**660**	**751**	*	**707**	*	*	**707**
01:00	*	637	654	695	*	662	*	*	662
02:00	*	612	569	687	*	623	*	*	623
03:00	*	452	440	683	*	525	*	*	525
04:00	*	351	310	520	*	394	*	*	394
05:00	*	243	273	500	*	339	*	*	339
06:00	*	335	311	436	*	361	*	*	361
07:00	*	353	323	397	*	358	*	*	358
08:00	*	253	269	256	*	259	*	*	259
09:00	*	155	194	172	*	174	*	*	174
10:00	*	118	114	126	*	119	*	*	119
11:00	*	62	61	55	*	59	*	*	59
Day Total	0	7538	7081	8092	0	7571	0	0	7571
% Avg. WkDay	0.0%	99.6%	93.5%	106.9%	0.0%				
% Avg. Week	0.0%	99.6%	93.5%	106.9%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	11:00	10:00	11:00	-	11:00	-	-	11:00
Vol.	-	689	556	581	-	597	-	-	597
PM Peak	-	12:00	12:00	12:00	-	12:00	-	-	12:00
Vol.	-	710	660	751	-	707	-	-	707
Grand Total	0	7538	7081	8092	0	7571	0	0	7571

ADT ADT 7,570 AADT 7,570

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 836 Westbound Off-Ramp
To SR 985/NW 107 Avenue Southbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	35	149		29	**114**		22	83		29	115
12:15	31	121		37	**126**		15	81		28	109
12:30	18	111		15	**120**		15	92		16	108
12:45	16	129		16	**116**		16	102		16	116
01:00	18	98		10	98		11	105		13	100
01:15	19	129		13	117		11	**110**		14	**119**
01:30	8	**163**		10	109		14	**129**		11	**134**
01:45	17	**140**		9	119		7	**112**		11	**124**
02:00	11	**116**		8	83		11	**117**		10	**105**
02:15	13	**146**		5	108		5	102		8	119
02:30	13	102		12	115		14	109		13	109
02:45	13	115		10	97		2	106		8	106
03:00	7	100		5	103		4	98		5	100
03:15	7	106		9	81		1	78		6	88
03:30	8	94		10	88		5	73		8	85
03:45	4	104		9	90		7	68		7	87
04:00	8	100		5	89		12	101		8	97
04:15	7	109		4	107		3	93		5	103
04:30	16	109		4	97		12	85		11	97
04:45	13	75		9	89		9	73		10	79
05:00	8	96		14	90		14	91		12	92
05:15	12	92		19	80		15	95		15	89
05:30	20	97		12	104		12	119		15	107
05:45	20	107		26	106		22	121		23	111
06:00	20	128		23	107		20	119		21	118
06:15	30	116		25	109		13	96		23	107
06:30	66	105		41	103		34	105		47	104
06:45	48	121		46	103		30	106		41	110
07:00	60	105		59	94		37	108		52	102
07:15	65	115		79	108		51	128		65	117
07:30	75	102		84	119		65	116		75	112
07:45	114	99		98	92		74	93		95	95
08:00	106	79		106	97		76	92		96	89
08:15	104	98		**125**	83		79	105		103	95
08:30	125	82		**111**	58		**95**	72		**110**	71
08:45	**134**	72		**130**	64		**98**	78		**121**	71
09:00	**128**	59		**119**	71		**89**	62		**112**	64
09:15	**125**	64		104	60		**97**	71		**109**	65
09:30	**129**	67		106	51		58	66		98	61
09:45	115	66		92	50		62	62		90	59
10:00	111	49		104	44		44	65		86	53
10:15	93	60		109	48		63	58		88	55
10:30	120	53		97	42		76	50		98	48
10:45	116	39		91	38		80	44		96	40
11:00	99	32		95	46		79	50		91	43
11:15	113	35		97	40		68	37		93	37
11:30	126	42		117	27		72	34		105	34
11:45	122	35		110	25		84	34		105	31
Total	2686	4531		2468	4125		1803	4194		2322	4280
Combined Total	7217			6593			5997			6602	
Peak	08:45	01:30	-	08:15	12:00	-	08:30	01:15	-	08:30	01:15
Vol.	516	565	-	485	476	-	379	468	-	452	482
P.H.F.	0.963	0.867		0.933	0.944		0.967	0.907		0.934	0.899
ADT		ADT 6,602		AADT 6,602							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 836 Westbound Off-Ramp
To SR 985/NW 107 Avenue Southbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	100	97	68	*	88	*	*	88
01:00	*	62	42	43	*	49	*	*	49
02:00	*	50	35	32	*	39	*	*	39
03:00	*	26	33	17	*	25	*	*	25
04:00	*	44	22	36	*	34	*	*	34
05:00	*	60	71	63	*	65	*	*	65
06:00	*	164	135	97	*	132	*	*	132
07:00	*	314	320	227	*	287	*	*	287
08:00	*	469	**472**	**348**	*	**430**	*	*	**430**
09:00	*	**497**	421	306	*	408	*	*	408
10:00	*	440	401	263	*	368	*	*	368
11:00	*	460	419	303	*	394	*	*	394
12:00 PM	*	510	**476**	358	*	448	*	*	448
01:00	*	**530**	443	**456**	*	**476**	*	*	**476**
02:00	*	479	403	434	*	439	*	*	439
03:00	*	404	362	317	*	361	*	*	361
04:00	*	393	382	352	*	376	*	*	376
05:00	*	392	380	426	*	399	*	*	399
06:00	*	470	422	426	*	439	*	*	439
07:00	*	421	413	445	*	426	*	*	426
08:00	*	331	302	347	*	327	*	*	327
09:00	*	256	232	261	*	250	*	*	250
10:00	*	201	172	217	*	197	*	*	197
11:00	*	144	138	155	*	146	*	*	146
Day Total	0	7217	6593	5997	0	6603	0	0	6603
% Avg. WkDay	0.0%	109.3%	99.8%	90.8%	0.0%				
% Avg. Week	0.0%	109.3%	99.8%	90.8%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	09:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	497	472	348	-	430	-	-	430
PM Peak	-	13:00	12:00	13:00	-	13:00	-	-	13:00
Vol.	-	530	476	456	-	476	-	-	476
Grand Total	0	7217	6593	5997	0	6603	0	0	6603

ADT ADT 6,602 AADT 6,602

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

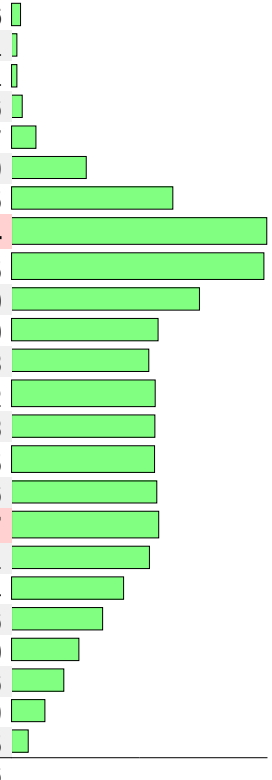
SR 985/NW 107 Avenue Northbound
At Overpass SR 836
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	34	**346**		23	351		31	344		29	347
12:15	25	**388**		25	387		21	348		24	374
12:30	24	**427**		31	374		22	350		26	384
12:45	20	**408**		15	377		18	377		18	387
01:00	15	343		18	368		17	389		17	367
01:15	19	328		21	361		20	370		20	353
01:30	6	360		16	**398**		11	367		11	375
01:45	12	396		13	**387**		14	397		13	393
02:00	16	365		13	**388**		12	341		14	365
02:15	17	396		11	**419**		15	364		14	393
02:30	16	379		18	355		13	334		16	356
02:45	16	371		19	384		17	360		17	372
03:00	24	366		21	328		22	364		22	353
03:15	21	394		24	357		26	361		24	371
03:30	32	389		32	374		35	365		33	376
03:45	41	378		35	398		34	445		37	**407**
04:00	33	356		37	368		38	342		36	**355**
04:15	47	374		44	381		41	**410**		44	**388**
04:30	78	366		81	379		68	**431**		76	**392**
04:45	89	388		117	367		99	**418**		102	391
05:00	95	333		88	356		102	**389**		95	359
05:15	139	406		152	389		141	392		144	396
05:30	227	351		232	325		225	318		228	331
05:45	317	361		312	349		306	325		312	345
06:00	252	246		275	325		298	268		275	280
06:15	345	338		361	308		348	310		351	319
06:30	468	290		453	275		444	283		455	283
06:45	605	293		585	281		591	274		594	283
07:00	586	272		623	257		587	262		599	264
07:15	628	291		622	253		617	231		622	258
07:30	**682**	212		**751**	216		**689**	203		**707**	210
07:45	**703**	224		**721**	208		**722**	210		**715**	214
08:00	**688**	180		**681**	191		**703**	204		**691**	192
08:15	**642**	190		**678**	178		**681**	187		**667**	185
08:30	634	153		665	163		652	152		650	156
08:45	593	170		627	159		601	172		607	167
09:00	526	163		487	141		498	138		504	147
09:15	497	162		467	146		477	124		480	144
09:30	526	147		474	137		489	154		496	146
09:45	549	117		404	108		456	101		470	109
10:00	424	119		358	102		378	94		387	105
10:15	378	95		391	91		369	96		379	94
10:30	375	75		392	82		387	72		385	76
10:45	354	76		381	76		372	69		369	74
11:00	349	65		327	68		320	62		332	65
11:15	344	40		351	47		341	39		345	42
11:30	376	46		365	39		358	33		366	39
11:45	404	22		378	28		357	37		380	29
Total	13291	12955		13215	12799		13083	12676		13198	12811
Combined Total	26246			26014			25759			26009	
Peak	07:30	12:00	-	07:30	01:30	-	07:30	04:15	-	07:30	03:45
Vol.	2715	1569	-	2831	1592	-	2795	1648	-	2780	1542
P.H.F.	0.966	0.919		0.942	0.950		0.968	0.956		0.972	0.947
ADT	ADT 26,006			AADT 26,006							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue Northbound
At Overpass SR 836
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	103	94	92	*	96	*	*	96
01:00	*	52	68	62	*	61	*	*	61
02:00	*	65	61	57	*	61	*	*	61
03:00	*	118	112	117	*	116	*	*	116
04:00	*	247	279	246	*	257	*	*	257
05:00	*	778	784	774	*	779	*	*	779
06:00	*	1670	1674	1681	*	1675	*	*	1675
07:00	*	**2599**	**2717**	2615	*	**2644**	*	*	**2644**
08:00	*	2557	2651	**2637**	*	2615	*	*	2615
09:00	*	2098	1832	1920	*	1950	*	*	1950
10:00	*	1531	1522	1506	*	1520	*	*	1520
11:00	*	1473	1421	1376	*	1423	*	*	1423
12:00 PM	*	**1569**	1489	1419	*	1492	*	*	1492
01:00	*	1427	1514	1523	*	1488	*	*	1488
02:00	*	1511	**1546**	1399	*	1485	*	*	1485
03:00	*	1527	1457	1535	*	1506	*	*	1506
04:00	*	1484	1495	**1601**	*	**1527**	*	*	**1527**
05:00	*	1451	1419	1424	*	1431	*	*	1431
06:00	*	1167	1189	1135	*	1164	*	*	1164
07:00	*	999	934	906	*	946	*	*	946
08:00	*	693	691	715	*	700	*	*	700
09:00	*	589	532	517	*	546	*	*	546
10:00	*	365	351	331	*	349	*	*	349
11:00	*	173	182	171	*	175	*	*	175
Day Total	0	26246	26014	25759	0	26006	0	0	26006
% Avg. WkDay	0.0%	100.9%	100.0%	99.1%	0.0%				
% Avg. Week	0.0%	100.9%	100.0%	99.1%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	07:00	07:00	08:00	-	- 07:00	-	-	- - 07:00 - -
Vol.	-	2599	2717	2637	-	- 2644	-	-	- - 2644 - -
PM Peak	-	12:00	14:00	16:00	-	- 16:00	-	-	- - 16:00 - -
Vol.	-	1569	1546	1601	-	- 1527	-	-	- - 1527 - -
Grand Total	0	26246	26014	25759	0	26006	0	0	26006



ADT ADT 26,006 AADT 26,006

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

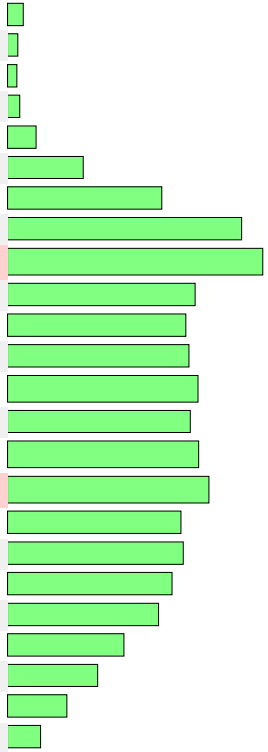
SR 985/NW 107 Avenue Northbound
At South of NW 7 Street
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	25	**276**		22	253		38	247		28	259
12:15	20	**295**		23	266		24	283		22	281
12:30	22	**294**		26	223		26	274		25	264
12:45	17	**302**		11	250		19	262		16	271
01:00	18	259		17	273		20	260		18	264
01:15	22	264		13	250		16	234		17	249
01:30	6	274		12	222		12	235		10	244
01:45	14	284		15	237		14	297		14	273
02:00	18	280		12	**289**		13	292		14	287
02:15	12	265		13	**275**		14	268		13	269
02:30	12	267		10	**298**		20	245		14	270
02:45	14	232		9	**297**		15	223		13	251
03:00	22	289		17	246		17	**264**		19	**266**
03:15	12	299		17	276		16	**328**		15	**301**
03:30	17	277		24	295		20	**317**		20	**296**
03:45	22	247		10	285		16	**284**		16	**272**
04:00	21	248		32	238		15	242		23	243
04:15	25	267		26	245		33	210		28	241
04:30	50	270		56	264		59	249		55	261
04:45	55	234		59	210		57	260		57	235
05:00	61	243		69	267		67	281		66	264
05:15	92	263		85	257		86	273		88	264
05:30	134	255		141	241		120	238		132	245
05:45	138	227		151	215		142	217		144	220
06:00	157	203		166	234		157	219		160	219
06:15	208	279		225	258		239	273		224	270
06:30	241	205		225	208		245	230		237	214
06:45	261	216		233	215		255	243		250	225
07:00	273	181		268	180		260	244		267	202
07:15	292	205		288	180		287	233		289	206
07:30	367	208		**372**	233		**357**	195		**365**	212
07:45	**402**	180		**395**	267		**395**	254		**397**	234
08:00	**394**	155		**392**	204		**381**	190		**389**	183
08:15	**368**	150		**374**	175		**345**	193		**362**	173
08:30	**392**	134		340	159		329	151		354	148
08:45	338	140		347	164		315	160		333	155
09:00	252	138		252	146		295	152		266	145
09:15	282	134		241	139		264	135		262	136
09:30	297	122		259	137		243	133		266	131
09:45	318	98		225	94		246	103		263	98
10:00	255	111		230	111		230	103		238	108
10:15	278	85		250	83		228	82		252	83
10:30	259	65		237	86		255	83		250	78
10:45	285	60		267	64		245	75		266	66
11:00	292	43		243	60		290	62		275	55
11:15	268	47		225	51		221	50		238	49
11:30	271	44		245	50		240	53		252	49
11:45	283	27		237	37		256	42		259	35
Total	7882	9641		7406	9707		7457	9941		7581	9764
Combined Total	17523			17113			17398			17345	
Peak	07:45	12:00	-	07:30	02:00	-	07:30	03:00	-	07:30	03:00
Vol.	1556	1167	-	1533	1159	-	1478	1193	-	1513	1135
P.H.F.	0.968	0.966		0.970	0.972		0.935	0.909		0.953	0.943
ADT	ADT 17,345			AADT 17,345							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue Northbound
At South of NW 7 Street
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	84	82	107	*	91	*	*	91
01:00	*	60	57	62	*	60	*	*	60
02:00	*	56	44	62	*	54	*	*	54
03:00	*	73	68	69	*	70	*	*	70
04:00	*	151	173	164	*	163	*	*	163
05:00	*	425	446	415	*	429	*	*	429
06:00	*	867	849	896	*	871	*	*	871
07:00	*	1334	1323	1299	*	1319	*	*	1319
08:00	*	**1492**	**1453**	**1370**	*	**1438**	*	*	**1438**
09:00	*	1149	977	1048	*	1058	*	*	1058
10:00	*	1077	984	958	*	1006	*	*	1006
11:00	*	1114	950	1007	*	1024	*	*	1024
12:00 PM	*	**1167**	992	1066	*	1075	*	*	1075
01:00	*	1081	982	1026	*	1030	*	*	1030
02:00	*	1044	**1159**	1028	*	1077	*	*	1077
03:00	*	1112	1102	**1193**	*	**1136**	*	*	**1136**
04:00	*	1019	957	961	*	979	*	*	979
05:00	*	988	980	1009	*	992	*	*	992
06:00	*	903	915	965	*	928	*	*	928
07:00	*	774	860	926	*	853	*	*	853
08:00	*	579	702	694	*	658	*	*	658
09:00	*	492	516	523	*	510	*	*	510
10:00	*	321	344	343	*	336	*	*	336
11:00	*	161	198	207	*	189	*	*	189
Day Total	0	17523	17113	17398	0	17346	0	0	17346
% Avg. WkDay	0.0%	101.0%	98.7%	100.3%	0.0%				
% Avg. Week	0.0%	101.0%	98.7%	100.3%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	1492	1453	1370	-	1438	-	-	1438
PM Peak	-	12:00	14:00	15:00	-	15:00	-	-	15:00
Vol.	-	1167	1159	1193	-	1136	-	-	1136
Grand Total	0	17523	17113	17398	0	17346	0	0	17346



ADT ADT 17,345 AADT 17,345

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue Northbound
To SR 836 On-Ramp Eastbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	20	132		15	141		17	140		17	138
12:15	12	143		14	134		18	133		15	137
12:30	8	163		12	130		16	181		12	158
12:45	12	138		9	147		10	131		10	139
01:00	10	146		10	144		10	141		10	144
01:15	10	124		6	115		6	123		7	121
01:30	8	144		5	138		6	149		6	144
01:45	10	**155**		6	135		13	148		10	146
02:00	10	**170**		8	133		13	149		10	**151**
02:15	7	**135**		6	139		7	151		7	**142**
02:30	6	**158**		9	160		7	142		7	**153**
02:45	7	147		9	147		11	146		9	**147**
03:00	13	132		6	136		7	**156**		9	141
03:15	8	147		11	**148**		12	**151**		10	149
03:30	12	136		14	**152**		18	**162**		15	150
03:45	20	137		19	**150**		22	**149**		20	145
04:00	14	131		20	**151**		12	143		15	142
04:15	18	117		18	108		26	113		21	113
04:30	29	138		35	134		38	123		34	132
04:45	34	115		33	115		34	115		34	115
05:00	39	162		40	131		37	132		39	142
05:15	69	130		66	118		75	139		70	129
05:30	113	122		97	115		91	134		100	124
05:45	99	94		119	113		111	121		110	109
06:00	132	99		145	102		153	104		143	102
06:15	185	158		193	126		169	123		182	136
06:30	158	112		158	119		178	119		165	117
06:45	160	93		139	95		148	119		149	102
07:00	184	101		189	83		177	124		183	103
07:15	212	112		202	91		225	105		213	103
07:30	269	109		270	130		232	99		257	113
07:45	288	95		**324**	131		**253**	118		**288**	115
08:00	**300**	91		**320**	96		**255**	94		**292**	94
08:15	**344**	75		**335**	86		**277**	101		**319**	87
08:30	**351**	74		**276**	87		**264**	80		**297**	80
08:45	**302**	63		212	85		201	88		238	79
09:00	165	67		154	77		191	71		170	72
09:15	146	58		152	72		173	66		157	65
09:30	144	71		147	80		160	65		150	72
09:45	132	50		113	47		124	63		123	53
10:00	121	52		139	60		129	57		130	56
10:15	141	36		136	32		116	49		131	39
10:30	124	37		121	46		142	40		129	41
10:45	128	35		117	40		131	45		125	40
11:00	157	29		128	39		167	41		151	36
11:15	136	30		128	28		139	32		134	30
11:30	137	23		129	23		119	42		128	29
11:45	128	18		108	29		118	32		118	26
Total	5132	5004		4922	5038		4858	5249		4969	5101
Combined Total	10136			9960			10107			10070	
Peak	08:00	01:45	-	07:45	03:15	-	07:45	03:00	-	07:45	02:00
Vol.	1297	618	-	1255	601	-	1049	618	-	1196	593
P.H.F.	0.924	0.909		0.937	0.988		0.947	0.954		0.937	0.969
ADT	ADT 10,068			AADT 10,068							

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue Northbound
To SR 836 On-Ramp Eastbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	52	50	61	*	54	*	*	54
01:00	*	38	27	35	*	33	*	*	33
02:00	*	30	32	38	*	33	*	*	33
03:00	*	53	50	59	*	54	*	*	54
04:00	*	95	106	110	*	104	*	*	104
05:00	*	320	322	314	*	319	*	*	319
06:00	*	635	635	648	*	639	*	*	639
07:00	*	953	985	887	*	942	*	*	942
08:00	*	**1297**	**1143**	**997**	*	**1146**	*	*	**1146**
09:00	*	587	566	648	*	600	*	*	600
10:00	*	514	513	518	*	515	*	*	515
11:00	*	558	493	543	*	531	*	*	531
12:00 PM	*	576	552	585	*	571	*	*	571
01:00	*	569	532	561	*	554	*	*	554
02:00	*	**610**	579	588	*	**592**	*	*	**592**
03:00	*	552	**586**	**618**	*	585	*	*	585
04:00	*	501	508	494	*	501	*	*	501
05:00	*	508	477	526	*	504	*	*	504
06:00	*	462	442	465	*	456	*	*	456
07:00	*	417	435	446	*	433	*	*	433
08:00	*	303	354	363	*	340	*	*	340
09:00	*	246	276	265	*	262	*	*	262
10:00	*	160	178	191	*	176	*	*	176
11:00	*	100	119	147	*	122	*	*	122
Day Total	0	10136	9960	10107	0	10066	0	0	10066
% Avg. WkDay	0.0%	100.7%	98.9%	100.4%	0.0%				
% Avg. Week	0.0%	100.7%	98.9%	100.4%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	1297	1143	997	-	1146	-	-	1146
PM Peak	-	14:00	15:00	15:00	-	14:00	-	-	14:00
Vol.	-	610	586	618	-	592	-	-	592
Grand Total	0	10136	9960	10107	0	10066	0	0	10066

ADT ADT 10,068 AADT 10,068

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue Southbound
At North of NW 7 Street
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	79	607		93	553		93	505		88	555
12:15	73	596		94	546		72	533		80	558
12:30	70	543		49	511		54	512		58	522
12:45	55	564		56	511		49	508		53	528
01:00	46	503		39	514		45	542		43	520
01:15	49	534		37	552		29	566		38	551
01:30	24	573		35	481		38	573		32	542
01:45	27	587		23	561		25	595		25	581
02:00	28	484		27	463		21	544		25	497
02:15	26	545		16	481		24	517		22	514
02:30	30	563		27	532		38	493		32	529
02:45	18	643		17	578		6	423		14	548
03:00	21	554		28	590		19	693		23	612
03:15	25	575		17	503		11	549		18	542
03:30	22	573		23	568		20	565		22	569
03:45	13	626		20	654		26	518		20	599
04:00	18	666		18	624		32	677		23	656
04:15	23	719		20	669		14	664		19	684
04:30	37	743		18	724		37	593		31	687
04:45	43	709		28	650		29	**695**		33	685
05:00	46	703		39	678		28	**651**		38	677
05:15	34	707		63	**655**		48	**681**		48	681
05:30	51	**718**		43	**751**		47	**684**		47	**718**
05:45	58	**712**		71	**803**		70	579		66	**698**
06:00	76	**781**		102	**789**		93	713		90	**761**
06:15	117	**732**		107	645		74	697		99	**691**
06:30	156	597		120	599		135	616		137	604
06:45	196	525		160	519		150	548		169	531
07:00	232	490		215	485		195	449		214	475
07:15	297	525		329	491		249	475		292	497
07:30	351	402		346	394		308	415		335	404
07:45	346	376		309	342		278	351		311	356
08:00	402	361		332	364		333	347		356	357
08:15	411	396		377	306		351	354		380	352
08:30	505	284		389	275		368	297		421	285
08:45	463	324		415	271		380	294		419	296
09:00	423	308		384	321		332	312		380	314
09:15	**580**	317		381	326		473	326		478	323
09:30	**457**	272		357	262		334	255		383	263
09:45	**470**	285		408	229		364	274		414	263
10:00	**477**	230		387	195		365	215		410	213
10:15	426	240		332	185		391	233		383	219
10:30	516	213		360	166		**411**	183		429	187
10:45	528	161		382	150		**441**	152		**450**	154
11:00	420	151		**378**	134		**376**	154		**391**	146
11:15	437	117		**416**	129		**431**	143		**428**	130
11:30	509	121		**444**	101		409	138		**454**	120
11:45	479	118		**430**	84		434	108		448	103
Total	10190	23073		8761	21914		8550	21909		9169	22297
Combined Total	33263			30675			30459			31466	
Peak	09:15	05:30	-	11:00	05:15	-	10:30	04:45	-	10:45	05:30
Vol.	1984	2943	-	1668	2998	-	1659	2711	-	1723	2868
P.H.F.	0.855	0.942		0.939	0.933		0.940	0.975		0.901	0.942
ADT	ADT 31,466			AADT 31,466							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue Southbound
At North of NW 7 Street
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	277	292	268	*	279	*	*	279
01:00	*	146	134	137	*	139	*	*	139
02:00	*	102	87	89	*	93	*	*	93
03:00	*	81	88	76	*	82	*	*	82
04:00	*	121	84	112	*	106	*	*	106
05:00	*	189	216	193	*	199	*	*	199
06:00	*	545	489	452	*	495	*	*	495
07:00	*	1226	1199	1030	*	1152	*	*	1152
08:00	*	1781	1513	1432	*	1575	*	*	1575
09:00	*	1930	1530	1503	*	1654	*	*	1654
10:00	*	**1947**	1461	1608	*	1672	*	*	1672
11:00	*	1845	**1668**	**1650**	*	**1721**	*	*	**1721**
12:00 PM	*	2310	2121	2058	*	2163	*	*	2163
01:00	*	2197	2108	2276	*	2194	*	*	2194
02:00	*	2235	2054	1977	*	2089	*	*	2089
03:00	*	2328	2315	2325	*	2323	*	*	2323
04:00	*	2837	2667	**2629**	*	2711	*	*	2711
05:00	*	**2840**	**2887**	2595	*	**2774**	*	*	**2774**
06:00	*	2635	2552	2574	*	2587	*	*	2587
07:00	*	1793	1712	1690	*	1732	*	*	1732
08:00	*	1365	1216	1292	*	1291	*	*	1291
09:00	*	1182	1138	1167	*	1162	*	*	1162
10:00	*	844	696	783	*	774	*	*	774
11:00	*	507	448	543	*	499	*	*	499
Day Total	0	33263	30675	30459	0	31466	0	0	31466
% Avg. WkDay	0.0%	105.7%	97.5%	96.8%	0.0%				
% Avg. Week	0.0%	105.7%	97.5%	96.8%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	10:00	11:00	11:00	-	11:00	-	-	11:00
Vol.	-	1947	1668	1650	-	1721	-	-	1721
PM Peak	-	17:00	17:00	16:00	-	17:00	-	-	17:00
Vol.	-	2840	2887	2629	-	2774	-	-	2774
Grand Total	0	33263	30675	30459	0	31466	0	0	31466

ADT ADT 31,466 AADT 31,466

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

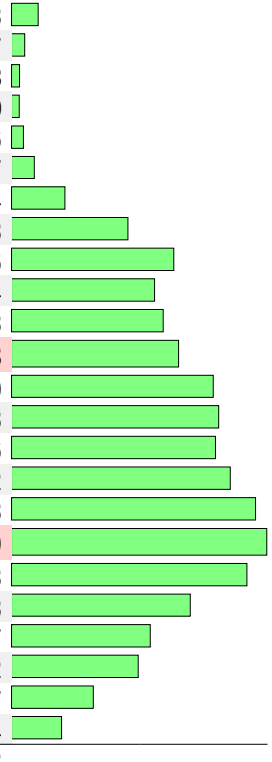
SR 985/NW 107 Avenue Southbound
At Overpass SR 836
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	86	588		105	575		102	540		98	568
12:15	78	598		91	578		74	551		81	576
12:30	60	516		55	540		71	546		62	534
12:45	52	550		64	548		56	559		57	552
01:00	46	524		36	534		53	547		45	535
01:15	49	591		40	596		39	591		43	593
01:30	24	564		34	548		41	586		33	566
01:45	31	580		23	586		25	618		26	595
02:00	19	555		27	535		25	589		24	560
02:15	24	574		18	552		23	530		22	552
02:30	25	589		24	583		45	552		31	575
02:45	18	635		21	653		10	421		16	570
03:00	23	569		22	645		22	740		22	651
03:15	27	563		24	537		18	561		23	554
03:30	21	581		25	600		23	597		23	593
03:45	12	613		25	671		27	590		21	625
04:00	27	631		28	654		48	713		34	666
04:15	21	662		20	705		24	660		22	676
04:30	33	717		28	722		40	686		34	708
04:45	48	625		44	651		48	**669**		47	648
05:00	54	**709**		46	729		51	**731**		50	723
05:15	55	**696**		60	619		64	**734**		60	683
05:30	55	**670**		56	**746**		54	**711**		55	**709**
05:45	72	**702**		105	**777**		100	633		92	**704**
06:00	103	681		118	**763**		114	740		112	**728**
06:15	154	677		134	**675**		130	734		139	**695**
06:30	163	578		157	654		167	630		162	621
06:45	194	512		174	584		174	582		181	559
07:00	229	516		266	573		257	553		251	547
07:15	297	503		336	558		307	568		313	543
07:30	345	448		375	445		375	510		365	468
07:45	340	386		386	427		351	447		359	420
08:00	379	395		423	437		410	410		404	414
08:15	452	392		450	395		432	436		445	408
08:30	514	342		495	347		476	375		495	355
08:45	472	344		447	363		438	375		452	361
09:00	392	361		383	416		419	412		398	396
09:15	498	346		391	403		429	403		439	384
09:30	402	304		336	308		355	362		364	325
09:45	399	289		406	278		342	325		382	297
10:00	410	224		392	244		345	286		382	251
10:15	421	265		386	238		405	273		404	259
10:30	442	231		434	201		444	216		440	216
10:45	**492**	172		422	183		441	189		452	181
11:00	**438**	150		**423**	162		**443**	185		**435**	166
11:15	**456**	115		**457**	143		**445**	152		**453**	137
11:30	**521**	121		**477**	131		**470**	171		**489**	141
11:45	487	120		**468**	90		**458**	122		**471**	111
Total	9960	23074		9757	23902		9710	24111		9808	23699
Combined Total	33034			33659			33821			33507	
Peak	10:45	05:00	-	11:00	05:30	-	11:00	04:45	-	11:00	05:30
Vol.	1907	2777	-	1825	2961	-	1816	2845	-	1848	2836
P.H.F.	0.915	0.979		0.922	0.953		0.966	0.969		0.945	0.974
ADT	ADT 33,505			AADT 33,505							

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue Southbound
At Overpass SR 836
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	276	315	303	*	298	*	*	298
01:00	*	150	133	158	*	147	*	*	147
02:00	*	86	90	103	*	93	*	*	93
03:00	*	83	96	90	*	90	*	*	90
04:00	*	129	120	160	*	136	*	*	136
05:00	*	236	267	269	*	257	*	*	257
06:00	*	614	583	585	*	594	*	*	594
07:00	*	1211	1363	1290	*	1288	*	*	1288
08:00	*	1817	1815	1756	*	1796	*	*	1796
09:00	*	1691	1516	1545	*	1584	*	*	1584
10:00	*	1765	1634	1635	*	1678	*	*	1678
11:00	*	**1902**	**1825**	**1816**	*	**1848**	*	*	**1848**
12:00 PM	*	2252	2241	2196	*	2230	*	*	2230
01:00	*	2259	2264	2342	*	2288	*	*	2288
02:00	*	2353	2323	2092	*	2256	*	*	2256
03:00	*	2326	2453	2488	*	2422	*	*	2422
04:00	*	2635	2732	2728	*	2698	*	*	2698
05:00	*	**2777**	**2871**	**2809**	*	**2819**	*	*	**2819**
06:00	*	2448	2676	2686	*	2603	*	*	2603
07:00	*	1853	2003	2078	*	1978	*	*	1978
08:00	*	1473	1542	1596	*	1537	*	*	1537
09:00	*	1300	1405	1502	*	1402	*	*	1402
10:00	*	892	866	964	*	907	*	*	907
11:00	*	506	526	630	*	554	*	*	554
Day Total	0	33034	33659	33821	0	33503	0	0	33503
% Avg. WkDay	0.0%	98.6%	100.5%	100.9%	0.0%				
% Avg. Week	0.0%	98.6%	100.5%	100.9%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	11:00	11:00	11:00	-	11:00	-	-	11:00
Vol.	-	1902	1825	1816	-	1848	-	-	1848
PM Peak	-	17:00	17:00	17:00	-	17:00	-	-	17:00
Vol.	-	2777	2871	2809	-	2819	-	-	2819
Grand Total	0	33034	33659	33821	0	33503	0	0	33503



ADT ADT 33,505 AADT 33,505

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue Southbound
To SR 836 On-Ramp Eastbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	18	152		21	159		15	147		18	153
12:15	17	154		15	178		16	172		16	168
12:30	12	146		18	165		20	155		17	155
12:45	13	167		9	178		10	192		11	179
01:00	6	158		5	150		11	141		7	150
01:15	8	188		2	196		8	166		6	**183**
01:30	4	158		9	183		8	174		7	**172**
01:45	7	166		7	167		3	195		6	**176**
02:00	3	**205**		5	169		6	181		5	**185**
02:15	6	**156**		5	**172**		5	158		5	162
02:30	0	**191**		4	**184**		8	193		4	189
02:45	4	**184**		4	**217**		1	116		3	172
03:00	4	162		2	**195**		6	220		4	192
03:15	9	158		6	172		9	148		8	159
03:30	4	155		4	178		6	178		5	170
03:45	2	151		10	177		3	**203**		5	177
04:00	13	156		10	177		21	**209**		15	181
04:15	1	158		6	170		10	**163**		6	164
04:30	5	180		12	182		9	**185**		9	182
04:45	16	150		19	174		21	175		19	166
05:00	26	186		15	175		23	204		21	188
05:15	23	195		18	152		21	188		21	178
05:30	19	165		25	159		21	161		22	162
05:45	28	187		38	166		34	137		33	163
06:00	45	144		45	177		36	169		42	163
06:15	59	129		53	152		59	172		57	151
06:30	51	128		65	154		56	152		57	145
06:45	45	123		52	132		50	142		49	132
07:00	71	128		72	142		79	128		74	133
07:15	92	111		92	131		88	152		91	131
07:30	103	108		116	124		103	154		107	129
07:45	87	95		131	138		110	110		109	114
08:00	**120**	99		**156**	117		**143**	104		**140**	107
08:15	**161**	105		**183**	102		**152**	108		**165**	105
08:30	**187**	119		**180**	105		**176**	109		**181**	111
08:45	**141**	108		**133**	125		**116**	118		**130**	117
09:00	120	103		112	116		139	124		124	114
09:15	123	109		98	122		107	104		109	112
09:30	100	71		59	72		84	115		81	86
09:45	92	67		98	72		76	79		89	73
10:00	87	46		106	71		68	78		87	65
10:15	113	69		142	72		103	69		119	70
10:30	93	58		144	52		119	39		119	50
10:45	130	40		121	41		117	53		123	45
11:00	116	21		127	27		144	22		129	23
11:15	135	21		130	28		134	28		133	26
11:30	163	16		128	33		134	42		142	30
11:45	132	24		147	10		135	31		138	22
Total	2814	6070		2959	6510		2823	6563		2868	6380
Combined Total	8884			9469			9386			9248	
Peak	08:00	02:00	-	08:00	02:15	-	08:00	03:45	-	08:00	01:15
Vol.	609	736	-	652	768	-	587	760	-	616	716
P.H.F.	0.814	0.898		0.891	0.885		0.834	0.909		0.851	0.968
ADT	ADT 9,246			AADT 9,246							

CH Perez and Associates Consulting Engineers Inc.
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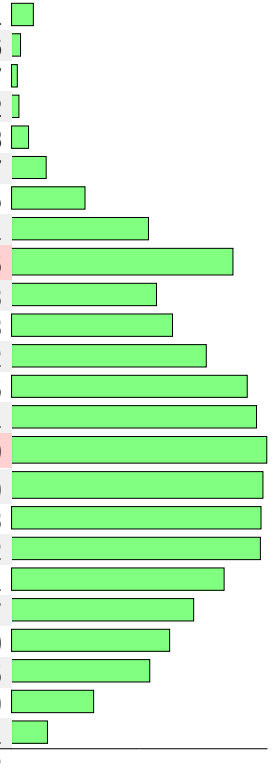
SR 985/NW 107 Avenue Southbound
To SR 836 On-Ramp Eastbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	60	63	61	*	61	*	*	61
01:00	*	25	23	30	*	26	*	*	26
02:00	*	13	18	20	*	17	*	*	17
03:00	*	19	22	24	*	22	*	*	22
04:00	*	35	47	61	*	48	*	*	48
05:00	*	96	96	99	*	97	*	*	97
06:00	*	200	215	201	*	205	*	*	205
07:00	*	353	411	380	*	381	*	*	381
08:00	*	**609**	**652**	**587**	*	**616**	*	*	**616**
09:00	*	435	367	406	*	403	*	*	403
10:00	*	423	513	407	*	448	*	*	448
11:00	*	546	532	547	*	542	*	*	542
12:00 PM	*	619	680	666	*	655	*	*	655
01:00	*	670	696	676	*	681	*	*	681
02:00	*	**736**	**742**	648	*	**709**	*	*	**709**
03:00	*	626	722	**749**	*	699	*	*	699
04:00	*	644	703	732	*	693	*	*	693
05:00	*	733	652	690	*	692	*	*	692
06:00	*	524	615	635	*	591	*	*	591
07:00	*	442	535	544	*	507	*	*	507
08:00	*	431	449	439	*	440	*	*	440
09:00	*	350	382	422	*	385	*	*	385
10:00	*	213	236	239	*	229	*	*	229
11:00	*	82	98	123	*	101	*	*	101
Day Total	0	8884	9469	9386	0	9248	0	0	9248
% Avg. WkDay	0.0%	96.1%	102.4%	101.5%	0.0%				
% Avg. Week	0.0%	96.1%	102.4%	101.5%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	609	652	587	-	616	-	-	616
PM Peak	-	14:00	14:00	15:00	-	14:00	-	-	14:00
Vol.	-	736	742	749	-	709	-	-	709
Grand Total	0	8884	9469	9386	0	9248	0	0	9248



ADT ADT 9,246 AADT 9,246

CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

SR 985/NW 107 Avenue
To SR 836 On-Ramp Westbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start	Tue	16-Jan-24		Wed	17-Jan-24		Thu	18-Jan-24		Daily Average	
Time	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
12:00	27	120		20	132		34	122		27	125
12:15	22	153		21	136		26	137		23	142
12:30	7	144		9	134		7	127		8	135
12:45	3	140		11	135		9	108		8	128
01:00	14	127		6	108		9	117		10	117
01:15	7	145		3	140		9	150		6	145
01:30	1	114		6	155		10	138		6	136
01:45	7	154		6	146		3	179		5	160
02:00	7	173		6	158		4	169		6	167
02:15	5	156		4	155		11	173		7	161
02:30	6	175		1	216		17	156		8	182
02:45	6	203		3	176		9	116		6	165
03:00	2	205		2	224		11	200		5	210
03:15	6	227		5	222		20	**267**		10	**239**
03:30	9	**225**		6	**252**		14	**227**		10	**235**
03:45	12	**255**		1	**190**		15	**278**		9	**241**
04:00	6	**285**		3	**259**		14	**245**		8	**263**
04:15	7	**228**		14	**235**		19	249		13	237
04:30	15	224		15	219		22	216		17	220
04:45	21	206		19	209		28	209		23	208
05:00	19	240		29	254		29	245		26	246
05:15	30	244		34	241		37	271		34	252
05:30	33	205		35	224		51	218		40	216
05:45	71	219		49	194		53	190		58	201
06:00	63	168		50	224		60	217		58	203
06:15	75	182		73	202		64	194		71	193
06:30	95	162		86	175		110	155		97	164
06:45	113	140		117	147		99	144		110	144
07:00	116	133		122	166		112	181		117	160
07:15	144	163		129	133		123	149		132	148
07:30	129	90		148	146		140	141		139	126
07:45	**132**	110		**142**	134		**151**	125		**142**	123
08:00	**142**	110		**146**	113		**136**	123		**141**	115
08:15	**159**	74		**172**	95		**159**	108		**163**	92
08:30	**151**	94		**165**	102		**150**	92		**155**	96
08:45	116	85		138	79		122	84		125	83
09:00	92	105		96	100		93	106		94	104
09:15	81	65		97	72		94	88		91	75
09:30	98	63		118	81		114	64		110	69
09:45	124	43		87	66		109	71		107	60
10:00	99	46		107	70		82	59		96	58
10:15	86	55		107	67		89	61		94	61
10:30	99	38		89	56		102	57		97	50
10:45	104	30		98	26		105	38		102	31
11:00	118	31		93	32		81	49		97	37
11:15	113	21		124	27		109	28		115	25
11:30	141	29		110	39		103	31		118	33
11:45	100	14		89	18		132	29		107	20
Total	3033	6618		3011	6884		3100	6901		3051	6801
Combined Total	9651			9895			10001			9852	
Peak	07:45	03:30	-	07:45	03:30	-	07:45	03:15	-	07:45	03:15
Vol.	584	993	-	625	936	-	596	1017	-	601	978
P.H.F.	0.918	0.871		0.908	0.903		0.937	0.915		0.922	0.930
ADT		ADT 9,849		AADT 9,849							

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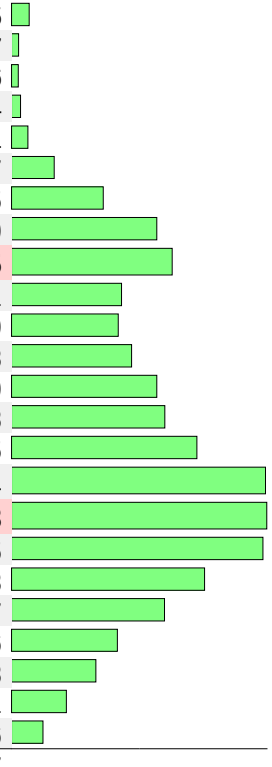
SR 985/NW 107 Avenue
To SR 836 On-Ramp Westbound
Date Start: 16-Jan-24
Date End: 18-Jan-24

Start Time	Mon 15-Jan-24	Tue 16-Jan-24	Wed 17-Jan-24	Thu 18-Jan-24	Fri 19-Jan-24	Average Day	Sat 20-Jan-24	Sun 21-Jan-24	Week Average
12:00 AM	*	59	61	76	*	65	*	*	65
01:00	*	29	21	31	*	27	*	*	27
02:00	*	24	14	41	*	26	*	*	26
03:00	*	29	14	60	*	34	*	*	34
04:00	*	49	51	83	*	61	*	*	61
05:00	*	153	147	170	*	157	*	*	157
06:00	*	346	326	333	*	335	*	*	335
07:00	*	521	541	526	*	529	*	*	529
08:00	*	**568**	**621**	**567**	*	**585**	*	*	**585**
09:00	*	395	398	410	*	401	*	*	401
10:00	*	388	401	378	*	389	*	*	389
11:00	*	472	416	425	*	438	*	*	438
12:00 PM	*	557	537	494	*	529	*	*	529
01:00	*	540	549	584	*	558	*	*	558
02:00	*	707	705	614	*	675	*	*	675
03:00	*	912	888	**972**	*	924	*	*	924
04:00	*	**943**	**922**	919	*	**928**	*	*	**928**
05:00	*	908	913	924	*	915	*	*	915
06:00	*	652	748	710	*	703	*	*	703
07:00	*	496	579	596	*	557	*	*	557
08:00	*	363	389	407	*	386	*	*	386
09:00	*	276	319	329	*	308	*	*	308
10:00	*	169	219	215	*	201	*	*	201
11:00	*	95	116	137	*	116	*	*	116
Day Total	0	9651	9895	10001	0	9847	0	0	9847
% Avg. WkDay	0.0%	98.0%	100.5%	101.6%	0.0%				
% Avg. Week	0.0%	98.0%	100.5%	101.6%	0.0%	100.0%	0.0%	0.0%	
AM Peak	-	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	-	568	621	567	-	585	-	-	585
PM Peak	-	16:00	16:00	15:00	-	16:00	-	-	16:00
Vol.	-	943	922	972	-	928	-	-	928
Grand Total	0	9651	9895	10001	0	9847	0	0	9847



ADT ADT 9,849 AADT 9,849

APPENDIX D – TURNING MOVEMENT COUNTS (TMCs)

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
NW 7 Street

File Name : NW 107 Ave at NW 7 St
Site Code : 98500701
Start Date : 1/9/2023
Page No : 1

Groups Printed- Heavy Vehicles

	SR 985/NW 107 Avenue Southbound						NW 7 Street Westbound					SR 985/NW 107 Avenue Northbound						NW 7 Street Eastbound					
Start Time	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Int. Total
07:00 AM	1	5	0	0	0	6	1	0	0	0	1	0	2	0	0	0	2	1	1	0	0	2	11
07:15 AM	2	8	0	6	0	16	2	0	1	0	3	0	2	0	0	0	2	1	0	2	0	3	24
07:30 AM	1	4	0	1	0	6	1	0	2	0	3	0	5	0	0	0	5	0	0	2	0	2	16
07:45 AM	2	5	0	3	0	10	0	2	1	0	3	0	3	0	0	0	3	1	0	1	0	2	18
Total	6	22	0	10	0	38	4	2	4	0	10	0	12	0	0	0	12	3	1	5	0	9	69
08:00 AM	1	10	0	1	0	12	2	1	1	0	4	0	8	0	0	0	8	0	2	2	1	5	29
08:15 AM	3	2	0	1	0	6	0	0	2	0	2	0	4	0	0	0	4	1	1	1	0	3	15
08:30 AM	0	2	0	2	0	4	2	1	0	0	3	0	4	0	0	0	4	0	0	0	0	0	11
08:45 AM	3	5	0	2	0	10	2	1	0	0	3	0	4	0	0	0	4	0	1	0	0	1	18
Total	7	19	0	6	0	32	6	3	3	0	12	0	20	0	0	0	20	1	4	3	1	9	73
*** BREAK ***																							
12:00 PM	4	5	0	1	0	10	1	0	0	0	1	0	4	0	0	0	4	0	0	1	0	1	16
12:15 PM	1	8	0	1	0	10	1	2	1	0	4	0	5	0	0	0	5	0	0	4	0	4	23
12:30 PM	1	3	0	2	0	6	2	0	2	0	4	1	5	0	0	0	6	0	0	1	0	1	17
12:45 PM	3	4	0	1	0	8	3	1	0	0	4	0	9	0	0	0	9	0	1	1	0	2	23
Total	9	20	0	5	0	34	7	3	3	0	13	1	23	0	0	0	24	0	1	7	0	8	79
01:00 PM	3	2	0	2	0	7	3	0	0	0	3	0	4	0	0	0	4	0	1	3	0	4	18
01:15 PM	0	3	0	1	0	4	0	0	0	0	0	1	3	1	0	0	5	0	0	2	0	2	11
01:30 PM	1	6	0	0	0	7	2	0	0	0	2	0	6	0	0	0	6	0	0	3	0	3	18
01:45 PM	0	4	0	1	0	5	1	0	0	0	1	0	2	0	0	0	2	0	0	1	0	1	9
Total	4	15	0	4	0	23	6	0	0	0	6	1	15	1	0	0	17	0	1	9	0	10	56
*** BREAK ***																							
04:00 PM	1	0	0	0	0	1	2	1	0	0	3	0	3	0	1	0	4	0	1	2	0	3	11
04:15 PM	3	1	0	1	0	5	1	1	0	0	2	0	5	0	0	0	5	0	1	2	0	3	15
04:30 PM	0	2	0	0	0	2	2	1	0	0	3	0	2	0	0	0	2	0	0	2	0	2	9
04:45 PM	1	4	0	1	0	6	2	1	1	0	4	0	3	0	1	0	4	0	0	3	0	3	17
Total	5	7	0	2	0	14	7	4	1	0	12	0	13	0	2	0	15	0	2	9	0	11	52
05:00 PM	2	1	0	1	0	4	0	0	0	0	0	0	3	0	0	0	3	1	1	1	0	3	10
05:15 PM	0	2	0	0	0	2	3	0	0	0	3	0	5	0	0	0	5	0	1	2	0	3	13
05:30 PM	1	0	0	1	0	2	2	0	0	0	2	0	4	0	1	0	5	0	0	0	0	0	9
05:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Total	3	7	0	2	0	12	5	0	0	0	5	0	13	0	1	0	14	1	2	3	0	6	37
Grand Total	34	90	0	29	0	153	35	12	11	0	58	2	96	1	3	0	102	5	11	36	1	53	366
Apprch %	22.2	58.8	0	19	0		60.3	20.7	19	0		2	94.1	1	2.9	0		9.4	20.8	67.9	1.9		
Total %	9.3	24.6	0	7.9	0	41.8	9.6	3.3	3	0	15.8	0.5	26.2	0.3	0.8	0	27.9	1.4	3	9.8	0.3	14.5	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
NW 7 Street

File Name : NW 107 Ave at NW 7 St
Site Code : 98500701
Start Date : 1/9/2023
Page No : 1

Groups Printed- Passenger Cars

	SR 985/NW 107 Avenue Southbound						NW 7 Street Westbound					SR 985/NW 107 Avenue Northbound						NW 7 Street Eastbound					
Start Time	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Int. Total
07:00 AM	36	105	0	42	0	183	131	21	16	0	168	5	264	2	6	1	278	10	48	169	0	227	856
07:15 AM	50	140	0	34	1	225	168	21	23	0	212	9	268	0	9	0	286	1	43	185	0	229	952
07:30 AM	44	142	0	48	0	234	180	29	16	0	225	6	332	1	8	0	347	10	67	248	0	325	1131
07:45 AM	63	143	0	57	0	263	198	47	31	0	276	12	351	0	13	0	376	11	52	203	0	266	1181
Total	193	530	0	181	1	905	677	118	86	0	881	32	1215	3	36	1	1287	32	210	805	0	1047	4120
08:00 AM	70	171	1	51	0	293	183	30	21	0	234	25	370	1	6	1	403	4	68	177	1	250	1180
08:15 AM	74	172	0	52	0	298	189	45	24	0	258	20	307	1	13	0	341	11	65	208	0	284	1181
08:30 AM	75	186	0	55	0	316	157	41	34	0	232	22	326	3	15	0	366	6	68	189	0	263	1177
08:45 AM	51	200	1	60	0	312	158	40	25	0	223	10	305	2	21	0	338	10	64	138	0	212	1085
Total	270	729	2	218	0	1219	687	156	104	0	947	77	1308	7	55	1	1448	31	265	712	1	1009	4623
*** BREAK ***																							
12:00 PM	84	243	2	109	1	439	94	40	28	0	162	12	214	1	14	0	241	18	38	81	0	137	979
12:15 PM	78	271	1	110	0	460	117	32	25	0	174	18	241	3	6	0	268	14	36	95	0	145	1047
12:30 PM	84	213	4	107	0	408	97	50	25	0	172	12	245	1	19	2	279	16	40	95	1	152	1011
12:45 PM	76	234	2	96	0	408	107	38	18	0	163	20	240	2	12	2	276	5	34	107	0	146	993
Total	322	961	9	422	1	1715	415	160	96	0	671	62	940	7	51	4	1064	53	148	378	1	580	4030
01:00 PM	97	224	0	94	2	417	116	52	32	0	200	11	218	3	9	0	241	14	33	95	1	143	1001
01:15 PM	102	218	6	84	0	410	133	36	32	0	201	12	218	1	16	3	250	7	41	110	0	158	1019
01:30 PM	88	245	3	91	0	427	126	45	19	0	190	8	199	0	9	5	221	8	44	106	0	158	996
01:45 PM	79	215	9	95	0	398	115	47	29	0	191	20	246	0	10	0	276	8	45	105	0	158	1023
Total	366	902	18	364	2	1652	490	180	112	0	782	51	881	4	44	8	988	37	163	416	1	617	4039
*** BREAK ***																							
04:00 PM	143	249	1	146	1	540	122	100	36	0	258	23	201	5	17	1	247	13	49	111	0	173	1218
04:15 PM	168	280	1	118	0	567	129	81	44	0	254	27	205	0	11	2	245	10	38	84	0	132	1198
04:30 PM	155	261	1	117	0	534	132	85	23	0	240	18	197	1	12	5	233	7	43	133	0	183	1190
04:45 PM	140	273	1	125	1	540	123	104	37	0	264	21	214	1	13	3	252	11	49	105	1	166	1222
Total	606	1063	4	506	2	2181	506	370	140	0	1016	89	817	7	53	11	977	41	179	433	1	654	4828
05:00 PM	193	312	2	149	0	656	113	90	31	0	234	22	222	3	14	0	261	12	53	125	0	190	1341
05:15 PM	178	256	1	157	0	592	125	86	28	0	239	34	246	1	10	3	294	12	50	124	1	187	1312
05:30 PM	139	181	1	108	0	429	122	98	27	0	247	31	183	2	15	2	233	8	60	110	0	178	1087
05:45 PM	195	288	2	159	4	648	128	77	29	0	234	25	178	0	22	0	225	6	38	76	0	120	1227
Total	705	1037	6	573	4	2325	488	351	115	0	954	112	829	6	61	5	1013	38	201	435	1	675	4967
Grand Total	2462	5222	39	2264	10	9997	3263	1335	653	0	5251	423	5990	34	300	30	6777	232	1166	3179	5	4582	26607
Apprch %	24.6	52.2	0.4	22.6	0.1		62.1	25.4	12.4	0		6.2	88.4	0.5	4.4	0.4		5.1	25.4	69.4	0.1		
Total %	9.3	19.6	0.1	8.5	0	37.6	12.3	5	2.5	0	19.7	1.6	22.5	0.1	1.1	0.1	25.5	0.9	4.4	11.9	0	17.2	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
NW 7 Street

File Name : NW 107 Ave at NW 7 St
Site Code : 98500701
Start Date : 1/9/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SR 985/NW 107 Avenue Southbound						NW 7 Street Westbound					SR 985/NW 107 Avenue Northbound						NW 7 Street Eastbound					
Start Time	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Int. Total
07:00 AM	37	110	0	42	0	189	132	21	16	0	169	5	266	2	6	1	280	11	49	169	0	229	867
07:15 AM	52	148	0	40	1	241	170	21	24	0	215	9	270	0	9	0	288	2	43	187	0	232	976
07:30 AM	45	146	0	49	0	240	181	29	18	0	228	6	337	1	8	0	352	10	67	250	0	327	1147
07:45 AM	65	148	0	60	0	273	198	49	32	0	279	12	354	0	13	0	379	12	52	204	0	268	1199
Total	199	552	0	191	1	943	681	120	90	0	891	32	1227	3	36	1	1299	35	211	810	0	1056	4189
08:00 AM	71	181	1	52	0	305	185	31	22	0	238	25	378	1	6	1	411	4	70	179	2	255	1209
08:15 AM	77	174	0	53	0	304	189	45	26	0	260	20	311	1	13	0	345	12	66	209	0	287	1196
08:30 AM	75	188	0	57	0	320	159	42	34	0	235	22	330	3	15	0	370	6	68	189	0	263	1188
08:45 AM	54	205	1	62	0	322	160	41	25	0	226	10	309	2	21	0	342	10	65	138	0	213	1103
Total	277	748	2	224	0	1251	693	159	107	0	959	77	1328	7	55	1	1468	32	269	715	2	1018	4696
*** BREAK ***																							
12:00 PM	88	248	2	110	1	449	95	40	28	0	163	12	218	1	14	0	245	18	38	82	0	138	995
12:15 PM	79	279	1	111	0	470	118	34	26	0	178	18	246	3	6	0	273	14	36	99	0	149	1070
12:30 PM	85	216	4	109	0	414	99	50	27	0	176	13	250	1	19	2	285	16	40	96	1	153	1028
12:45 PM	79	238	2	97	0	416	110	39	18	0	167	20	249	2	12	2	285	5	35	108	0	148	1016
Total	331	981	9	427	1	1749	422	163	99	0	684	63	963	7	51	4	1088	53	149	385	1	588	4109
01:00 PM	100	226	0	96	2	424	119	52	32	0	203	11	222	3	9	0	245	14	34	98	1	147	1019
01:15 PM	102	221	6	85	0	414	133	36	32	0	201	13	221	2	16	3	255	7	41	112	0	160	1030
01:30 PM	89	251	3	91	0	434	128	45	19	0	192	8	205	0	9	5	227	8	44	109	0	161	1014
01:45 PM	79	219	9	96	0	403	116	47	29	0	192	20	248	0	10	0	278	8	45	106	0	159	1032
Total	370	917	18	368	2	1675	496	180	112	0	788	52	896	5	44	8	1005	37	164	425	1	627	4095
*** BREAK ***																							
04:00 PM	144	249	1	146	1	541	124	101	36	0	261	23	204	5	18	1	251	13	50	113	0	176	1229
04:15 PM	171	281	1	119	0	572	130	82	44	0	256	27	210	0	11	2	250	10	39	86	0	135	1213
04:30 PM	155	263	1	117	0	536	134	86	23	0	243	18	199	1	12	5	235	7	43	135	0	185	1199
04:45 PM	141	277	1	126	1	546	125	105	38	0	268	21	217	1	14	3	256	11	49	108	1	169	1239
Total	611	1070	4	508	2	2195	513	374	141	0	1028	89	830	7	55	11	992	41	181	442	1	665	4880
05:00 PM	195	313	2	150	0	660	113	90	31	0	234	22	225	3	14	0	264	13	54	126	0	193	1351
05:15 PM	178	258	1	157	0	594	128	86	28	0	242	34	251	1	10	3	299	12	51	126	1	190	1325
05:30 PM	140	181	1	109	0	431	124	98	27	0	249	31	187	2	16	2	238	8	60	110	0	178	1096
05:45 PM	195	292	2	159	4	652	128	77	29	0	234	25	179	0	22	0	226	6	38	76	0	120	1232
Total	708	1044	6	575	4	2337	493	351	115	0	959	112	842	6	62	5	1027	39	203	438	1	681	5004
Grand Total	2496	5312	39	2293	10	10150	3298	1347	664	0	5309	425	6086	35	303	30	6879	237	1177	3215	6	4635	26973
Apprch %	24.6	52.3	0.4	22.6	0.1		62.1	25.4	12.5	0		6.2	88.5	0.5	4.4	0.4		5.1	25.4	69.4	0.1		
Total %	9.3	19.7	0.1	8.5	0	37.6	12.2	5	2.5	0	19.7	1.6	22.6	0.1	1.1	0.1	25.5	0.9	4.4	11.9	0	17.2	
Passenger Cars	2462	5222	39	2264	10	9997	3263	1335	653	0	5251	423	5990	34	300	30	6777	232	1166	3179	5	4582	26607
% Passenger Cars	98.6	98.3	100	98.7	100	98.5	98.9	99.1	98.3	0	98.9	99.5	98.4	97.1	99	100	98.5	97.9	99.1	98.9	83.3	98.9	98.6
Heavy Vehicles	34	90	0	29	0	153	35	12	11	0	58	2	96	1	3	0	102	5	11	36	1	53	366
% Heavy Vehicles	1.4	1.7	0	1.3	0	1.5	1.1	0.9	1.7	0	1.1	0.5	1.6	2.9	1	0	1.5	2.1	0.9	1.1	16.7	1.1	1.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

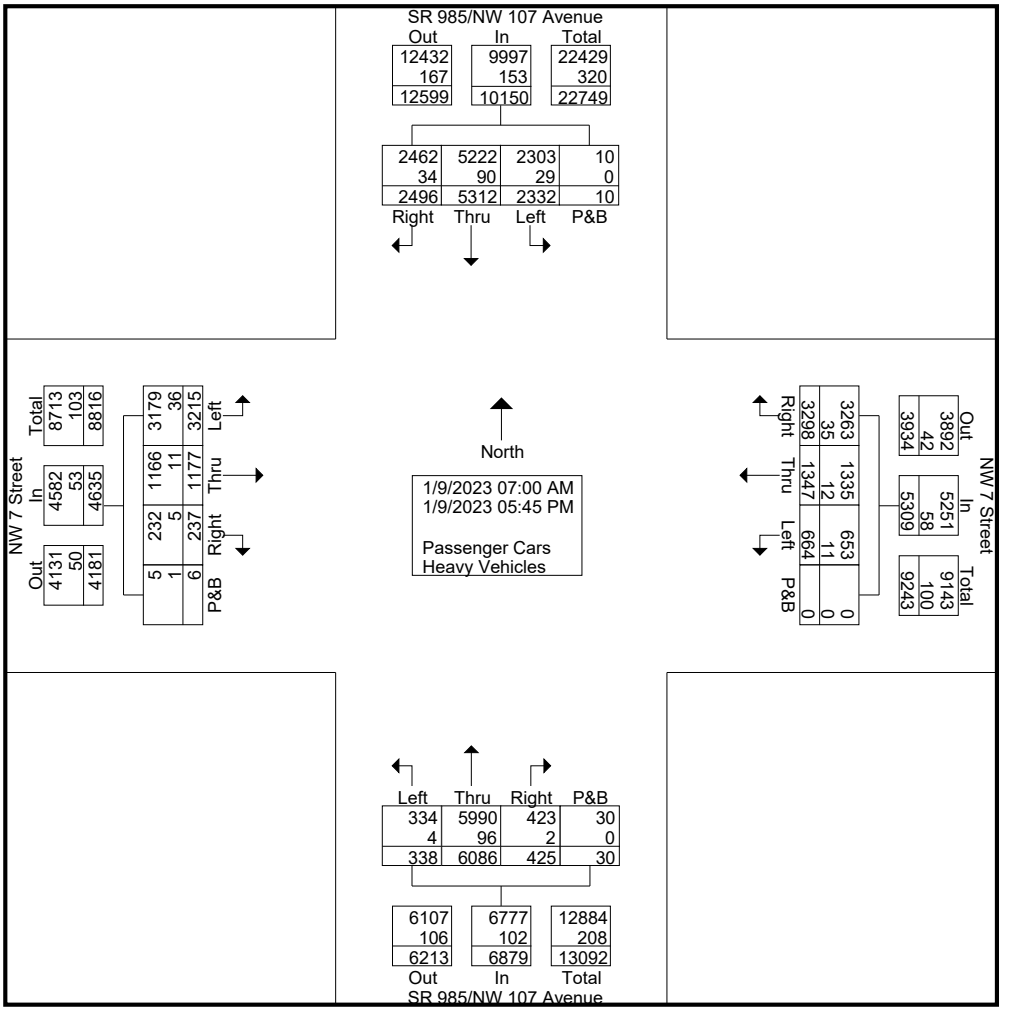
P&B CEL: Pedestrians and Bicyclists Crossing East Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
NW 7 Street

File Name : NW 107 Ave at NW 7 St
Site Code : 98500701
Start Date : 1/9/2023
Page No : 2

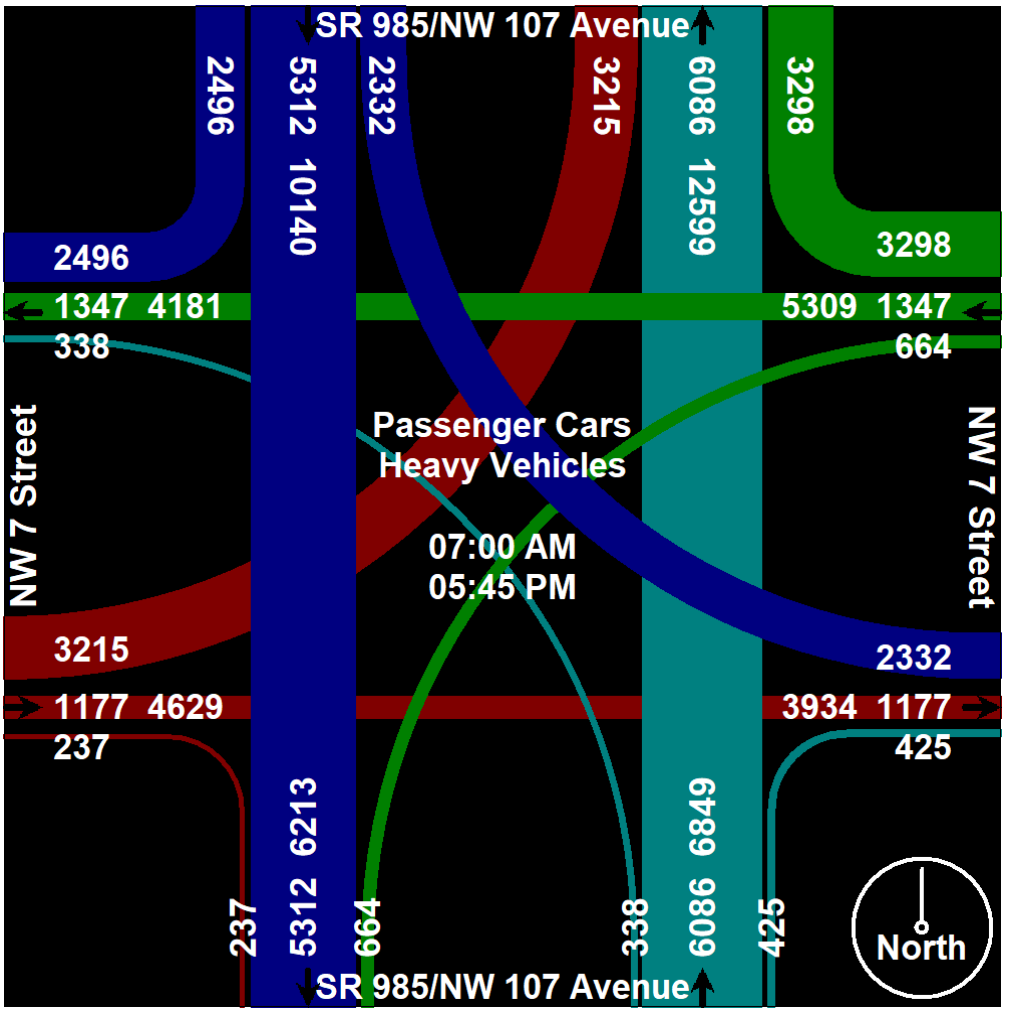


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
NW 7 Street

File Name : NW 107 Ave at NW 7 St
Site Code : 98500701
Start Date : 1/9/2023
Page No : 3



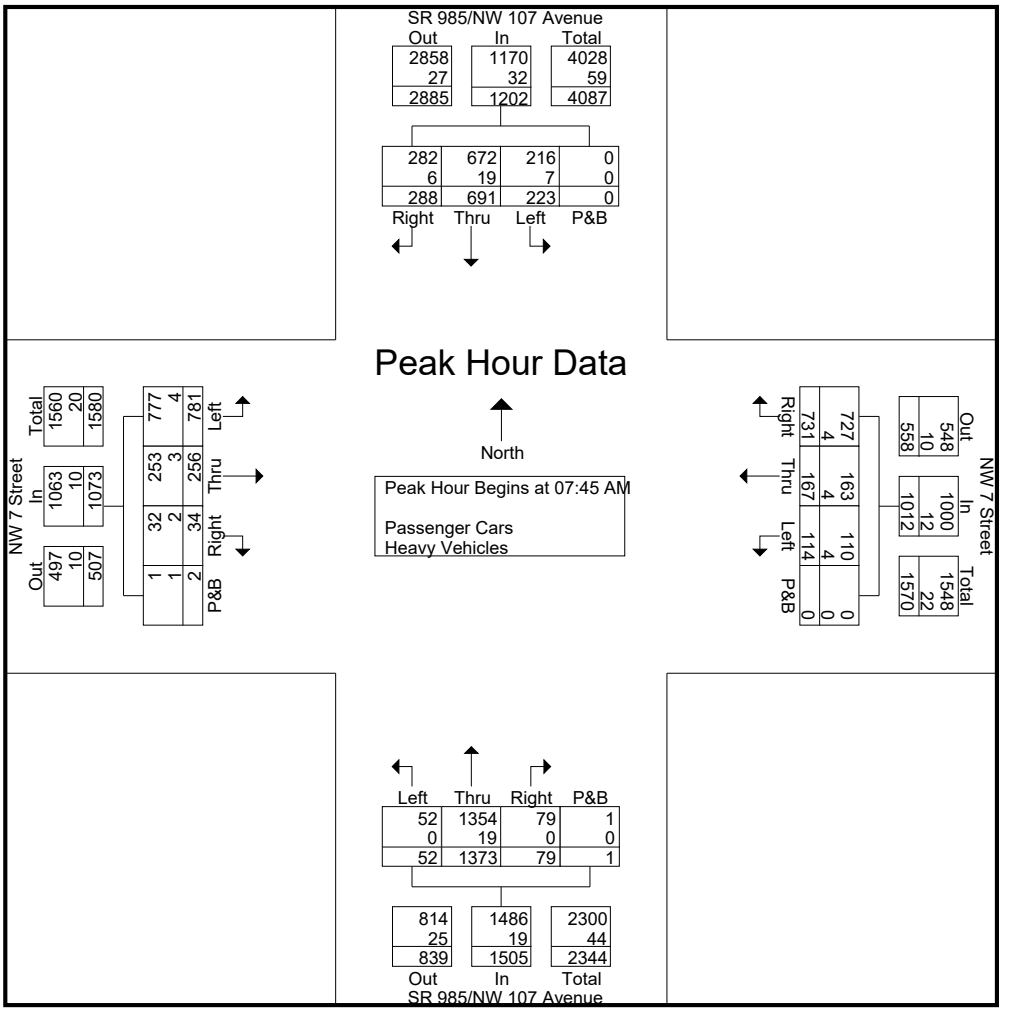
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
NW 7 Street

File Name : NW 107 Ave at NW 7 St
Site Code : 98500701
Start Date : 1/9/2023
Page No : 4

	SR 985/NW 107 Avenue Southbound						NW 7 Street Westbound					SR 985/NW 107 Avenue Northbound						NW 7 Street Eastbound					
Start Time	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:45 AM																							
07:45 AM	65	148	0	**60**	0	273	**198**	**49**	32	0	**279**	12	354	0	13	0	379	**12**	52	204	0	268	1199
08:00 AM	71	181	**1**	52	0	305	185	31	22	0	238	**25**	**378**	1	6	**1**	**411**	4	**70**	179	**2**	255	**1209**
08:15 AM	**77**	174	0	53	0	304	189	45	26	0	260	20	311	1	13	0	345	12	66	**209**	0	**287**	1196
08:30 AM	75	**188**	0	57	0	**320**	159	42	**34**	0	235	22	330	**3**	**15**	0	370	6	68	189	0	263	1188
Total Volume	288	691	1	222	0	1202	731	167	114	0	1012	79	1373	5	47	1	1505	34	256	781	2	1073	4792
% App. Total	24	57.5	0.1	18.5	0		72.2	16.5	11.3	0		5.2	91.2	0.3	3.1	0.1		3.2	23.9	72.8	0.2		
PHF	.935	.919	.250	.925	.000	.939	.923	.852	.838	.000	.907	.790	.908	.417	.783	.250	.915	.708	.914	.934	.250	.935	.991
Passenger Cars	282	672	1	215	0	1170	727	163	110	0	1000	79	1354	5	47	1	1486	32	253	777	1	1063	4719
% Passenger Cars	97.9	97.3	100	96.8	0	97.3	99.5	97.6	96.5	0	98.8	100	98.6	100	100	100	98.7	94.1	98.8	99.5	50.0	99.1	98.5
Heavy Vehicles	6	19	0	7	0	32	4	4	4	0	12	0	19	0	0	0	19	2	3	4	1	10	73
% Heavy Vehicles	2.1	2.7	0	3.2	0	2.7	0.5	2.4	3.5	0	1.2	0	1.4	0	0	0	1.3	5.9	1.2	0.5	50.0	0.9	1.5



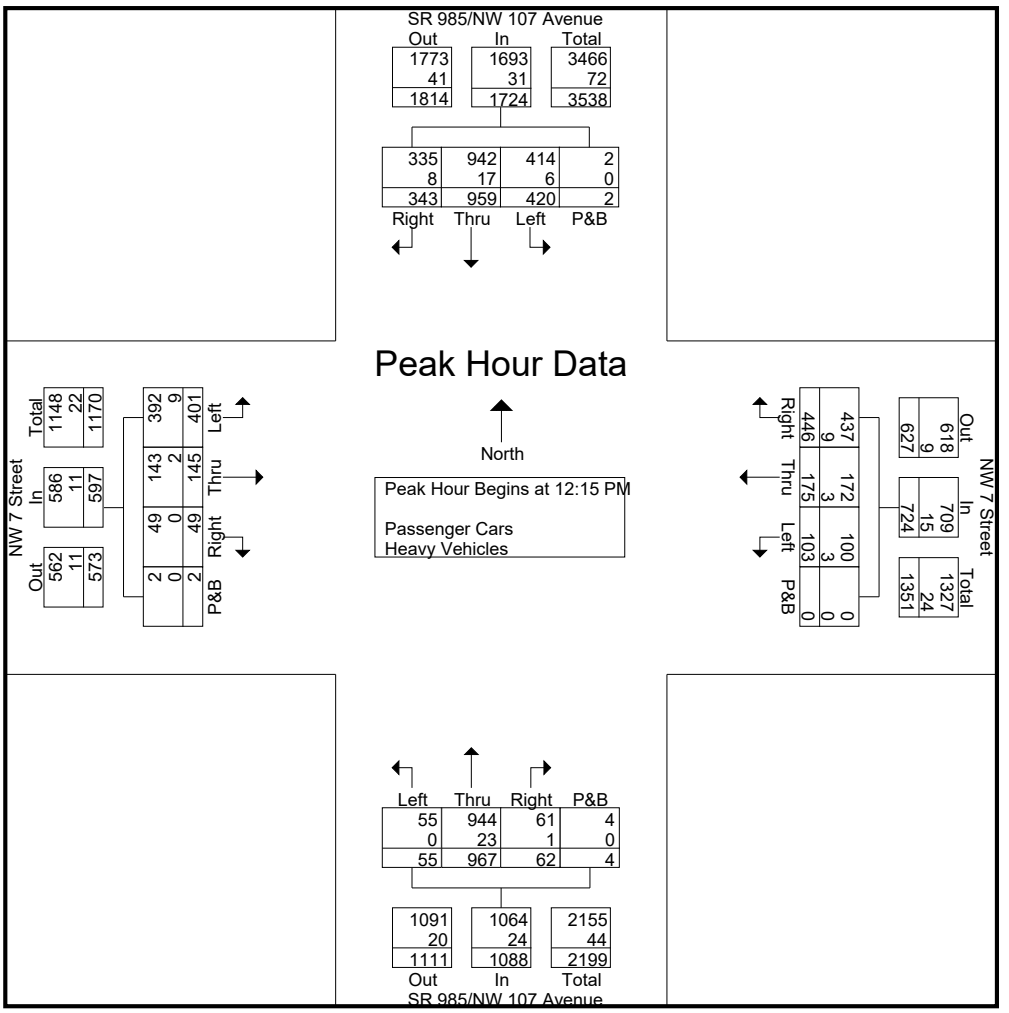
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
NW 7 Street

File Name : NW 107 Ave at NW 7 St
Site Code : 98500701
Start Date : 1/9/2023
Page No : 5

	SR 985/NW 107 Avenue Southbound						NW 7 Street Westbound					SR 985/NW 107 Avenue Northbound						NW 7 Street Eastbound					
Start Time	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 12:15 PM																							
12:15 PM	79	**279**	1	**111**	0	**470**	118	34	26	0	178	18	246	**3**	6	0	273	14	36	99	0	149	**1070**
12:30 PM	85	216	**4**	109	0	414	99	50	27	0	176	13	**250**	1	**19**	**2**	**285**	**16**	**40**	96	**1**	**153**	1028
12:45 PM	79	238	2	97	0	416	110	39	18	0	167	**20**	249	2	12	2	285	5	35	**108**	0	148	1016
01:00 PM	**100**	226	0	96	**2**	424	**119**	**52**	**32**	0	**203**	11	222	3	9	0	245	14	34	98	1	147	1019
Total Volume	343	959	7	413	2	1724	446	175	103	0	724	62	967	9	46	4	1088	49	145	401	2	597	4133
% App. Total	19.9	55.6	0.4	24	0.1		61.6	24.2	14.2	0		5.7	88.9	0.8	4.2	0.4		8.2	24.3	67.2	0.3		
PHF	.858	.859	.438	.930	.250	.917	.937	.841	.805	.000	.892	.775	.967	.750	.605	.500	.954	.766	.906	.928	.500	.975	.966
Passenger Cars	335	942	7	407	2	1693	437	172	100	0	709	61	944	9	46	4	1064	49	143	392	2	586	4052
% Passenger Cars	97.7	98.2	100	98.5	100	98.2	98.0	98.3	97.1	0	97.9	98.4	97.6	100	100	100	97.8	100	98.6	97.8	100	98.2	98.0
Heavy Vehicles	8	17	0	6	0	31	9	3	3	0	15	1	23	0	0	0	24	0	2	9	0	11	81
% Heavy Vehicles	2.3	1.8	0	1.5	0	1.8	2.0	1.7	2.9	0	2.1	1.6	2.4	0	0	0	2.2	0	1.4	2.2	0	1.8	2.0



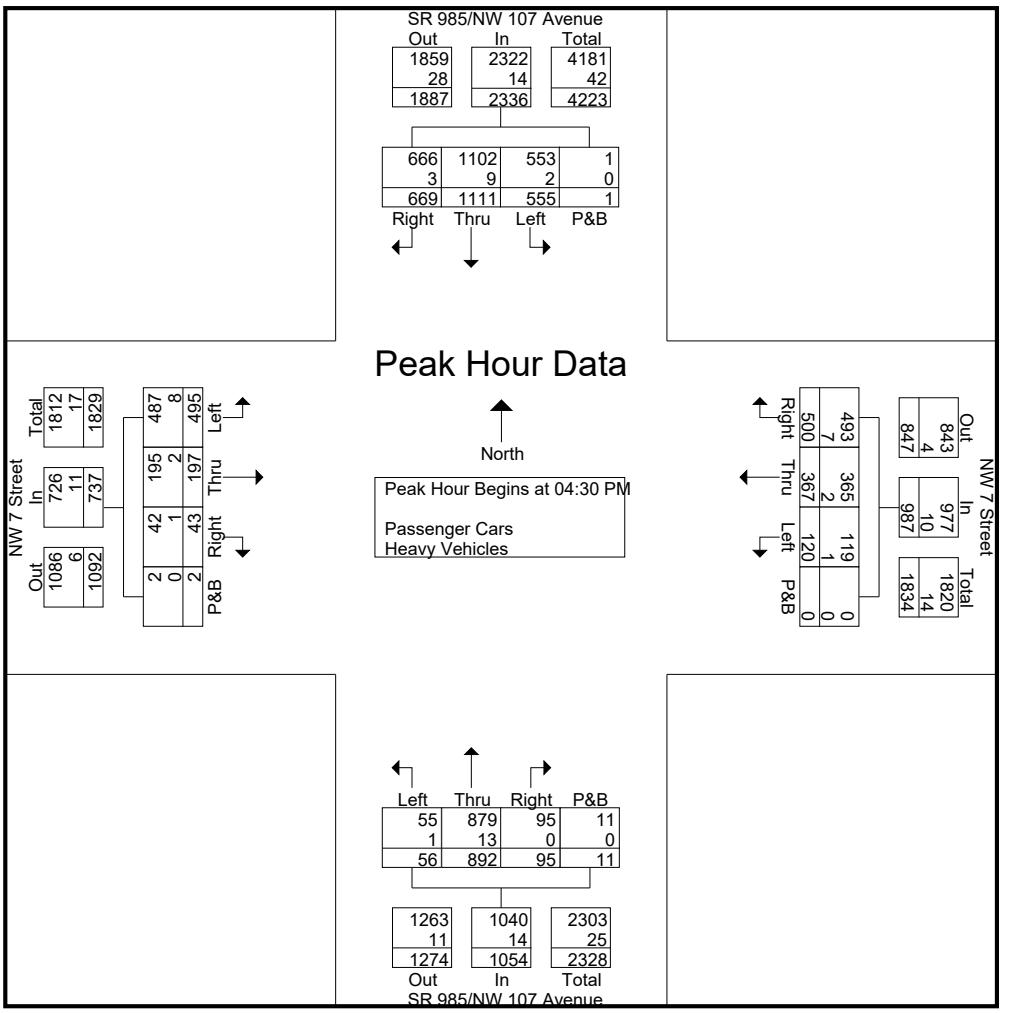
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
NW 7 Street

File Name : NW 107 Ave at NW 7 St
Site Code : 98500701
Start Date : 1/9/2023
Page No : 6

	SR 985/NW 107 Avenue Southbound						NW 7 Street Westbound					SR 985/NW 107 Avenue Northbound						NW 7 Street Eastbound					
Start Time	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Right	Thru	U - Turn	Left	P&B	App. Total	Right	Thru	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:30 PM																							
04:30 PM	155	263	1	117	0	536	**134**	86	23	0	243	18	199	1	12	**5**	235	7	43	**135**	0	185	1199
04:45 PM	141	277	1	126	**1**	546	125	**105**	**38**	0	**268**	21	217	1	**14**	3	256	11	49	108	**1**	169	1239
05:00 PM	**195**	**313**	**2**	150	0	**660**	113	90	31	0	234	22	225	**3**	14	0	264	**13**	**54**	126	0	**193**	**1351**
05:15 PM	178	258	1	**157**	0	594	128	86	28	0	242	**34**	**251**	1	10	3	**299**	12	51	126	1	190	1325
Total Volume	669	1111	5	550	1	2336	500	367	120	0	987	95	892	6	50	11	1054	43	197	495	2	737	5114
% App. Total	28.6	47.6	0.2	23.5	0		50.7	37.2	12.2	0		9	84.6	0.6	4.7	1		5.8	26.7	67.2	0.3		
PHF	.858	.887	.625	.876	.250	.885	.933	.874	.789	.000	.921	.699	.888	.500	.893	.550	.881	.827	.912	.917	.500	.955	.946
Passenger Cars	666	1102	5	548	1	2322	493	365	119	0	977	95	879	6	49	11	1040	42	195	487	2	726	5065
% Passenger Cars	99.6	99.2	100	99.6	100	99.4	98.6	99.5	99.2	0	99.0	100	98.5	100	98.0	100	98.7	97.7	99.0	98.4	100	98.5	99.0
Heavy Vehicles	3	9	0	2	0	14	7	2	1	0	10	0	13	0	1	0	14	1	2	8	0	11	49
% Heavy Vehicles	0.4	0.8	0	0.4	0	0.6	1.4	0.5	0.8	0	1.0	0	1.5	0	2.0	0	1.3	2.3	1.0	1.6	0	1.5	1.0



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 EB Off Ramp

File Name : NW 107 Ave at SR 836 EB Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 1

Groups Printed- Heavy Vehicles

	SR 985/NW 107 Avenue Southbound			SR 985/NW 107 Avenue Northbound			SR 836 Off Ramp Eastbound				
Start Time	Thru	P&B	App. Total	Thru	P&B	App. Total	Right	Left	P&B	App. Total	Int. Total
07:00 AM	6	0	6	3	0	3	0	3	0	3	12
07:15 AM	14	0	14	5	0	5	0	0	0	0	19
07:30 AM	6	0	6	8	0	8	0	2	0	2	16
07:45 AM	10	0	10	4	0	4	2	0	0	2	16
Total	36	0	36	20	0	20	2	5	0	7	63
08:00 AM	12	0	12	11	0	11	0	2	0	2	25
08:15 AM	5	0	5	6	0	6	0	1	0	1	12
08:30 AM	5	0	5	6	0	6	0	2	0	2	13
08:45 AM	10	0	10	6	0	6	1	0	0	1	17
Total	32	0	32	29	0	29	1	5	0	6	67
*** BREAK ***											
12:00 PM	9	0	9	8	0	8	0	1	0	1	18
12:15 PM	8	0	8	10	0	10	1	1	0	2	20
12:30 PM	4	0	4	8	0	8	1	4	0	5	17
12:45 PM	8	0	8	12	0	12	0	1	0	1	21
Total	29	0	29	38	0	38	2	7	0	9	76
01:00 PM	5	0	5	11	0	11	1	1	0	2	18
01:15 PM	4	0	4	7	0	7	0	3	0	3	14
01:30 PM	7	0	7	11	0	11	0	4	0	4	22
01:45 PM	4	0	4	4	0	4	1	3	0	4	12
Total	20	0	20	33	0	33	2	11	0	13	66
*** BREAK ***											
04:00 PM	1	0	1	8	0	8	0	1	0	1	10
04:15 PM	5	0	5	5	0	5	0	1	0	1	11
04:30 PM	2	0	2	9	0	9	0	0	0	0	11
04:45 PM	7	0	7	8	0	8	0	1	0	1	16
Total	15	0	15	30	0	30	0	3	0	3	48
05:00 PM	3	0	3	4	0	4	0	1	0	1	8
05:15 PM	3	0	3	8	0	8	0	0	0	0	11
05:30 PM	2	0	2	7	0	7	0	0	0	0	9
05:45 PM	4	0	4	1	0	1	0	2	0	2	7
Total	12	0	12	20	0	20	0	3	0	3	35
Grand Total	144	0	144	170	0	170	7	34	0	41	355
Apprch %	100	0		100	0		17.1	82.9	0		
Total %	40.6	0	40.6	47.9	0	47.9	2	9.6	0	11.5	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 EB Off Ramp

File Name : NW 107 Ave at SR 836 EB Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 1

Groups Printed- Passenger Cars

	SR 985/NW 107 Avenue Southbound			SR 985/NW 107 Avenue Northbound			SR 836 Off Ramp Eastbound				
Start Time	Thru	P&B	App. Total	Thru	P&B	App. Total	Right	Left	P&B	App. Total	Int. Total
07:00 AM	170	0	170	549	0	549	21	182	0	203	922
07:15 AM	206	0	206	635	0	635	23	189	0	212	1053
07:30 AM	226	0	226	743	0	743	31	177	0	208	1177
07:45 AM	230	0	230	770	0	770	46	202	0	248	1248
Total	832	0	832	2697	0	2697	121	750	0	871	4400
08:00 AM	276	0	276	712	0	712	41	183	0	224	1212
08:15 AM	253	1	254	724	0	724	41	189	0	230	1208
08:30 AM	331	0	331	686	0	686	38	152	0	190	1207
08:45 AM	305	0	305	585	0	585	38	189	1	228	1118
Total	1165	1	1166	2707	0	2707	158	713	1	872	4745
*** BREAK ***											
12:00 PM	435	0	435	383	0	383	24	45	0	69	887
12:15 PM	415	0	415	441	0	441	29	25	0	54	910
12:30 PM	375	0	375	432	0	432	31	45	0	76	883
12:45 PM	381	0	381	453	0	453	23	41	0	64	898
Total	1606	0	1606	1709	0	1709	107	156	0	263	3578
01:00 PM	399	0	399	414	0	414	14	37	0	51	864
01:15 PM	400	0	400	458	0	458	23	42	0	65	923
01:30 PM	406	0	406	418	0	418	30	49	0	79	903
01:45 PM	393	0	393	464	0	464	25	40	0	65	922
Total	1598	0	1598	1754	0	1754	92	168	0	260	3612
*** BREAK ***											
04:00 PM	539	0	539	445	0	445	25	36	0	61	1045
04:15 PM	488	0	488	410	0	410	37	29	0	66	964
04:30 PM	508	0	508	452	0	452	48	31	1	80	1040
04:45 PM	543	0	543	457	0	457	35	28	0	63	1063
Total	2078	0	2078	1764	0	1764	145	124	1	270	4112
05:00 PM	600	0	600	439	0	439	47	28	0	75	1114
05:15 PM	539	0	539	513	0	513	37	36	0	73	1125
05:30 PM	418	0	418	418	0	418	37	29	2	68	904
05:45 PM	621	0	621	387	0	387	24	23	1	48	1056
Total	2178	0	2178	1757	0	1757	145	116	3	264	4199
Grand Total	9457	1	9458	12388	0	12388	768	2027	5	2800	24646
Apprch %	100	0		100	0		27.4	72.4	0.2		
Total %	38.4	0	38.4	50.3	0	50.3	3.1	8.2	0	11.4	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 EB Off Ramp

File Name : NW 107 Ave at SR 836 EB Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SR 985/NW 107 Avenue Southbound			SR 985/NW 107 Avenue Northbound			SR 836 Off Ramp Eastbound				
Start Time	Thru	P&B	App. Total	Thru	P&B	App. Total	Right	Left	P&B	App. Total	Int. Total
07:00 AM	176	0	176	552	0	552	21	185	0	206	934
07:15 AM	220	0	220	640	0	640	23	189	0	212	1072
07:30 AM	232	0	232	751	0	751	31	179	0	210	1193
07:45 AM	240	0	240	774	0	774	48	202	0	250	1264
Total	868	0	868	2717	0	2717	123	755	0	878	4463
08:00 AM	288	0	288	723	0	723	41	185	0	226	1237
08:15 AM	258	1	259	730	0	730	41	190	0	231	1220
08:30 AM	336	0	336	692	0	692	38	154	0	192	1220
08:45 AM	315	0	315	591	0	591	39	189	1	229	1135
Total	1197	1	1198	2736	0	2736	159	718	1	878	4812
*** BREAK ***											
12:00 PM	444	0	444	391	0	391	24	46	0	70	905
12:15 PM	423	0	423	451	0	451	30	26	0	56	930
12:30 PM	379	0	379	440	0	440	32	49	0	81	900
12:45 PM	389	0	389	465	0	465	23	42	0	65	919
Total	1635	0	1635	1747	0	1747	109	163	0	272	3654
01:00 PM	404	0	404	425	0	425	15	38	0	53	882
01:15 PM	404	0	404	465	0	465	23	45	0	68	937
01:30 PM	413	0	413	429	0	429	30	53	0	83	925
01:45 PM	397	0	397	468	0	468	26	43	0	69	934
Total	1618	0	1618	1787	0	1787	94	179	0	273	3678
*** BREAK ***											
04:00 PM	540	0	540	453	0	453	25	37	0	62	1055
04:15 PM	493	0	493	415	0	415	37	30	0	67	975
04:30 PM	510	0	510	461	0	461	48	31	1	80	1051
04:45 PM	550	0	550	465	0	465	35	29	0	64	1079
Total	2093	0	2093	1794	0	1794	145	127	1	273	4160
05:00 PM	603	0	603	443	0	443	47	29	0	76	1122
05:15 PM	542	0	542	521	0	521	37	36	0	73	1136
05:30 PM	420	0	420	425	0	425	37	29	2	68	913
05:45 PM	625	0	625	388	0	388	24	25	1	50	1063
Total	2190	0	2190	1777	0	1777	145	119	3	267	4234
Grand Total	9601	1	9602	12558	0	12558	775	2061	5	2841	25001
Apprch %	100	0		100	0		27.3	72.5	0.2		
Total %	38.4	0	38.4	50.2	0	50.2	3.1	8.2	0	11.4	
Passenger Cars	9457	1	9458	12388	0	12388	768	2027	5	2800	24646
% Passenger Cars	98.5	100	98.5	98.6	0	98.6	99.1	98.4	100	98.6	98.6
Heavy Vehicles	144	0	144	170	0	170	7	34	0	41	355
% Heavy Vehicles	1.5	0	1.5	1.4	0	1.4	0.9	1.6	0	1.4	1.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

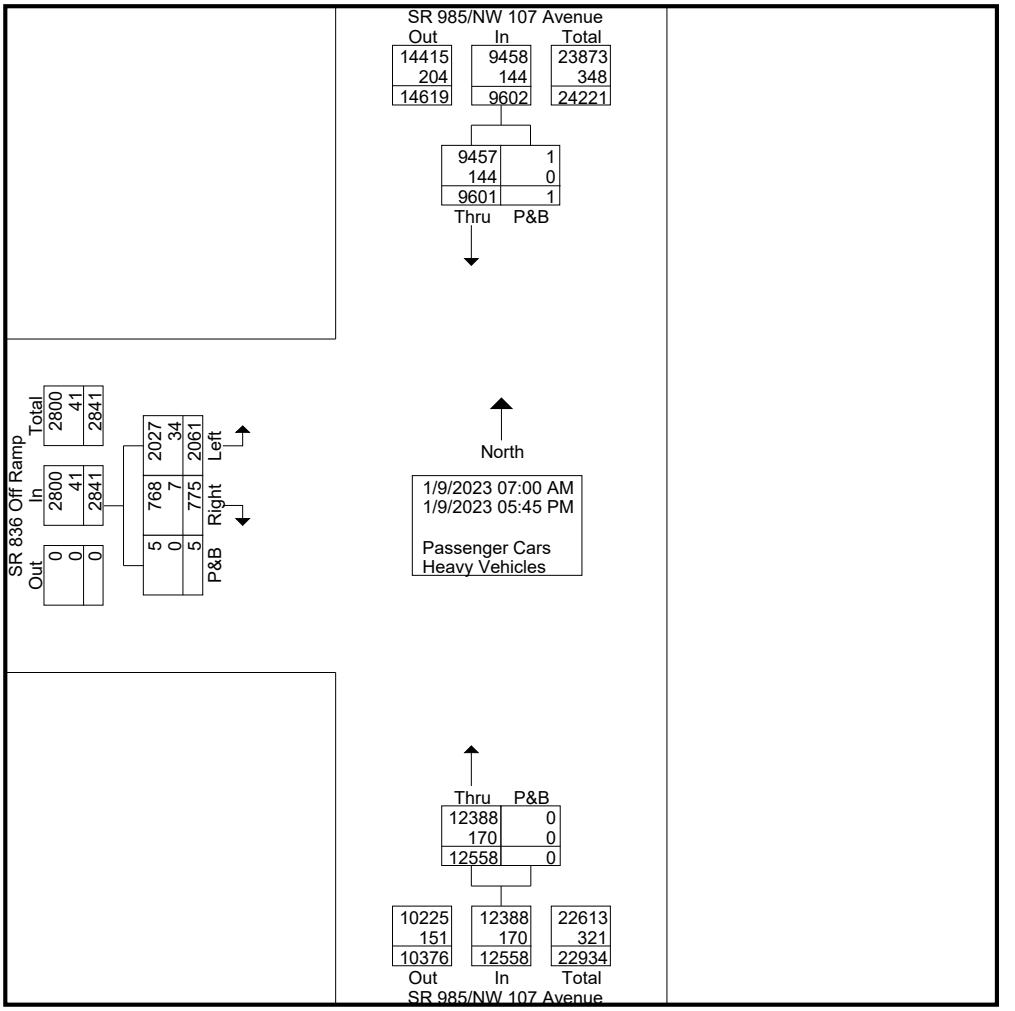
P&B CEL: Pedestrians and Bicyclists Crossing East Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 EB Off Ramp

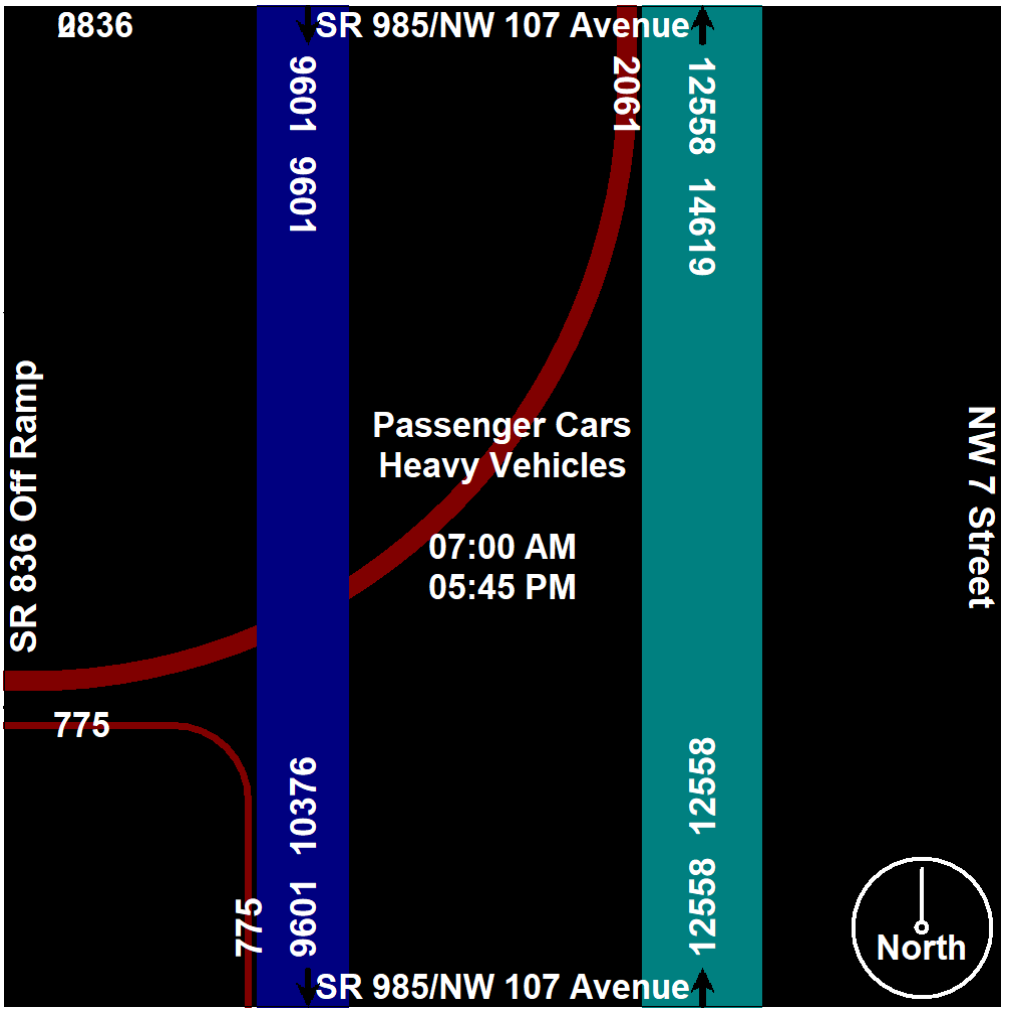
File Name : NW 107 Ave at SR 836 EB Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 2



CH Perez and Associates Consulting Engineers Inc.
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 EB Off Ramp

File Name : NW 107 Ave at SR 836 EB Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 3



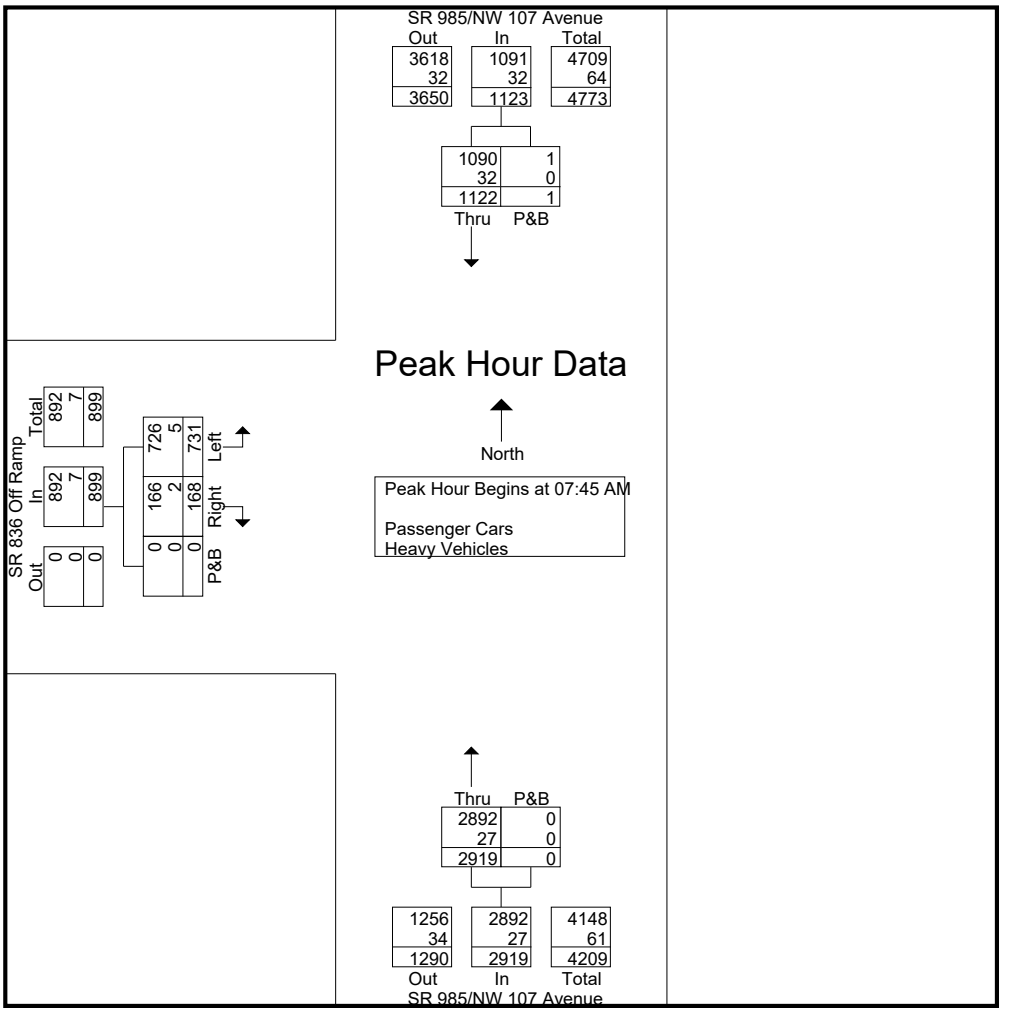
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 EB Off Ramp

File Name : NW 107 Ave at SR 836 EB Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 4

	SR 985/NW 107 Avenue Southbound			SR 985/NW 107 Avenue Northbound			SR 836 Off Ramp Eastbound				
Start Time	Thru	P&B	App. Total	Thru	P&B	App. Total	Right	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	240	0	240	**774**	0	**774**	**48**	**202**	0	**250**	**1264**
08:00 AM	288	0	288	723	0	723	41	185	0	226	1237
08:15 AM	258	**1**	259	730	0	730	41	190	0	231	1220
08:30 AM	**336**	0	**336**	692	0	692	38	154	0	192	1220
Total Volume	1122	1	1123	2919	0	2919	168	731	0	899	4941
% App. Total	99.9	0.1		100	0		18.7	81.3	0		
PHF	.835	.250	.836	.943	.000	.943	.875	.905	.000	.899	.977
Passenger Cars	1090	1	1091	2892	0	2892	166	726	0	892	4875
% Passenger Cars	97.1	100	97.2	99.1	0	99.1	98.8	99.3	0	99.2	98.7
Heavy Vehicles	32	0	32	27	0	27	2	5	0	7	66
% Heavy Vehicles	2.9	0	2.8	0.9	0	0.9	1.2	0.7	0	0.8	1.3



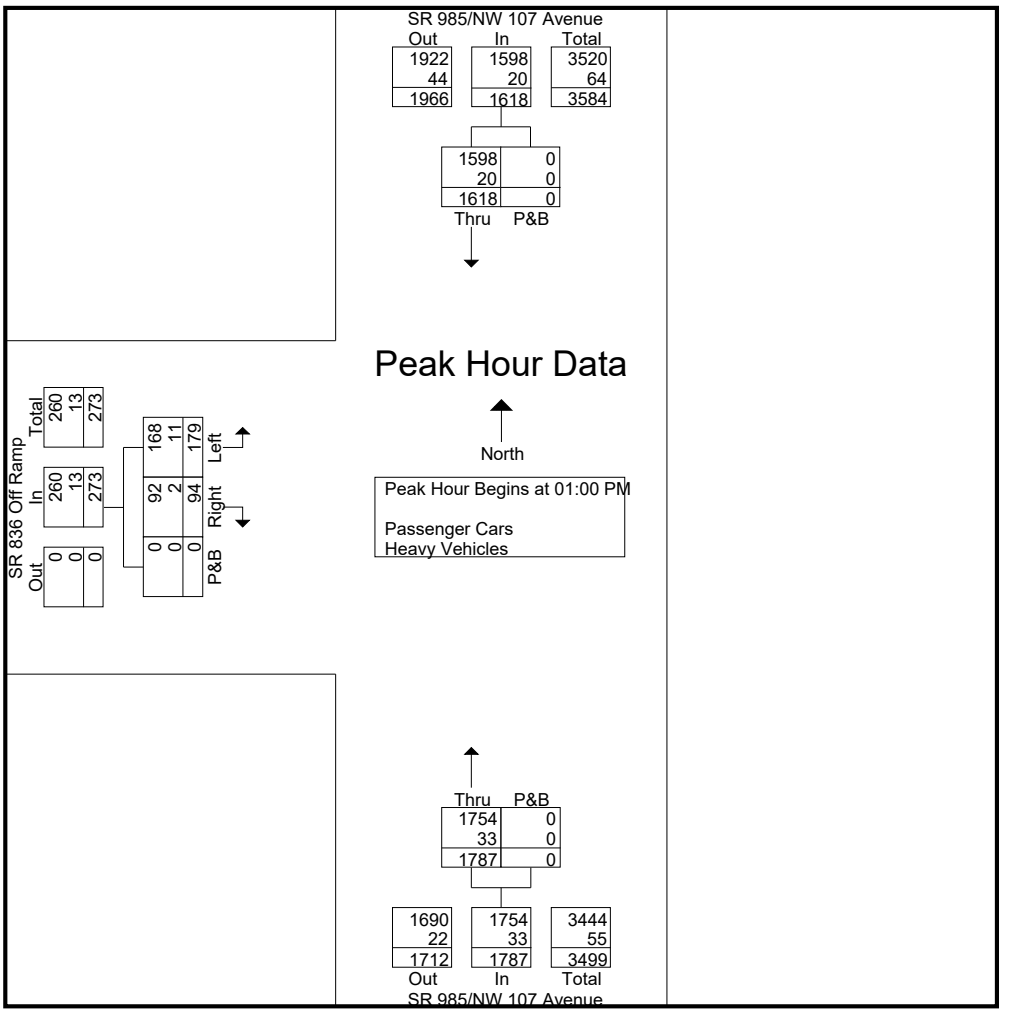
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 EB Off Ramp

File Name : NW 107 Ave at SR 836 EB Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 5

	SR 985/NW 107 Avenue Southbound			SR 985/NW 107 Avenue Northbound			SR 836 Off Ramp Eastbound				
Start Time	Thru	P&B	App. Total	Thru	P&B	App. Total	Right	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 01:00 PM											
01:00 PM	404	0	404	425	0	425	15	38	0	53	882
01:15 PM	404	0	404	465	0	465	23	45	0	68	**937**
01:30 PM	**413**	0	**413**	429	0	429	**30**	**53**	0	**83**	925
01:45 PM	397	0	397	**468**	0	**468**	26	43	0	69	934
Total Volume	1618	0	1618	1787	0	1787	94	179	0	273	3678
% App. Total	100	0		100	0		34.4	65.6	0		
PHF	.979	.000	.979	.955	.000	.955	.783	.844	.000	.822	.981
Passenger Cars	1598	0	1598	1754	0	1754	92	168	0	260	3612
% Passenger Cars	98.8	0	98.8	98.2	0	98.2	97.9	93.9	0	95.2	98.2
Heavy Vehicles	20	0	20	33	0	33	2	11	0	13	66
% Heavy Vehicles	1.2	0	1.2	1.8	0	1.8	2.1	6.1	0	4.8	1.8



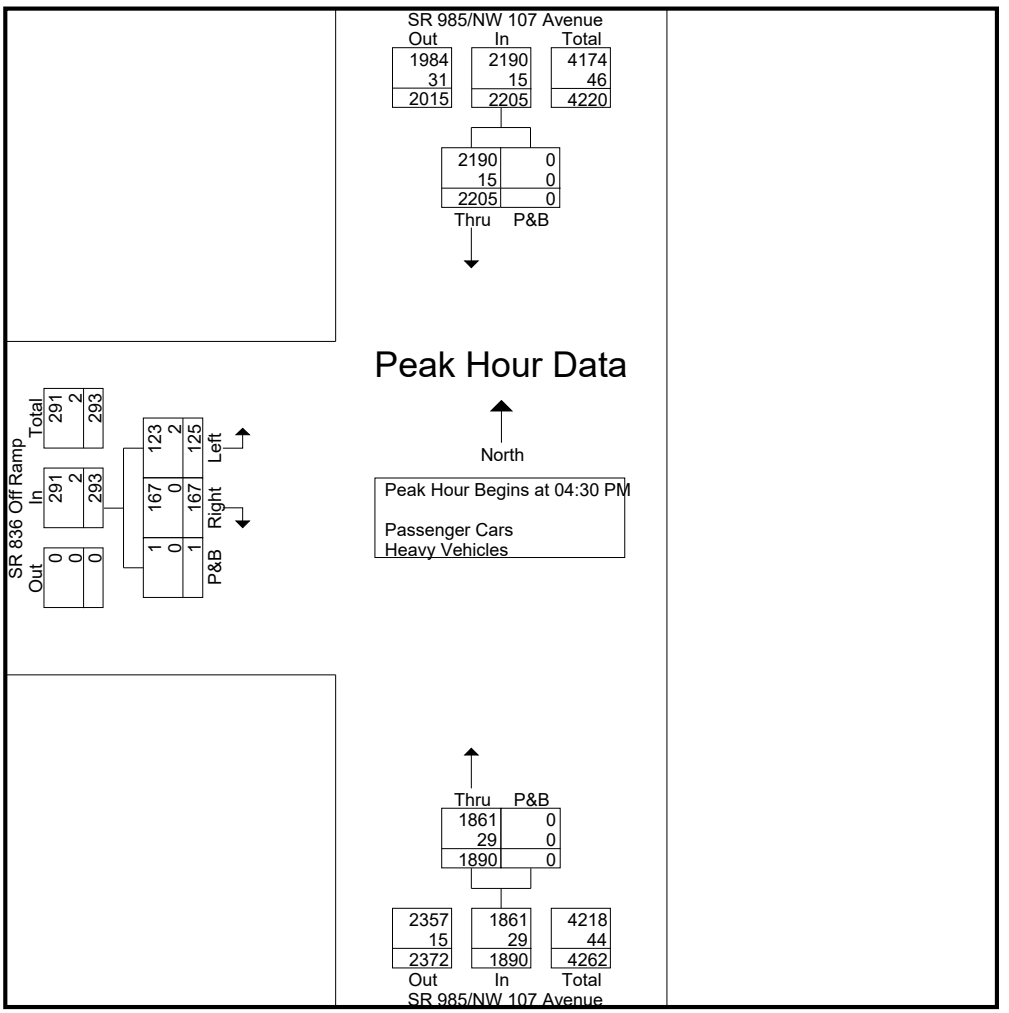
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 EB Off Ramp

File Name : NW 107 Ave at SR 836 EB Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 6

	SR 985/NW 107 Avenue Southbound			SR 985/NW 107 Avenue Northbound			SR 836 Off Ramp Eastbound				
Start Time	Thru	P&B	App. Total	Thru	P&B	App. Total	Right	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	510	0	510	461	0	461	**48**	31	**1**	**80**	1051
04:45 PM	550	0	550	465	0	465	35	29	0	64	1079
05:00 PM	**603**	0	**603**	443	0	443	47	29	0	76	1122
05:15 PM	542	0	542	**521**	0	**521**	37	**36**	0	73	**1136**
Total Volume	2205	0	2205	1890	0	1890	167	125	1	293	4388
% App. Total	100	0		100	0		57	42.7	0.3		
PHF	.914	.000	.914	.907	.000	.907	.870	.868	.250	.916	.966
Passenger Cars	2190	0	2190	1861	0	1861	167	123	1	291	4342
% Passenger Cars	99.3	0	99.3	98.5	0	98.5	100	98.4	100	99.3	99.0
Heavy Vehicles	15	0	15	29	0	29	0	2	0	2	46
% Heavy Vehicles	0.7	0	0.7	1.5	0	1.5	0	1.6	0	0.7	1.0



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 WB On - Off Ramp

File Name : NW 107 Ave at SR 836 WB On-Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 1

Groups Printed- Heavy Vehicles

	SR 985/NW 107 Avenue Southbound				SR 836 WB Off Ramp Westbound			SR 985/NW 107 Avenue Northbound					
Start Time	Right	Thru	P&B	App. Total	Right	P&B	App. Total	Thru	U - Turn	Left	P&B	App. Total	Int. Total
07:00 AM	10	8	0	18	4	0	4	1	0	1	0	2	24
07:15 AM	3	14	0	17	2	0	2	5	0	1	0	6	25
07:30 AM	6	9	0	15	1	0	1	4	0	1	0	5	21
07:45 AM	1	16	0	17	3	0	3	3	0	1	0	4	24
Total	20	47	0	67	10	0	10	13	0	4	0	17	94
08:00 AM	5	12	0	17	7	0	7	3	0	2	0	5	29
08:15 AM	5	19	0	24	7	0	7	4	0	1	0	5	36
08:30 AM	3	10	0	13	6	0	6	6	0	2	0	8	27
08:45 AM	1	16	0	17	5	0	5	2	0	1	0	3	25
Total	14	57	0	71	25	0	25	15	0	6	0	21	117
*** BREAK ***													
12:00 PM	10	10	0	20	10	0	10	5	0	0	0	5	35
12:15 PM	5	15	0	20	6	0	6	7	0	3	0	10	36
12:30 PM	3	10	0	13	10	0	10	6	0	2	0	8	31
12:45 PM	3	11	0	14	13	0	13	4	0	0	0	4	31
Total	21	46	0	67	39	0	39	22	0	5	0	27	133
01:00 PM	2	7	0	9	17	0	17	4	0	3	0	7	33
01:15 PM	4	13	0	17	8	0	8	4	0	0	0	4	29
01:30 PM	7	11	0	18	7	0	7	6	0	5	0	11	36
01:45 PM	3	12	0	15	9	0	9	5	0	1	0	6	30
Total	16	43	0	59	41	0	41	19	0	9	0	28	128
*** BREAK ***													
04:00 PM	2	5	0	7	3	0	3	6	0	1	0	7	17
04:15 PM	5	7	0	12	10	0	10	4	0	1	0	5	27
04:30 PM	1	2	0	3	3	0	3	3	0	3	0	6	12
04:45 PM	2	6	0	8	2	0	2	7	0	3	0	10	20
Total	10	20	0	30	18	0	18	20	0	8	0	28	76
05:00 PM	0	2	0	2	3	0	3	3	0	1	0	4	9
05:15 PM	3	3	0	6	4	0	4	4	0	1	0	5	15
05:30 PM	0	4	0	4	1	0	1	4	0	1	0	5	10
05:45 PM	3	5	0	8	2	0	2	3	0	1	0	4	14
Total	6	14	0	20	10	0	10	14	0	4	0	18	48
Grand Total	87	227	0	314	143	0	143	103	0	36	0	139	596
Apprch %	27.7	72.3	0		100	0		74.1	0	25.9	0		
Total %	14.6	38.1	0	52.7	24	0	24	17.3	0	6	0	23.3	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 WB On - Off Ramp

File Name : NW 107 Ave at SR 836 WB On-Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 1

Groups Printed- Passenger Cars

	SR 985/NW 107 Avenue Southbound				SR 836 WB Off Ramp Westbound			SR 985/NW 107 Avenue Northbound					
Start Time	Right	Thru	P&B	App. Total	Right	P&B	App. Total	Thru	U - Turn	Left	P&B	App. Total	Int. Total
07:00 AM	22	190	0	212	138	1	139	435	1	123	0	559	910
07:15 AM	24	223	0	247	130	3	133	438	0	140	0	578	958
07:30 AM	35	279	0	314	138	0	138	504	1	122	0	627	1079
07:45 AM	33	278	0	311	159	2	161	543	0	154	0	697	1169
Total	114	970	0	1084	565	6	571	1920	2	539	0	2461	4116
08:00 AM	47	356	0	403	179	2	181	435	3	139	0	577	1161
08:15 AM	40	391	0	431	173	1	174	469	0	125	0	594	1199
08:30 AM	60	443	0	503	163	2	165	471	1	123	0	595	1263
08:45 AM	42	391	0	433	179	3	182	414	2	100	0	516	1131
Total	189	1581	0	1770	694	8	702	1789	6	487	0	2282	4754
*** BREAK ***													
12:00 PM	66	502	0	568	202	2	204	257	3	53	0	313	1085
12:15 PM	83	417	0	500	171	2	173	276	5	83	0	364	1037
12:30 PM	48	406	0	454	206	0	206	283	2	79	0	364	1024
12:45 PM	65	423	0	488	196	0	196	282	7	72	0	361	1045
Total	262	1748	0	2010	775	4	779	1098	17	287	0	1402	4191
01:00 PM	79	434	0	513	171	0	171	257	1	76	0	334	1018
01:15 PM	82	421	0	503	193	0	193	269	2	86	0	357	1053
01:30 PM	89	416	0	505	164	3	167	273	1	62	0	336	1008
01:45 PM	82	404	0	486	191	1	192	269	4	107	0	380	1058
Total	332	1675	0	2007	719	4	723	1068	8	331	0	1407	4137
*** BREAK ***													
04:00 PM	170	619	0	789	102	1	103	265	0	99	0	364	1256
04:15 PM	134	545	0	679	98	7	105	231	2	107	0	340	1124
04:30 PM	146	619	0	765	76	4	80	256	3	86	0	345	1190
04:45 PM	145	611	0	756	78	2	80	291	2	79	0	372	1208
Total	595	2394	0	2989	354	14	368	1043	7	371	0	1421	4778
05:00 PM	154	718	0	872	88	3	91	251	0	79	0	330	1293
05:15 PM	142	633	0	775	78	7	85	279	0	94	0	373	1233
05:30 PM	116	467	0	583	58	2	60	256	2	98	0	356	999
05:45 PM	139	668	0	807	92	1	93	230	2	90	0	322	1222
Total	551	2486	0	3037	316	13	329	1016	4	361	0	1381	4747
Grand Total	2043	10854	0	12897	3423	49	3472	7934	44	2376	0	10354	26723
Apprch %	15.8	84.2	0		98.6	1.4		76.6	0.4	22.9	0		
Total %	7.6	40.6	0	48.3	12.8	0.2	13	29.7	0.2	8.9	0	38.7	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 WB On - Off Ramp

File Name : NW 107 Ave at SR 836 WB On-Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SR 985/NW 107 Avenue Southbound				SR 836 WB Off Ramp Westbound			SR 985/NW 107 Avenue Northbound					
Start Time	Right	Thru	P&B	App. Total	Right	P&B	App. Total	Thru	U - Turn	Left	P&B	App. Total	Int. Total
07:00 AM	32	198	0	230	142	1	143	436	1	124	0	561	934
07:15 AM	27	237	0	264	132	3	135	443	0	141	0	584	983
07:30 AM	41	288	0	329	139	0	139	508	1	123	0	632	1100
07:45 AM	34	294	0	328	162	2	164	546	0	155	0	701	1193
Total	134	1017	0	1151	575	6	581	1933	2	543	0	2478	4210
08:00 AM	52	368	0	420	186	2	188	438	3	141	0	582	1190
08:15 AM	45	410	0	455	180	1	181	473	0	126	0	599	1235
08:30 AM	63	453	0	516	169	2	171	477	1	125	0	603	1290
08:45 AM	43	407	0	450	184	3	187	416	2	101	0	519	1156
Total	203	1638	0	1841	719	8	727	1804	6	493	0	2303	4871
*** BREAK ***													
12:00 PM	76	512	0	588	212	2	214	262	3	53	0	318	1120
12:15 PM	88	432	0	520	177	2	179	283	5	86	0	374	1073
12:30 PM	51	416	0	467	216	0	216	289	2	81	0	372	1055
12:45 PM	68	434	0	502	209	0	209	286	7	72	0	365	1076
Total	283	1794	0	2077	814	4	818	1120	17	292	0	1429	4324
01:00 PM	81	441	0	522	188	0	188	261	1	79	0	341	1051
01:15 PM	86	434	0	520	201	0	201	273	2	86	0	361	1082
01:30 PM	96	427	0	523	171	3	174	279	1	67	0	347	1044
01:45 PM	85	416	0	501	200	1	201	274	4	108	0	386	1088
Total	348	1718	0	2066	760	4	764	1087	8	340	0	1435	4265
*** BREAK ***													
04:00 PM	172	624	0	796	105	1	106	271	0	100	0	371	1273
04:15 PM	139	552	0	691	108	7	115	235	2	108	0	345	1151
04:30 PM	147	621	0	768	79	4	83	259	3	89	0	351	1202
04:45 PM	147	617	0	764	80	2	82	298	2	82	0	382	1228
Total	605	2414	0	3019	372	14	386	1063	7	379	0	1449	4854
05:00 PM	154	720	0	874	91	3	94	254	0	80	0	334	1302
05:15 PM	145	636	0	781	82	7	89	283	0	95	0	378	1248
05:30 PM	116	471	0	587	59	2	61	260	2	99	0	361	1009
05:45 PM	142	673	0	815	94	1	95	233	2	91	0	326	1236
Total	557	2500	0	3057	326	13	339	1030	4	365	0	1399	4795
Grand Total	2130	11081	0	13211	3566	49	3615	8037	44	2412	0	10493	27319
Apprch %	16.1	83.9	0		98.6	1.4		76.6	0.4	23	0		
Total %	7.8	40.6	0	48.4	13.1	0.2	13.2	29.4	0.2	8.8	0	38.4	
Passenger Cars	2043	10854	0	12897	3423	49	3472	7934	44	2376	0	10354	26723
% Passenger Cars	95.9	98	0	97.6	96	100	96	98.7	100	98.5	0	98.7	97.8
Heavy Vehicles	87	227	0	314	143	0	143	103	0	36	0	139	596
% Heavy Vehicles	4.1	2	0	2.4	4	0	4	1.3	0	1.5	0	1.3	2.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

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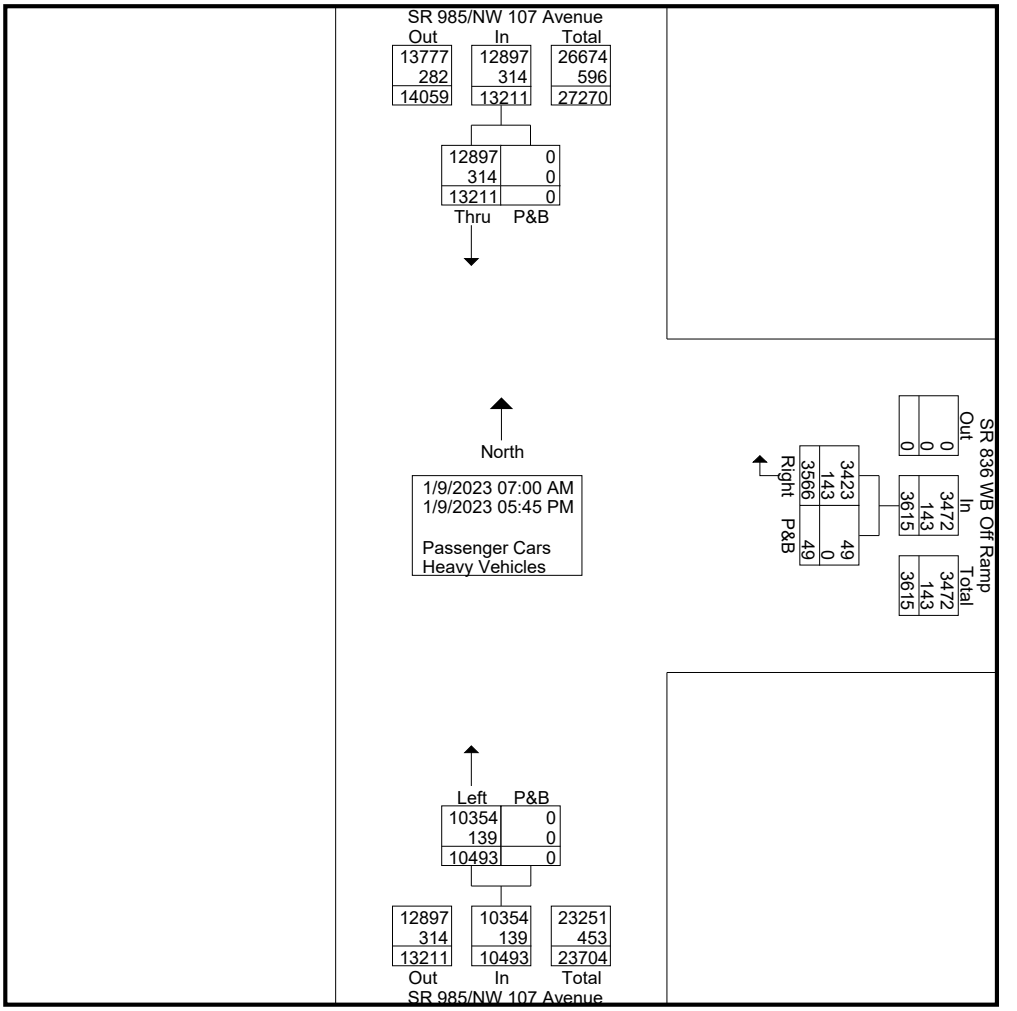
Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 WB On - Off Ramp

File Name : NW 107 Ave at SR 836 WB On-Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 2



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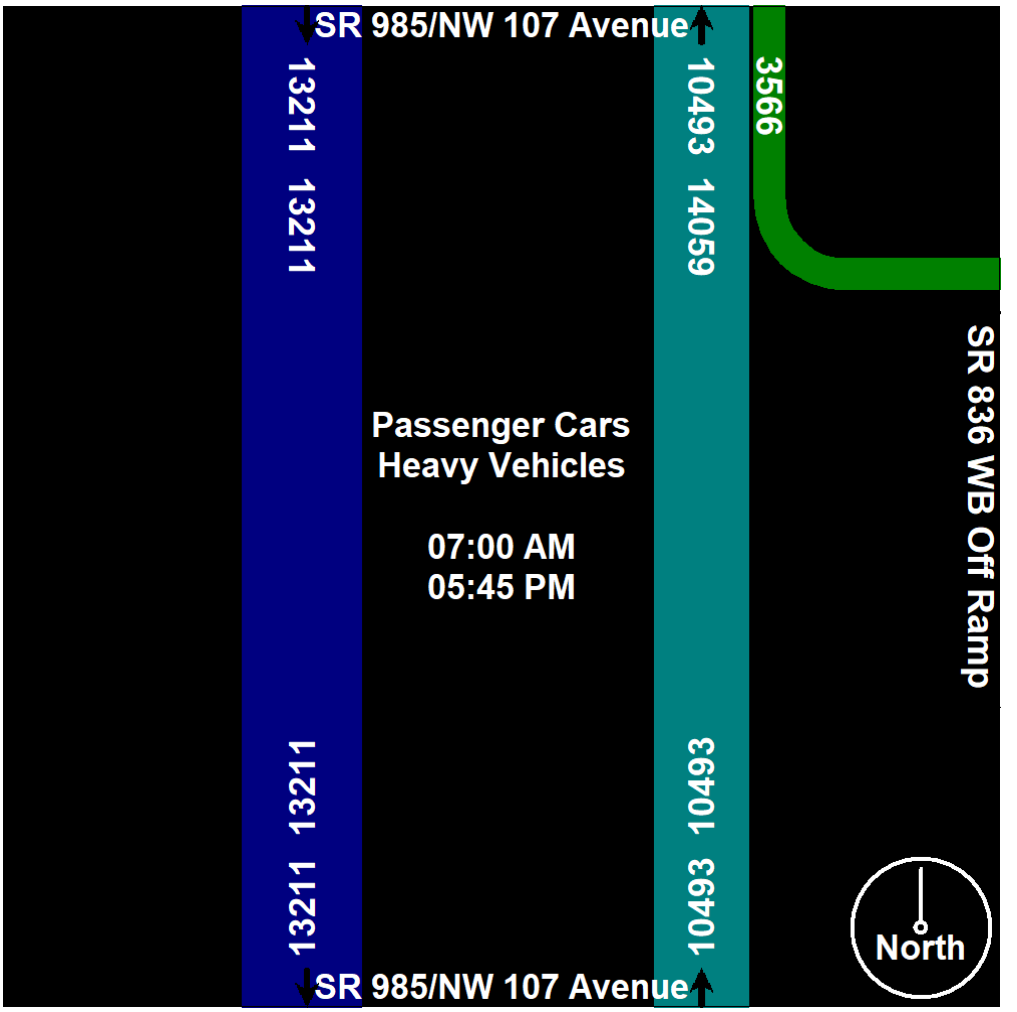
9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 WB On - Off Ramp

File Name : NW 107 Ave at SR 836 WB On-Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 3



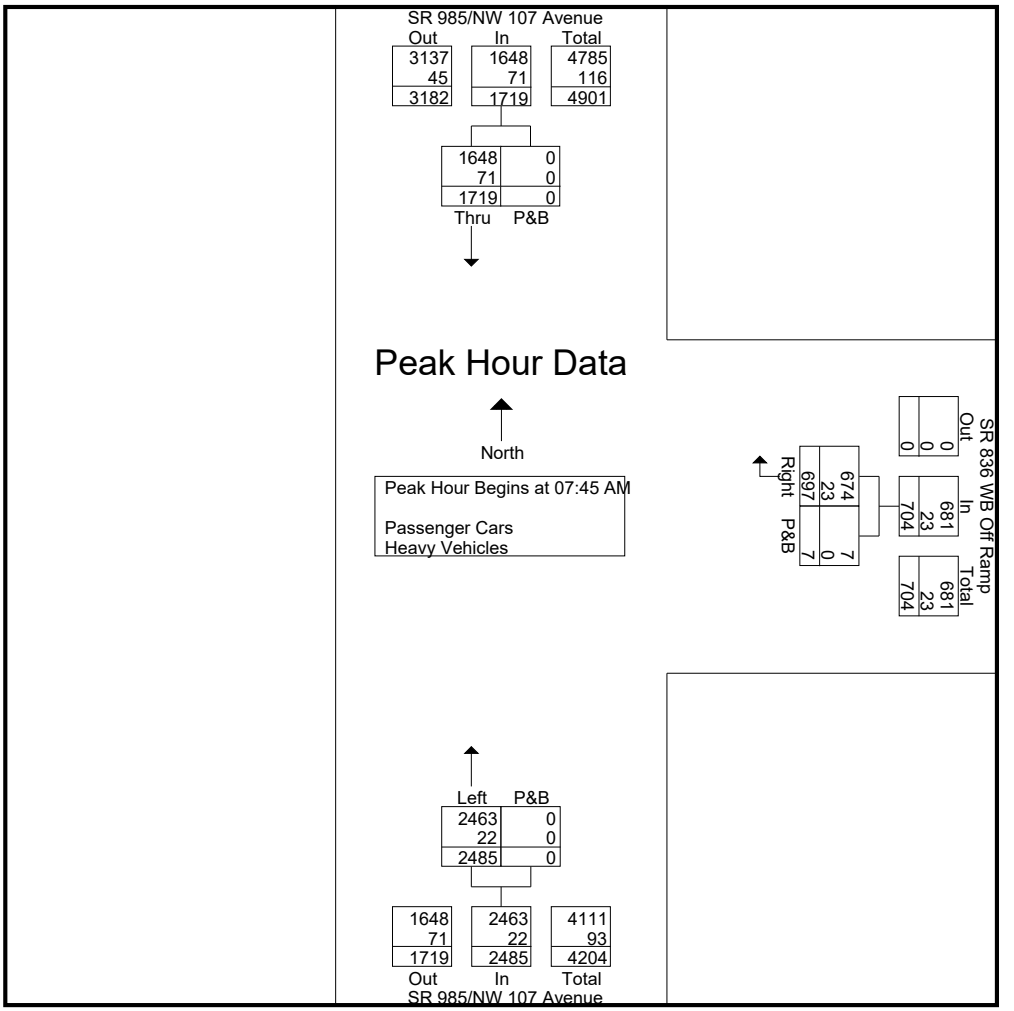
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 WB On - Off Ramp

File Name : NW 107 Ave at SR 836 WB On-Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 4

	SR 985/NW 107 Avenue Southbound				SR 836 WB Off Ramp Westbound			SR 985/NW 107 Avenue Northbound					
Start Time	Right	Thru	P&B	App. Total	Right	P&B	App. Total	Thru	U - Turn	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	34	294	0	328	162	**2**	164	**546**	0	**155**	0	**701**	1193
08:00 AM	52	368	0	420	**186**	2	**188**	438	**3**	141	0	582	1190
08:15 AM	45	410	0	455	180	1	181	473	0	126	0	599	1235
08:30 AM	**63**	**453**	0	**516**	169	2	171	477	1	125	0	603	**1290**
Total Volume	194	1525	0	1719	697	7	704	1934	4	547	0	2485	4908
% App. Total	11.3	88.7	0		99	1		77.8	0.2	22	0		
PHF	.770	.842	.000	.833	.937	.875	.936	.886	.333	.882	.000	.886	.951
Passenger Cars	180	1468	0	1648	674	7	681	1918	4	541	0	2463	4792
% Passenger Cars	92.8	96.3	0	95.9	96.7	100	96.7	99.2	100	98.9	0	99.1	97.6
Heavy Vehicles	14	57	0	71	23	0	23	16	0	6	0	22	116
% Heavy Vehicles	7.2	3.7	0	4.1	3.3	0	3.3	0.8	0	1.1	0	0.9	2.4



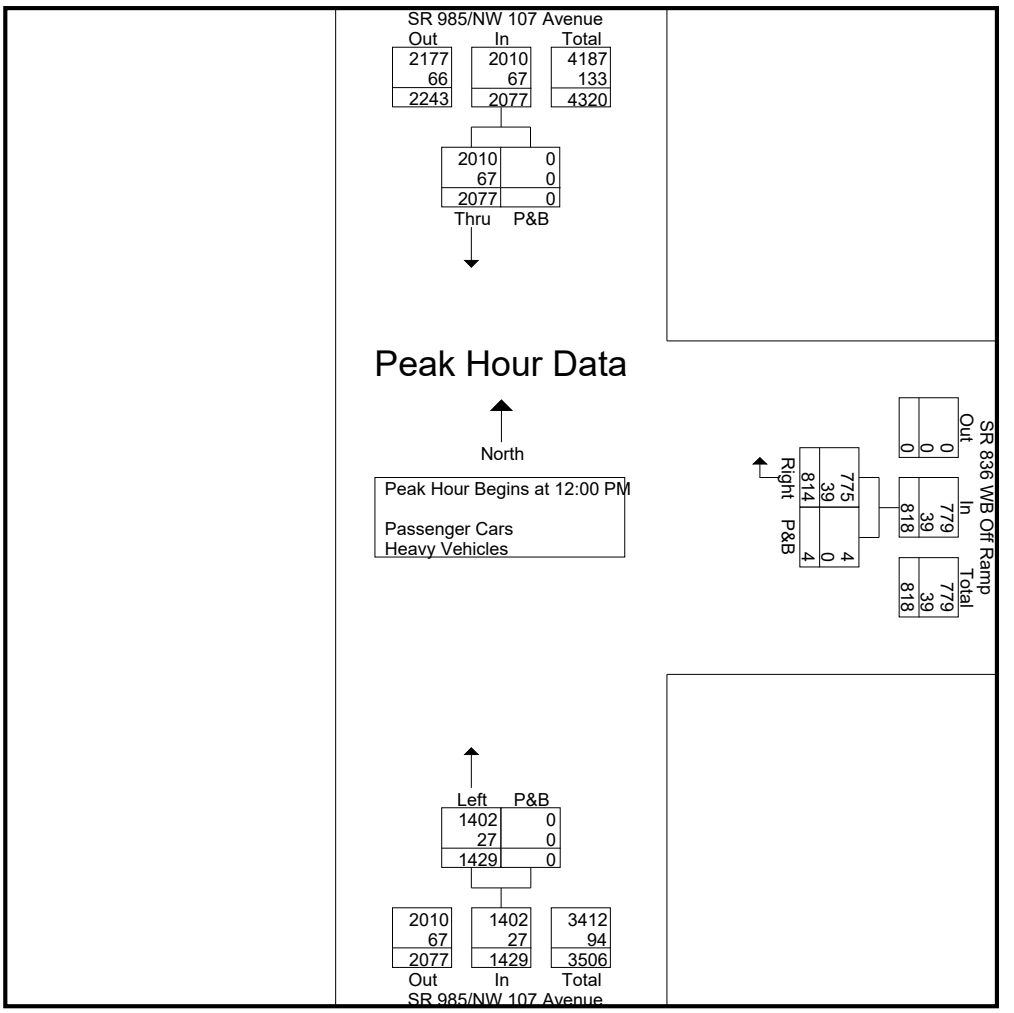
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 WB On - Off Ramp

File Name : NW 107 Ave at SR 836 WB On-Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 5

	SR 985/NW 107 Avenue Southbound				SR 836 WB Off Ramp Westbound			SR 985/NW 107 Avenue Northbound					
Start Time	Right	Thru	P&B	App. Total	Right	P&B	App. Total	Thru	U - Turn	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	76	**512**	0	**588**	212	**2**	214	262	3	53	0	318	**1120**
12:15 PM	**88**	432	0	520	177	2	179	283	5	**86**	0	**374**	1073
12:30 PM	51	416	0	467	**216**	0	**216**	**289**	2	81	0	372	1055
12:45 PM	68	434	0	502	209	0	209	286	**7**	72	0	365	1076
Total Volume	283	1794	0	2077	814	4	818	1120	17	292	0	1429	4324
% App. Total	13.6	86.4	0		99.5	0.5		78.4	1.2	20.4	0		
PHF	.804	.876	.000	.883	.942	.500	.947	.969	.607	.849	.000	.955	.965
Passenger Cars	262	1748	0	2010	775	4	779	1098	17	287	0	1402	4191
% Passenger Cars	92.6	97.4	0	96.8	95.2	100	95.2	98.0	100	98.3	0	98.1	96.9
Heavy Vehicles	21	46	0	67	39	0	39	22	0	5	0	27	133
% Heavy Vehicles	7.4	2.6	0	3.2	4.8	0	4.8	2.0	0	1.7	0	1.9	3.1



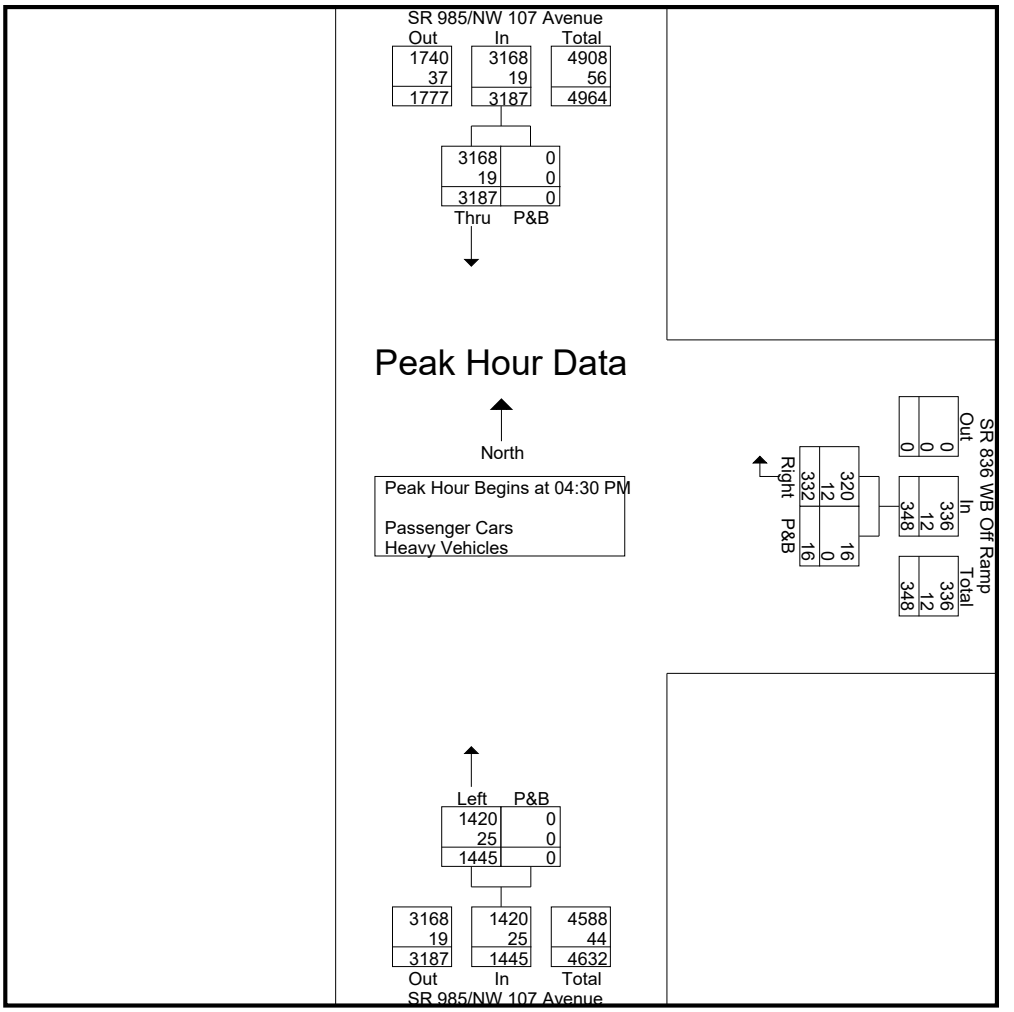
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR 985/NW 107 Avenue at
SR 836 WB On - Off Ramp

File Name : NW 107 Ave at SR 836 WB On-Off Ramp
Site Code : 98583601
Start Date : 1/9/2023
Page No : 6

	SR 985/NW 107 Avenue Southbound				SR 836 WB Off Ramp Westbound			SR 985/NW 107 Avenue Northbound					
Start Time	Right	Thru	P&B	App. Total	Right	P&B	App. Total	Thru	U - Turn	Left	P&B	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	147	621	0	768	79	4	83	259	**3**	89	0	351	1202
04:45 PM	147	617	0	764	80	2	82	**298**	2	82	0	**382**	1228
05:00 PM	**154**	**720**	0	**874**	**91**	3	**94**	254	0	80	0	334	**1302**
05:15 PM	145	636	0	781	82	**7**	89	283	0	**95**	0	378	1248
Total Volume	593	2594	0	3187	332	16	348	1094	5	346	0	1445	4980
% App. Total	18.6	81.4	0		95.4	4.6		75.7	0.3	23.9	0		
PHF	.963	.901	.000	.912	.912	.571	.926	.918	.417	.911	.000	.946	.956
Passenger Cars	587	2581	0	3168	320	16	336	1077	5	338	0	1420	4924
% Passenger Cars	99.0	99.5	0	99.4	96.4	100	96.6	98.4	100	97.7	0	98.3	98.9
Heavy Vehicles	6	13	0	19	12	0	12	17	0	8	0	25	56
% Heavy Vehicles	1.0	0.5	0	0.6	3.6	0	3.4	1.6	0	2.3	0	1.7	1.1



APPENDIX E – ANNUAL CRASH SUMMARY SHEETS

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 87072000 STATE ROUTE: 985
ROADWAY LIMITS: From MP 6.827 to 7.604 M.P. 6.827 TO 7.604 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)
87663970	1	0.930	12/07/18	Fri	3:55 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87663098	2	0.997	11/29/18	Thu	2:29 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87649231	3	0.997	08/22/18	Wed	3:40 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87648413	4	0.997	08/12/18	Sun	6:22 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88052605	5	0.997	12/14/18	Fri	6:32 AM	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
87645508	6	0.997	07/20/18	Fri	1:37 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87663404	7	0.997	12/04/18	Tue	6:15 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87646028	8	0.997	09/22/18	Sat	2:53 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87631347	9	0.997	03/23/18	Fri	10:20 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87233884	10	7.314	06/24/18	Sun	7:10 PM	Angle	0	0	1	Day	Wet	Ran Red Light
87634527	11	0.997	04/27/18	Fri	1:06 PM	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
87328864	12	0.997	07/18/18	Wed	7:26 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87331200	13	0.997	01/19/18	Fri	5:20 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87644877	14	0.997	07/17/18	Tue	6:00 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87662198	15	0.997	11/20/18	Tue	2:32 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
87659920	16	0.997	11/09/18	Fri	6:40 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87626020	17	1.006	02/12/18	Mon	6:28 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
87727741	18	7.500	06/28/18	Thu	10:50 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87727980	19	0.019	10/19/18	Fri	12:10 PM	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
88026955	20	7.551	11/09/18	Fri	6:20 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
87648345	21	7.554	08/11/18	Sat	6:20 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
87242536	22	7.556	08/01/18	Wed	10:39 AM	Rear-End	0	1	0	Day	Wet	Followed too Closely
87245622	23	7.567	08/05/18	Sun	4:08 AM	Curb	0	0	1	Night	Wet	Drove too Fast for Conditions
87627580	24	7.572	02/25/18	Sun	12:08 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
87200044	25	7.400	05/04/18	Fri	12:50 AM	Sideswipe	0	0	1	Night	Wet	Improper Passing
87727926	26	0.009	09/21/18	Fri	1:18 AM	Other Fixed Object	0	1	0	Night	Dry	Drove too Fast for Conditions
87727789	27	7.228	01/21/18	Sun	9:50 AM	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
87168179	28	7.228	06/11/18	Mon	6:23 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87220305	29	7.228	06/01/18	Fri	12:12 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87651635	30	7.228	09/06/18	Thu	11:33 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87262544	31	7.228	09/12/18	Wed	2:30 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87210237	32	7.228	07/22/18	Sun	4:11 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87183494	33	7.228	04/11/18	Wed	11:20 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87630171	34	7.228	03/20/18	Tue	1:14 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87229844	35	7.228	07/13/18	Fri	2:47 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87264361	36	7.228	09/26/18	Wed	12:08 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87105486	37	7.228	01/08/18	Mon	11:28 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
87210238	38	7.228	07/24/18	Tue	1:06 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87267316	39	7.228	08/08/18	Wed	2:25 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87229982	40	7.228	08/25/18	Sat	4:50 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87229623	41	7.228	06/23/18	Sat	1:45 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88042100	42	7.228	12/22/18	Sat	8:06 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88011429	43	7.228	11/24/18	Sat	10:51 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
87204327	44	7.228	04/19/18	Thu	3:11 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87267313	45	7.228	08/02/18	Thu	5:24 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87168178	46	7.228	06/11/18	Mon	3:36 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87657827	47	7.228	10/18/18	Thu	4:10 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87132270	48	7.240	02/28/18	Wed	9:25 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87172006	49	7.228	01/26/18	Fri	4:12 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87168996	50	7.228	03/25/18	Sun	4:50 AM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
87176994	51	7.228	03/05/18	Mon	4:42 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87197314	52	7.228	04/04/18	Wed	12:06 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87185280	53	7.314	04/15/18	Sun	8:45 AM	Angle	0	0	1	Day	Dry	Ran Red Light
87240917	54	7.343	08/02/18	Thu	12:45 PM	Sideswipe	0	0	1	Day	Dry	Improper Turn
87103783	55	7.500	01/02/18	Tue	8:16 AM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
87220329	56	7.397	06/26/18	Tue	8:23 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87287300	57	7.398	09/23/18	Sun	1:27 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87126679	58	7.400	01/02/18	Tue	6:28 PM	Rear-End	0	0	1	Night	Wet	Followed too Closely
87245095	59	7.400	07/25/18	Wed	6:41 AM	Angle	0	0	1	Day	Dry	Ran Red Light
87168163	60	7.400	03/23/18	Fri	3:51 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87201818	61	7.400	04/30/18	Mon	1:34 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87268050	62	7.500	08/04/18	Sat	2:21 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87268598	63	7.400	10/05/18	Fri	2:32 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87168137	64	7.500	02/28/18	Wed	4:51 PM	Right-Turn	0	0	1	Day	Dry	Ran Red Light
87161637	65	7.430	02/16/18	Fri	2:15 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87287229	66	7.458	09/20/18	Thu	9:14 AM	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	Careless or Negligent Manner
88056738	67	7.525	12/26/18	Wed	6:08 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
85580227	68	7.525	10/04/18	Thu	9:05 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
83220547	69	7.525	04/19/18	Thu	9:10 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87134313	70	7.464	02/05/18	Mon	6:48 PM	Right-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
87210240	71	7.464	07/27/18	Fri	1:47 PM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
87250879	72	7.464	09/02/18	Sun	8:22 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88056728	73	7.535	12/19/18	Wed	4:23 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87211454	74	7.464	07/09/18	Mon	8:58 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87150772	75	7.464	03/13/18	Tue	6:44 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87241836	76	7.464	07/30/18	Mon	4:01 PM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
87287967	77	7.525	08/20/18	Mon	1:05 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87268044	78	7.525	07/23/18	Mon	6:16 PM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
87186801	79	7.226	05/11/18	Fri	11:30 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
87727764	80	7.547	07/11/18	Wed	5:10 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87639384	81	7.547	06/01/18	Fri	9:21 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87072000** STATE ROUTE: **985**

ROADWAY LIMITS: **From MP 6.827 to 7.604** M.P. **6.827** TO **7.604** 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)		
	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
	81	**0**	**4**	**77**	**40**	**0**	**3**	**3**	**3**	**29**	**0**	**0**	**0**	**2**	**0**	**0**
	Percent	*0.00%*	*4.94%*	*95.06%*	*49.38%*	*0.00%*	*3.70%*	*3.70%*	*3.70%*	*35.80%*	*0.00%*	*0.00%*	*0.00%*	*2.47%*	*0.00%*	*0.00%*
	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
	Total	**69**	**12**	**10**	**71**	**36**	**5**	**1**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**
	Percent	*85.19%*	*14.81%*	*12.35%*	*87.65%*	*44.44%*	*6.17%*	*1.23%*	*4.94%*	*2.47%*	*1.23%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **65,500**

SEGMENT CRASH RATE: **4.360** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87072000** STATE ROUTE: **985**

ROADWAY LIMITS: **From MP 6.827 to 7.604** M.P. **6.827** TO **7.604** 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)
88862091	1	0.966	01/30/19	Wed	12:27 PM	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
88859874	2	0.997	01/12/19	Sat	6:24 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88879086	3	0.997	09/17/19	Tue	11:14 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88896716	4	0.997	12/09/19	Mon	7:47 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88886171	5	0.997	07/23/19	Tue	2:54 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88904592	6	0.997	11/25/19	Mon	9:21 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88185610	7	0.997	11/07/19	Thu	12:10 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88889398	8	7.245	08/12/19	Mon	6:51 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88888296	9	0.997	08/10/19	Sat	6:55 PM	Rear-End	0	0	1	Day	Dry	Improper Backing
88888390	10	0.997	08/10/19	Sat	6:54 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88880719	11	0.997	06/07/19	Fri	3:50 PM	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
88895914	12	0.997	09/30/19	Mon	10:58 AM	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
88224222	13	0.997	11/16/19	Sat	10:15 PM	Left-Turn	0	4	0	Night	Dry	Ran Red Light
88859167	14	0.997	01/13/19	Sun	8:05 AM	Curb	0	1	0	Day	Wet	Careless or Negligent Manner
88878148	15	0.997	05/28/19	Tue	9:25 PM	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88249815	16	0.997	12/31/19	Tue	2:15 AM	Backed Into	0	0	1	Night	Dry	Careless or Negligent Manner
88879231	17	0.997	08/14/19	Wed	9:36 PM	Left-Turn	0	1	0	Night	Dry	Ran Red Light
88056747	18	0.999	01/07/19	Mon	6:48 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88129896	19	0.999	05/20/19	Mon	9:38 AM	Left-Turn	0	0	1	Day	Dry	Ran Red Light
88225938	20	0.999	12/20/19	Fri	10:20 PM	Rear-End	0	0	1	Night	Dry	Failed To Keep In Proper Lane
89511552	21	1.052	12/20/19	Fri	11:38 AM	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
88860847	22	1.060	01/24/19	Thu	7:31 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
89028670	23	0.015	11/09/19	Sat	5:10 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
89028762	24	0.018	12/12/19	Thu	3:10 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87728276	25	0.019	02/15/19	Fri	2:04 AM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
89028718	26	0.022	11/24/19	Sun	5:43 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
89028139	27	0.038	03/22/19	Fri	3:05 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
89028622	28	0.039	10/14/19	Mon	3:15 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87660699	29	7.224	01/13/19	Sun	11:12 PM	Right-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
89028343	30	0.000	06/18/19	Tue	9:15 AM	Left-Turn	0	1	0	Day	Dry	Ran Red Light
87728301	31	0.000	02/27/19	Wed	10:10 PM	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
89028356	32	0.000	06/23/19	Sun	3:10 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88114715	33	7.450	05/29/19	Wed	2:31 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89028261	34	0.032	05/12/19	Sun	10:50 AM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
89028232	35	0.034	04/14/19	Sun	10:30 PM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
88194931	36	7.127	08/21/19	Wed	4:52 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88097786	37	7.136	05/03/19	Fri	1:30 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88227137	38	7.139	11/19/19	Tue	1:37 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88118415	39	7.145	05/07/19	Tue	12:10 PM	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
88877500	40	7.145	05/18/19	Sat	6:43 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88208755	41	7.145	11/29/19	Fri	12:15 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88075522	42	7.155	03/14/19	Thu	6:00 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88876657	43	7.156	05/15/19	Wed	1:16 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88040955	44	7.157	03/23/19	Sat	9:20 PM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
88174197	45	7.157	09/30/19	Mon	10:10 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88174267	46	7.157	09/29/19	Sun	8:14 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88888465	47	7.157	08/11/19	Sun	11:35 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88203909	48	7.158	12/11/19	Wed	1:30 AM	Sideswipe	0	0	1	Night	Dry	#N/A
88900278	49	7.159	11/16/19	Sat	4:05 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88860312	50	7.159	02/05/19	Tue	10:55 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88254659	51	7.159	11/23/19	Sat	2:30 PM	Pedalcycle	0	0	1	Day	Dry	Careless or Negligent Manner
88084533	52	7.161	03/15/19	Fri	1:33 PM	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88160246	53	7.166	07/08/19	Mon	3:04 PM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
88087718	54	7.166	03/27/19	Wed	4:12 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88208827	55	7.166	11/05/19	Tue	2:17 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88075425	56	7.167	02/02/19	Sat	6:49 PM	Sideswipe	0	0	1	Night	Wet	Failed To Keep In Proper Lane
88249812	57	7.170	12/28/19	Sat	10:20 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88150346	58	7.173	06/18/19	Tue	10:50 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88254676	59	7.183	12/14/19	Sat	6:52 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88174210	60	7.195	10/24/19	Thu	12:40 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
88131898	61	7.203	07/02/19	Tue	1:15 AM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88898633	62	7.211	10/18/19	Fri	1:19 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
89028273	63	7.211	05/18/19	Sat	2:23 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88130619	64	7.213	06/03/19	Mon	5:53 PM	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88075513	65	7.225	03/05/19	Tue	7:34 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88056760	66	7.225	01/20/19	Sun	6:03 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88049689	67	7.225	02/05/19	Tue	12:34 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88235178	68	7.225	12/19/19	Thu	7:14 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
88160261	69	7.225	07/26/19	Fri	6:02 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88234089	70	7.254	11/28/19	Thu	1:56 PM	Angle	0	0	1	Day	Dry	Ran Red Light
88117972	71	7.225	06/27/19	Thu	6:19 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88131874	72	7.266	06/02/19	Sun	2:30 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87654740	73	7.225	01/14/19	Mon	12:31 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88860008	74	7.306	03/16/19	Sat	12:57 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88870493	75	7.324	04/07/19	Sun	2:25 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
88085773	76	7.326	04/13/19	Sat	8:50 AM	Angle	0	0	1	Day	Dry	Ran Red Light
89028446	77	7.333	08/03/19	Sat	12:40 PM	Right-Turn	0	0	1	Day	Dry	Drove too Fast for Conditions
85510633	78	7.345	08/11/19	Sun	12:01 AM	Rear-End	0	0	1	Night	Dry	Followed too Closely
88189586	79	7.225	09/29/19	Sun	1:39 PM	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88132794	80	7.400	06/01/19	Sat	1:00 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88095100	81	7.225	04/04/19	Thu	8:13 AM	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
88160249	82	7.225	07/09/19	Tue	4:14 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88234078	83	7.225	11/20/19	Wed	5:43 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87072000** STATE ROUTE: **985**

ROADWAY LIMITS: **From MP 6.827 to 7.604** M.P. **6.827** TO **7.604** 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)
88208151	84	7.400	09/06/19	Fri	8:08 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88130593	85	7.400	05/01/19	Wed	6:41 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88189547	86	7.400	08/07/19	Wed	1:55 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88148016	87	7.400	08/26/19	Mon	5:57 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88174270	88	7.400	10/07/19	Mon	5:34 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
88225407	89	7.400	12/20/19	Fri	11:04 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88148871	90	7.400	07/26/19	Fri	2:05 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88139612	91	7.400	05/16/19	Thu	8:48 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88088751	92	7.500	03/25/19	Mon	5:24 PM	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
88032159	93	7.428	02/21/19	Thu	8:08 AM	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
88076473	94	7.447	01/24/19	Thu	9:04 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88163712	95	7.520	08/05/19	Mon	10:48 PM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
87280891	96	7.464	03/04/19	Mon	8:40 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88251511	97	7.525	12/07/19	Sat	10:01 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88133631	98	7.525	05/17/19	Fri	2:55 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88160264	99	7.525	07/29/19	Mon	7:16 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89028510	100	0.036	09/04/19	Wed	9:55 PM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
88056756	101	7.464	01/15/19	Tue	3:10 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88160237	102	7.500	06/21/19	Fri	4:43 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88132823	103	7.500	07/11/19	Thu	11:06 AM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
88142241	104	7.500	08/05/19	Mon	3:31 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88070992	105	7.500	02/24/19	Sun	7:15 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
89028429	106	7.500	07/29/19	Mon	2:20 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88075503	107	7.463	02/27/19	Wed	5:09 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88160258	108	7.477	07/23/19	Tue	6:04 PM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
88040003	109	7.548	01/01/19	Tue	7:20 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88068425	110	7.555	02/14/19	Thu	2:58 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89028138	111	7.575	03/22/19	Fri	1:55 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
89028538	112	7.583	09/16/19	Mon	2:00 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
89028761	113	7.584	12/12/19	Thu	8:01 PM	Left-Turn	0	1	0	Night	Wet	Failed to Yield Right-Of-Way
89028734	114	7.584	11/28/19	Thu	6:10 PM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
89028687	115	7.585	11/15/19	Fri	2:46 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
87728287	116	0.000	02/21/19	Thu	5:02 AM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	116	**0**	**10**	**106**	**49**	**0**	**2**	**19**	**5**	**37**	**1**	**1**	**0**	**2**	**0**	**0**
	Percent	*0.00%*	*8.62%*	*91.38%*	*42.24%*	*0.00%*	*1.72%*	*16.38%*	*4.31%*	*31.90%*	*0.86%*	*0.86%*	*0.00%*	*1.72%*	*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	**78**	**38**	**12**	**104**	**48**	**19**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
	Percent	*67.24%*	*32.76%*	*10.34%*	*89.66%*	*41.38%*	*16.38%*	*0.00%*	*5.17%*	*0.86%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **61,500**

SEGMENT CRASH RATE: **6.651** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87072000** STATE ROUTE: **985**

ROADWAY LIMITS: **From MP 6.827 to 7.604** M.P. **6.827** TO **7.604** 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)
24001139	1	7.500	11/12/20	Thu	6:52 PM	Left-Turn	0	0	1	Night	Wet	Ran Red Light
89546413	2	0.992	11/29/20	Sun	11:15 PM	Right-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
89513563	3	0.997	01/10/20	Fri	5:00 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89520700	4	0.997	03/04/20	Wed	7:30 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
89531147	5	0.999	07/16/20	Thu	9:57 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
89521182	6	1.016	04/05/20	Sun	9:48 PM	Curb	0	0	1	Night	Wet	Careless or Negligent Manner
89532437	7	1.045	10/07/20	Wed	10:44 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
89516067	8	1.088	01/23/20	Thu	9:05 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
24000913	9	0.009	06/05/20	Fri	9:34 PM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
24001134	10	0.009	11/05/20	Thu	7:20 PM	Left-Turn	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
24000982	11	0.011	08/05/20	Wed	12:10 PM	Left-Turn	0	0	1	Day	Wet	Ran Red Light
24000890	12	7.325	05/14/20	Thu	10:14 PM	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
24001163	13	0.014	11/21/20	Sat	5:57 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
24001048	14	0.024	09/24/20	Thu	6:40 PM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
24001028	15	0.025	09/10/20	Thu	12:50 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
89028981	16	0.031	03/13/20	Fri	2:40 PM	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
24001007	17	0.039	01/22/20	Wed	6:14 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24000872	18	7.500	05/03/20	Sun	3:46 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
89028856	19	7.500	01/21/20	Tue	9:30 AM	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88288207	20	7.135	03/04/20	Wed	11:40 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89028863	21	7.137	01/23/20	Thu	5:20 PM	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
89531562	22	7.146	07/02/20	Thu	2:30 PM	Rear-End	0	0	1	Day	Dry	Improper Backing
88329906	23	7.153	08/28/20	Fri	5:03 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88307983	24	7.155	08/14/20	Fri	4:02 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88269285	25	7.157	01/30/20	Thu	8:35 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88402426	26	7.159	11/22/20	Sun	2:23 PM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
89514276	27	7.160	01/10/20	Fri	7:01 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
89534205	28	7.163	08/06/20	Thu	6:43 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88338991	29	7.167	07/03/20	Fri	9:23 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88332631	30	7.173	05/20/20	Wed	3:20 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89542447	31	7.184	10/16/20	Fri	5:30 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
88329417	32	7.198	09/18/20	Fri	10:45 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88286085	33	7.249	02/04/20	Tue	11:01 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88330695	34	7.225	08/17/20	Mon	5:17 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89544898	35	7.225	11/18/20	Wed	12:33 PM	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
88285189	36	7.225	03/18/20	Wed	3:47 PM	Backed Into	0	0	1	Day	Dry	Careless or Negligent Manner
88288022	37	7.500	07/18/20	Sat	1:25 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88230057	38	7.225	01/08/20	Wed	6:18 AM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88330717	39	7.400	10/03/20	Sat	4:00 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88343805	40	7.400	10/21/20	Wed	7:48 AM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
88388391	41	7.400	10/02/20	Fri	11:26 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
88332601	42	7.400	09/12/20	Sat	7:54 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
88423315	43	7.400	11/10/20	Tue	1:19 PM	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
88276105	44	7.419	01/27/20	Mon	7:11 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88331441	45	7.427	07/17/20	Fri	6:02 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88376976	46	7.500	09/27/20	Sun	1:58 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88231681	47	7.438	01/07/20	Tue	6:35 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88192307	48	7.447	02/15/20	Sat	7:18 PM	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
88281289	49	7.457	02/15/20	Sat	7:13 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
88269300	50	7.530	02/20/20	Thu	6:26 PM	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
88290977	51	7.464	02/20/20	Thu	4:21 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88270062	52	7.500	02/11/20	Tue	1:22 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88331436	53	7.500	07/01/20	Wed	4:10 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	53	**0**	**2**	**51**	**31**	**0**	**1**	**7**	**1**	**10**	**1**	**0**	**0**	**2**	**0**	**0**
	Percent	*0.00%*	*3.77%*	*96.23%*	*58.49%*	*0.00%*	*1.89%*	*13.21%*	*1.89%*	*18.87%*	*1.89%*	*0.00%*	*0.00%*	*3.77%*	*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	**30**	**23**	**17**	**36**	**32**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Percent	*56.60%*	*43.40%*	*32.08%*	*67.92%*	*60.38%*	*13.21%*	*0.00%*	*3.77%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **58,500** SEGMENT CRASH RATE: **3.195** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87072000** STATE ROUTE: **985**

ROADWAY LIMITS: **From MP 6.827 to 7.604** M.P. **6.827** TO **7.604** 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)
24381584	1	0.968	12/07/21	Tue	11:06 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
24351066	2	0.980	04/05/21	Mon	7:11 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
24363208	3	0.986	07/09/21	Fri	2:38 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
24353694	4	0.988	04/27/21	Tue	7:45 AM	Angle	0	0	1	Day	Dry	Ran Red Light
24354689	5	1.026	05/06/21	Thu	3:43 PM	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
24383397	6	1.045	12/13/21	Mon	6:41 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
24057215	7	0.000	10/14/21	Thu	7:15 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
24001598	8	0.004	07/03/21	Sat	2:15 AM	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
24858921	9	0.014	12/08/21	Wed	10:40 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
24001676	10	0.014	08/12/21	Thu	3:20 PM	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
24001313	11	0.014	02/04/21	Thu	2:00 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24001730	12	0.019	09/07/21	Tue	9:08 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
24001653	13	0.021	07/30/21	Fri	3:52 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24858925	14	0.022	12/10/21	Fri	6:50 PM	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
24001350	15	7.583	02/24/21	Wed	7:30 PM	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
89584401	16	7.128	12/05/21	Sun	5:52 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
24347908	17	7.136	03/11/21	Thu	2:30 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
89573845	18	7.138	12/08/21	Wed	8:49 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
24352602	19	7.147	04/19/21	Mon	12:30 AM	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
24355772	20	7.147	05/11/21	Tue	12:55 PM	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88512886	21	7.147	06/21/21	Mon	2:15 AM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88442332	22	7.240	03/15/21	Mon	12:07 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
89580258	23	7.148	12/10/21	Fri	8:25 AM	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
24380891	24	7.149	11/29/21	Mon	8:14 AM	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
88513915	25	7.150	08/24/21	Tue	10:17 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88532199	26	7.157	07/15/21	Thu	5:52 AM	Sideswipe	0	0	1	Night	Wet	Failed To Keep In Proper Lane
88512905	27	7.157	07/11/21	Sun	2:40 PM	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
24379702	28	7.159	11/03/21	Wed	4:39 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88461670	29	7.161	05/15/21	Sat	1:41 PM	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
88445933	30	7.166	03/10/21	Wed	5:50 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
89554860	31	7.166	03/21/21	Sun	5:52 AM	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
88566975	32	7.167	11/10/21	Wed	8:37 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88423357	33	7.174	01/24/21	Sun	6:57 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
89554596	34	7.174	02/27/21	Sat	10:53 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
24365804	35	7.183	09/02/21	Thu	11:20 PM	Sideswipe	0	0	1	Night	Wet	Failed To Keep In Proper Lane
88432799	36	7.183	01/19/21	Tue	7:37 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88441959	37	7.195	01/08/21	Fri	7:33 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
24381699	38	7.203	11/27/21	Sat	1:25 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88473796	39	7.225	05/19/21	Wed	8:50 AM	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
24356380	40	7.225	05/22/21	Sat	9:00 AM	Left-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
24001799	41	7.342	10/09/21	Sat	11:50 PM	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
88468746	42	7.345	04/16/21	Fri	11:10 PM	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
88549192	43	7.391	10/13/21	Wed	12:19 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88464674	44	7.500	06/14/21	Mon	6:58 PM	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
88463028	45	7.400	04/30/21	Fri	5:44 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88524830	46	7.400	08/21/21	Sat	5:19 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88414340	47	7.500	02/24/21	Wed	10:45 AM	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
88552083	48	7.400	11/20/21	Sat	5:17 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88493043	49	7.400	06/06/21	Sun	9:12 PM	Angle	0	0	1	Night	Dry	Ran Red Light
88583233	50	7.400	12/03/21	Fri	4:45 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89588659	51	7.400	12/13/21	Mon	7:40 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88414313	52	7.400	01/01/21	Fri	12:40 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88488386	53	7.500	08/01/21	Sun	4:50 PM	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
88552072	54	7.500	09/09/21	Thu	10:38 PM	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88544602	55	7.400	11/14/21	Sun	12:30 PM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
88534666	56	7.500	12/18/21	Sat	3:00 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88540454	57	7.464	11/02/21	Tue	11:40 AM	Rear-End	0	0	1	Day	Dry	Followed too Closely
88483431	58	7.464	04/29/21	Thu	9:30 AM	Rear-End	0	0	1	Day	Dry	Followed too Closely
88566844	59	7.525	11/03/21	Wed	6:03 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
88519456	60	7.525	08/15/21	Sun	12:59 PM	Rear-End	0	0	1	Day	Wet	Followed too Closely
24858868	61	7.532	11/19/21	Fri	4:17 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
88548672	62	7.555	09/22/21	Wed	9:00 PM	Guardrail Face	0	0	1	Night	Wet	Careless or Negligent Manner
24001543	63	7.562	06/12/21	Sat	1:10 AM	Angle	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
24001627	64	7.565	07/16/21	Fri	4:50 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24001681	65	7.581	08/13/21	Fri	10:45 PM	Other Fixed Object	0	0	1	Night	Wet	Erratic, Reckless or Aggressive
24366808	66	7.582	09/01/21	Wed	4:10 AM	Other Fixed Object	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
24001329	67	7.583	02/12/21	Fri	9:16 PM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	67	**0**	**9**	**58**	**28**	**0**	**4**	**5**	**3**	**21**	**0**	**2**	**0**	**4**	**0**	**0**
	Percent	*0.00%*	*13.43%*	*86.57%*	*41.79%*	*0.00%*	*5.97%*	*7.46%*	*4.48%*	*31.34%*	*0.00%*	*2.99%*	*0.00%*	*5.97%*	*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	**39**	**28**	**7**	**60**	**27**	**10**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**0**
	Percent	*58.21%*	*41.79%*	*10.45%*	*89.55%*	*40.30%*	*14.93%*	*0.00%*	*2.99%*	*0.00%*	*1.49%*	*0.00%*	*4.48%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **58,500**

SEGMENT CRASH RATE: **3.195** CRASHES PER MILLION VEHICLE MILES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87072000** STATE ROUTE: **985**

ROADWAY LIMITS: **From MP 6.827 to 7.604** M.P. **6.827** TO **7.604** 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)
24392000	1	0.921	02/19/22	Sat	1:20 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
25197992	2	0.940	04/05/22	Tue	8:02 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
25209952	3	0.969	07/04/22	Mon	5:50 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24387524	4	0.983	02/14/22	Mon	5:16 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
25038080	5	0.988	10/29/22	Sat	2:51 PM	Rear-End	0	0	1	Day	Dry	Improper Passing
25208552	6	0.989	07/19/22	Tue	10:53 PM	Rear-End	0	0	1	Night	Dry	Followed too Closely
24390250	7	0.991	02/11/22	Fri	8:02 AM	Rear-End	0	0	1	Day	Dry	Followed too Closely
24987404	8	0.994	09/03/22	Sat	12:05 AM	Rear-End	0	0	1	Night	Dry	Followed too Closely
24387036	9	0.997	01/11/22	Tue	5:12 PM	Rear-End	0	0	1	Day	Wet	Followed too Closely
24397646	10	0.997	06/15/22	Wed	5:40 PM	Rear-End	0	1	0	Day	Dry	Followed too Closely
25226821	11	0.999	11/17/22	Thu	11:15 PM	Sideswipe	0	0	1	Night	Dry	Improper Passing
25206007	12	1.002	07/08/22	Fri	3:00 AM	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
24395647	13	1.007	03/23/22	Wed	2:37 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24947754	14	1.007	05/22/22	Sun	2:02 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
25218899	15	1.012	09/12/22	Mon	10:50 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
25218295	16	1.017	09/12/22	Mon	7:35 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24387361	17	1.026	01/11/22	Tue	5:32 PM	Sideswipe	0	0	1	Night	Dry	Improper Passing
25203219	18	1.036	05/24/22	Tue	11:00 AM	Rear-End	0	0	1	Day	Dry	Improper Backing
25263472	19	0.002	12/08/22	Thu	4:03 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24859606	20	0.009	08/28/22	Sun	3:28 AM	Traffic Signal Support	0	1	0	Night	Dry	Careless or Negligent Manner
24859416	21	0.011	06/24/22	Fri	12:35 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24859588	22	0.012	08/22/22	Mon	5:35 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24859440	23	0.031	06/30/22	Thu	9:45 PM	Rear-End	0	0	1	Night	Dry	Followed too Closely
25215347	24	7.381	08/25/22	Thu	8:05 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
25230078	25	7.220	12/05/22	Mon	12:45 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24859840	26	7.584	11/22/22	Tue	5:50 AM	Left-Turn	0	0	1	Day	Dry	Ran Red Light
25060149	27	7.068	12/10/22	Sat	7:04 PM	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
24391535	28	7.071	02/21/22	Mon	9:15 AM	Rear-End	0	0	1	Day	Dry	Followed too Closely
25223393	29	7.108	10/18/22	Tue	9:40 PM	Sideswipe	0	0	1	Night	Dry	Followed too Closely
24859565	30	7.585	08/13/22	Sat	10:07 AM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
24859692	31	7.108	09/29/22	Thu	2:09 PM	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
24903213	32	7.119	05/06/22	Fri	7:45 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
25216705	33	7.127	09/20/22	Tue	12:20 PM	Rear-End	0	1	0	Day	Wet	Followed too Closely
25232804	34	7.127	12/27/22	Tue	8:35 PM	Sideswipe	0	0	1	Night	Dry	Improper Passing
25231456	35	7.147	12/21/22	Wed	1:30 PM	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
25059243	36	7.147	12/10/22	Sat	6:06 PM	Backed Into	0	0	1	Night	Dry	Improper Passing
88549223	37	7.147	01/18/22	Tue	9:02 AM	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
25206076	38	7.149	06/10/22	Fri	6:43 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
25217516	39	7.150	09/05/22	Mon	10:40 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
25218829	40	7.151	09/11/22	Sun	9:59 PM	Rear-End	0	2	0	Night	Dry	Followed too Closely
24944266	41	7.163	07/24/22	Sun	9:34 AM	Rear-End	0	0	1	Day	Dry	Followed too Closely
24903688	42	7.174	04/14/22	Thu	1:43 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
24947752	43	7.176	05/17/22	Tue	6:39 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24947768	44	7.183	06/15/22	Wed	5:23 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24397307	45	7.184	04/11/22	Mon	4:00 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24905223	46	7.240	04/08/22	Fri	7:29 AM	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
89592235	47	7.203	02/22/22	Tue	4:05 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
25038101	48	7.203	11/23/22	Wed	5:45 PM	Left-Turn	0	0	1	Day	Dry	Followed too Closely
25226145	49	7.203	11/04/22	Fri	1:30 PM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24915983	50	7.500	03/15/22	Tue	1:00 AM	Rear-End	0	0	1	Night	Wet	Followed too Closely
25226120	51	7.222	11/04/22	Fri	12:45 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24963831	52	7.229	06/12/22	Sun	4:00 AM	Rear-End	0	3	0	Day	Dry	Followed too Closely
24388779	53	7.335	01/27/22	Thu	8:44 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24387107	54	7.344	01/17/22	Mon	1:29 PM	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
24974708	55	7.363	10/13/22	Thu	7:57 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24927941	56	7.525	04/22/22	Fri	8:40 AM	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89586943	57	7.382	01/28/22	Fri	8:47 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
25039359	58	7.382	11/29/22	Tue	8:57 AM	Sideswipe	0	1	0	Day	Dry	Improper Passing
25230866	59	7.385	12/30/22	Fri	6:21 PM	Rear-End	0	2	0	Night	Dry	Followed too Closely
25040392	60	7.385	12/09/22	Fri	3:31 PM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24903704	61	7.391	05/01/22	Sun	2:04 PM	Sideswipe	0	0	1	Day	Dry	Exceed Posted Speed
24859411	62	7.393	06/22/22	Wed	10:10 PM	Rear-End	0	0	1	Night	Dry	Followed too Closely
25047408	63	7.398	12/09/22	Fri	9:00 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
24905234	64	7.398	04/20/22	Wed	8:38 AM	Sideswipe	0	0	1	Day	Dry	Improper Passing
88567186	65	7.400	02/01/22	Tue	9:35 AM	Angle	0	0	1	Day	Dry	Ran Red Light
24905267	66	7.525	06/21/22	Tue	9:03 AM	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
24945702	67	7.525	06/23/22	Thu	8:01 PM	Rear-End	0	0	1	Night	Dry	Followed too Closely
24896004	68	7.400	02/16/22	Wed	9:04 PM	Rear-End	0	0	1	Night	Dry	Followed too Closely
25020902	69	7.400	10/13/22	Thu	3:27 PM	Rear-End	0	0	1	Day	Wet	Followed too Closely
25021356	70	7.525	10/18/22	Tue	5:52 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
24938384	71	7.400	09/04/22	Sun	5:14 PM	Sideswipe	0	0	1	Day	Dry	Followed too Closely
24974677	72	7.400	09/07/22	Wed	7:58 AM	Sideswipe	0	1	0	Day	Dry	Improper Passing
24945701	73	7.525	06/23/22	Thu	1:14 PM	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
25046829	74	7.464	11/20/22	Sun	8:51 PM	Rear-End	0	0	1	Night	Wet	Followed too Closely
24938391	75	7.464	09/17/22	Sat	1:17 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
24959781	76	7.525	10/17/22	Mon	6:00 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
25263516	77	7.426	12/14/22	Wed	8:35 AM	Curb	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
24859531	78	7.580	07/31/22	Sun	2:40 PM	Rear-End	0	0	1	Day	Dry	Followed too Closely
24859001	79	7.583	01/10/22	Mon	1:35 PM	Left-Turn	0	2	0	Day	Dry	Ran Red Light
24859699	80	7.584	09/30/22	Fri	9:21 PM	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way

	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	80	**0**	**11**	**69**	**36**	**0**	**2**	**8**	**1**	**29**	**1**	**0**	**0**	**4**	**0**	**0**

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: **87072000** STATE ROUTE: **985**

ROADWAY LIMITS: **From MP 6.827 to 7.604** M.P. **6.827** TO **7.604** 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)		
	Percent	*0.00%*	*13.75%*	*86.25%*	*45.00%*	*0.00%*	*2.50%*	*10.00%*	*1.25%*	*36.25%*	*1.25%*	*0.00%*	*0.00%*	*5.00%*	*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	**61**	**19**	**5**	**75**	**27**	**10**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**0**
	Percent	*76.25%*	*23.75%*	*6.25%*	*93.75%*	*33.75%*	*12.50%*	*0.00%*	*2.50%*	*0.00%*	*1.25%*	*0.00%*	*3.75%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: **58,500** SEGMENT CRASH RATE: **3.195** CRASHES PER MILLION VEHICLE MILES

CONDO ENTRANCE
SHOPPING CENTER ENT
SHOPPING CENTER ENT
NW 7STREET/FONTAINEBLEAU
QUATTRO
SR 836 EASTBOUND OFF RAMP
MATCHLINE A

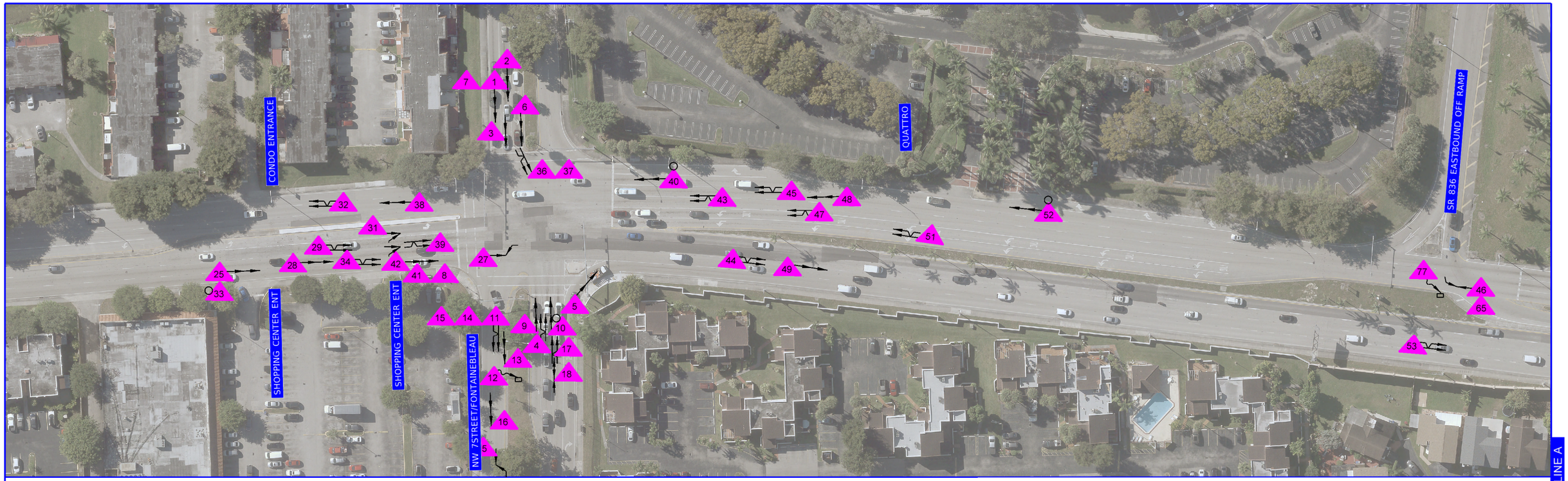
CONDO ENTRANCE
SHOPPING CENTER ENT
SHOPPING CENTER ENT
NW 7STREET/FONTAINEBLEAU
QUATTRO
SR 836 EASTBOUND OFF RAMP

COLLISION SYMBOLS:

RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS/DEBRIS	YR 2018	YR 2021
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2019	YR 2022
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2020	

COLLISION DIAGRAM (2018-2022)
SR 985/NW 107 AVENUE FROM MP 6.827 TO MP 7.604

FIGURE NO.
5-1A



COLLISION SYMBOLS:

RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS/DEBRIS	YR 2018	YR 2021
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2019	YR 2022
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2020	

COLLISION DIAGRAM (2018-2022)
SR 985/NW 107 AVENUE FROM MP 6.827 TO MP 7.604

FIGURE NO. 5-2B

JSlawinski 1/26/2024 2:18:15 PM T:\2209 C-AJ72 DW Traffic Safety Studies - CHP\TWO 31 - SR 985 from NW 7 St to SR 836 WB On-Off Ramp - Safety Study\CADD\Plan 1 Co 2022.dgn

MATCHLINE A

SR 836 EASTBOUND ON RAMP

SR 836 EASTBOUND OFF RAMP

SR 836 WESTBOUND ON RAMP

SR 836 WESTBOUND OFF RAMP

SR 836 EASTBOUND ON RAMP

SR 836 EASTBOUND ON RAMP

SR 836 WESTBOUND OFF RAMP

SR 836 WESTBOUND ON RAMP

SR 836 EASTBOUND ON RAMP

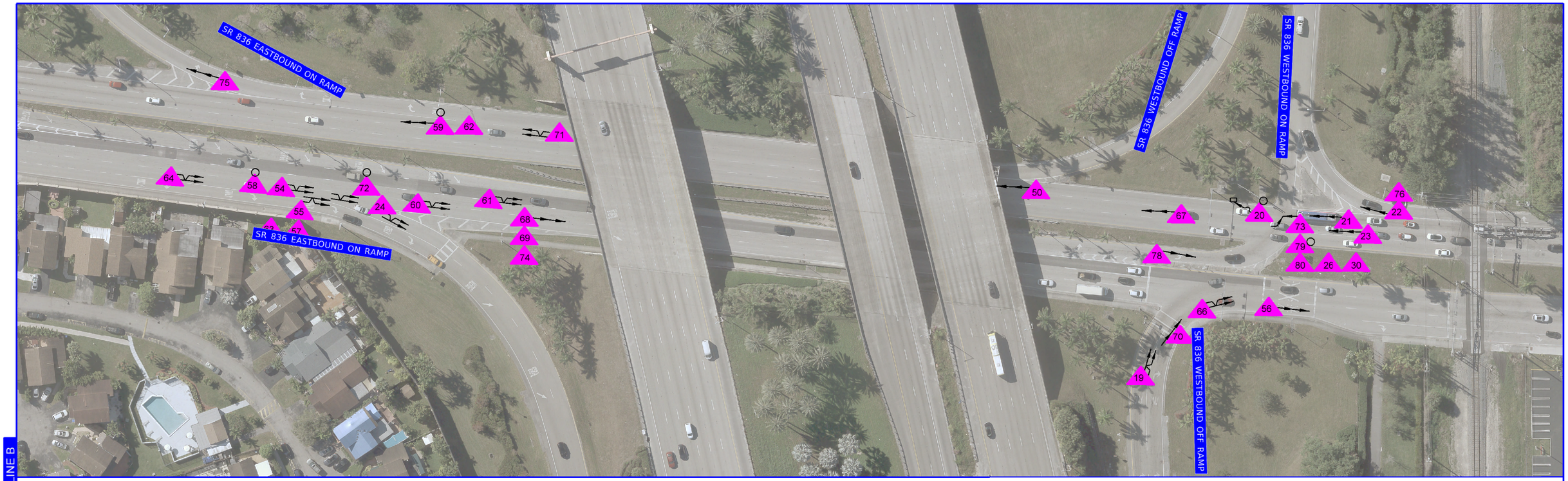
SR 836 WESTBOUND OFF RAMP

COLLISION SYMBOLS:

RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS/DEBRIS	YR 2018	YR 2021
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2019	YR 2022
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2020	

COLLISION DIAGRAM (2018-2022)
SR 985/NW 107 AVENUE FROM MP 6.827 TO MP 7.604

FIGURE NO. 5-2C



COLLISION SYMBOLS:

RECORD NUMBER	BICYCLIST	FIXED OBJECT	LEFT TURN	HEAD ON	CARGO LOSS/DEBRIS	YR 2018	YR 2021
INJURY	PEDESTRIAN	PARKED CAR	OUT OF CONTROL	ANGLE	U-TURN	YR 2019	YR 2022
FATAL	BACKING VEHICLE	REAR END	RIGHT TURN	SIDE SWIPE	OVERTURNED	YR 2020	

COLLISION DIAGRAM (2018-2022)
SR 985/NW 107 AVENUE FROM MP 6.827 TO MP 7.604

FIGURE NO. 5-2D

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APPENDIX F – FPID 250629-4-32-01 EXCERPT

CONTRACT PLANS COMPONENTS
ROADWAY PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

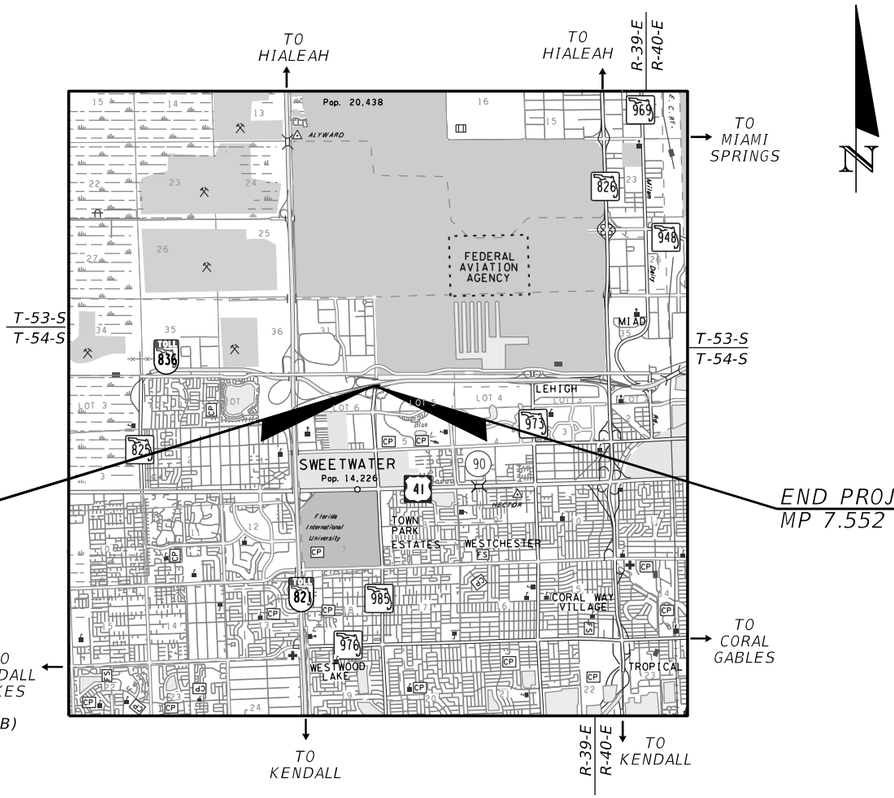
FINANCIAL PROJECT ID 250629-4-32-01

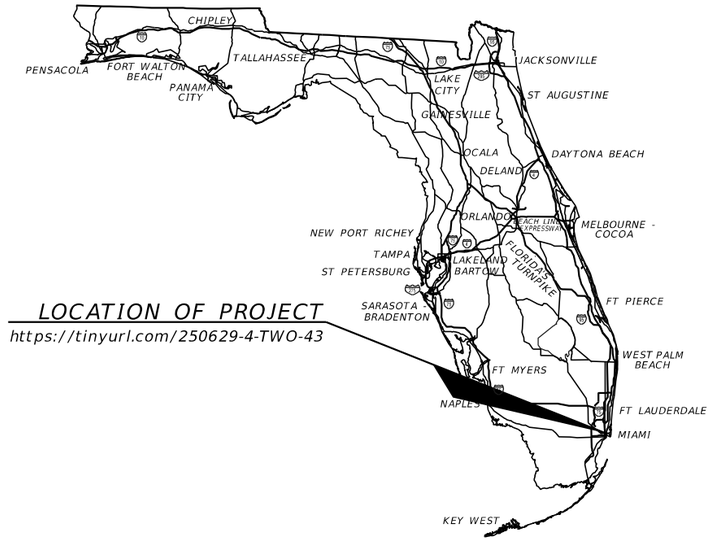
MIAMI-DADE COUNTY (87072)

STATE ROAD NO. 985

NW 107 AVENUE AND SR 836

INDEX OF ROADWAY PLANS





LOCATION OF PROJECT
https://tinyurl.com/250629-4-TWO-43

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

RAMON TESONE
LICENSE
No 56070
STATE OF FLORIDA
PROFESSIONAL ENGINEER

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GOVERNING DESIGN STANDARDS:

Florida Department of Transportation, FY 2018-19 Design Standards eBook (DSeB) and applicable Design Standards Revisions (DSRs) at the following website: http://www.fdot.gov/Design/Standardplans

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, July 2018 Standard Specifications for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/Implemented/SpecBooks

90% SUBMITTAL
MARCH 1, 2019

ROADWAY PLANS ENGINEER OF RECORD:

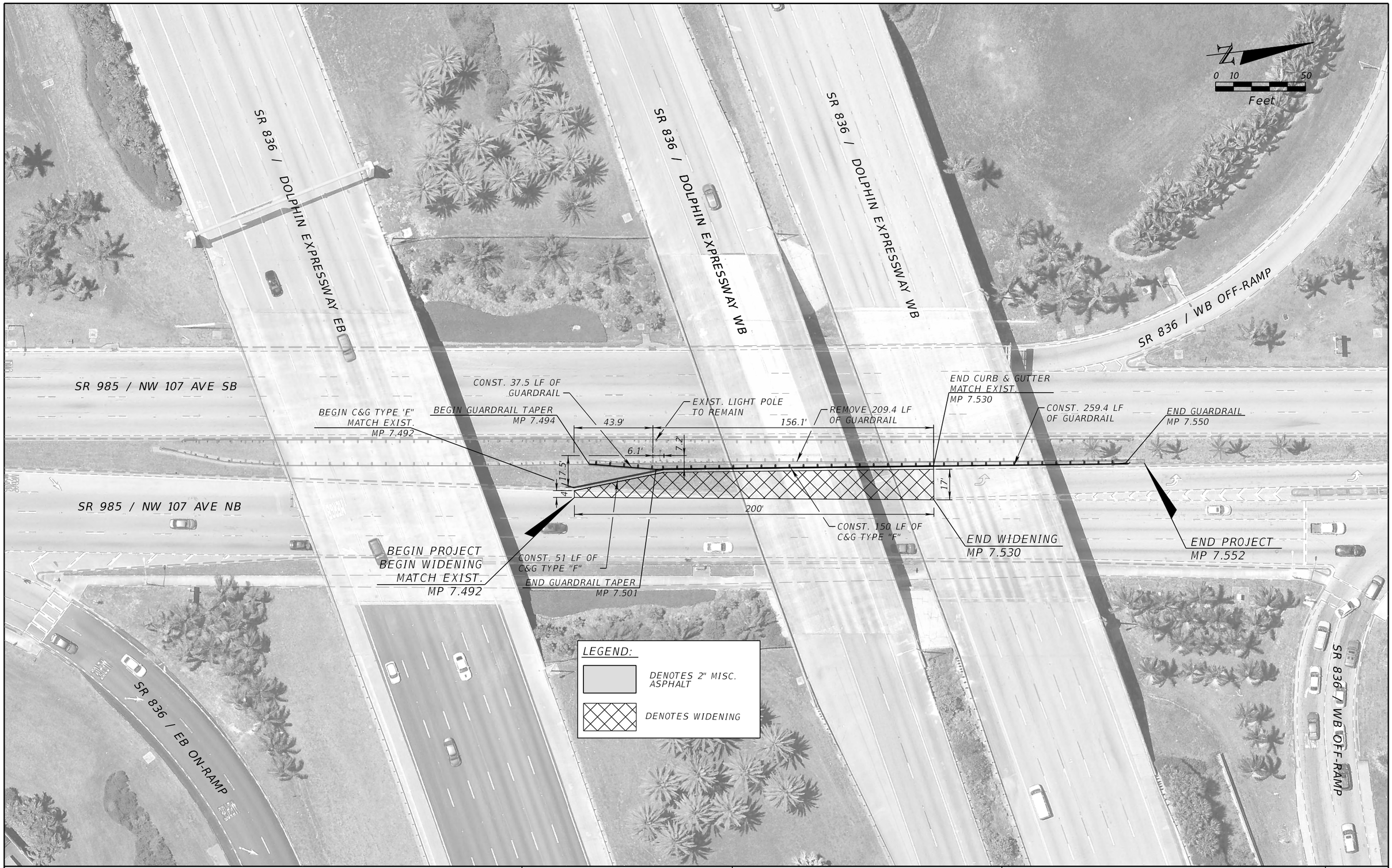
RAMON TESONE, P.E.
P.E. NO.: 56070
AES ENGINEERING, INC
13335 S.W. 124th STREET, SUITE 105
MIAMI, FLORIDA 33186
(305) 964-7353
CONTRACT NO.: C-9G93
VENDOR NO.: F274343167-001
CERTIFICATE OF AUTHORIZATION NO.: 29369

FDOT PROJECT MANAGER:

LANSY PACHECO, P.E.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
XXXXXX	19	1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

RAMON TESONE, P.E.
P.E. No.: 56070
AES ENGINEERING, INC
13335 S.W. 124th STREET, SUITE 105
MIAMI, FLORIDA 33186
CERTIFICATE OF AUTHORIZATION: 29369

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 985	MIAMI-DADE	250629-4-32-01

ROADWAY PLAN

SHEET NO. 5

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

RAMON TESONE, P.E.
P.E. No.: 56070
AES ENGINEERING, INC
13335 S.W. 124th STREET, SUITE 105
MIAMI, FLORIDA 33186
CERTIFICATE OF AUTHORIZATION: 29369

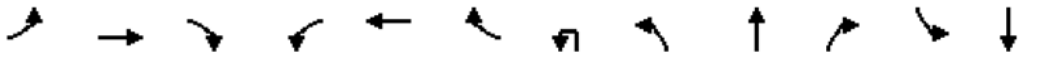
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 985	MIAMI-DADE	250629-4-32-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. 6

APPENDIX G – SYNCHRO ANALYSIS REPORTS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	797	261	35	116	170	746	5	48	1400	81	226	705
Future Volume (vph)	797	261	35	116	170	746	5	48	1400	81	226	705
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.978				0.850			0.991			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1728	3355	0	1678	3421	1546	0	1745	4923	0	3286	4868
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1728	3355	0	1678	3421	1546	0	1745	4923	0	3286	4868
Satd. Flow (RTOR)		11				111			8			
Adj. Flow (vph)	857	287	49	138	200	811	12	62	1538	103	243	766
Lane Group Flow (vph)	857	336	0	138	200	811	0	74	1641	0	243	766
Turn Type	Split	NA		Split	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4		1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	4	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	33.7	33.7		13.9	13.9	13.9	11.8	11.8	24.8		11.8	24.8
Total Split (s)	53.0	53.0		22.0	22.0	22.0	16.0	16.0	79.0		16.0	79.0
Total Split (%)	31.2%	31.2%		12.9%	12.9%	12.9%	9.4%	9.4%	46.5%		9.4%	46.5%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.9	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.9		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	46.3	46.3		15.1	15.1	15.1		9.1	72.2		9.2	72.3
Actuated g/C Ratio	0.27	0.27		0.09	0.09	0.09		0.05	0.42		0.05	0.43
v/c Ratio	1.82	0.36		0.92	0.66	3.40		0.79	0.78		1.37	0.37
Control Delay (s/veh)	412.2	49.6		130.9	86.0	Error		127.0	45.2		238.5	24.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	412.2	49.6		130.9	86.0	Error		127.0	45.2		238.5	24.9
LOS	F	D		F	F	F		F	D		F	C
Approach Delay (s/veh)		310.1			814.2				48.8			60.9
Approach LOS		F			F				D			E
Queue Length 50th (ft)	~1434	155		155	115	~1492		83	571		~184	180
Queue Length 95th (ft)	#1697	205		#269	153	#1755		#140	632		m#278	208
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	470	921		149	303	238		94	2095		177	2070
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	1.82	0.36		0.93	0.66	3.41		0.79	0.78		1.37	0.37

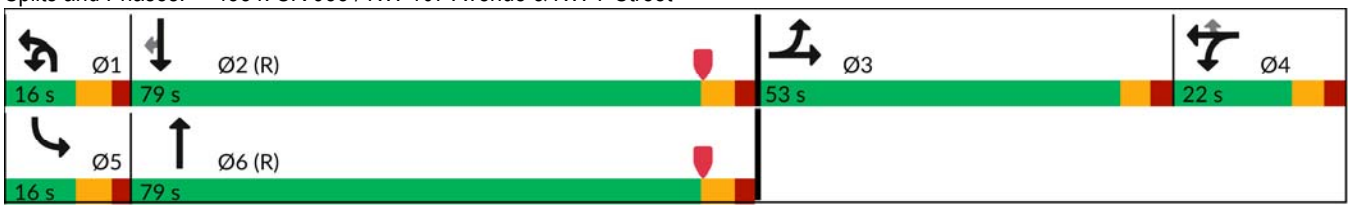
Intersection Summary
Cycle Length: 170

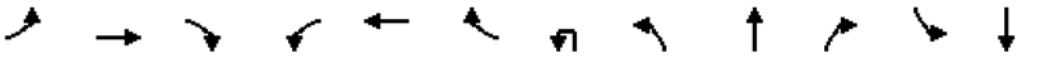
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	294
Future Volume (vph)	294
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1531
Flt Permitted	
Satd. Flow (perm)	1531
Satd. Flow (RTOR)	287
Adj. Flow (vph)	313
Lane Group Flow (vph)	313
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	79.0
Total Split (%)	46.5%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	72.3
Actuated g/C Ratio	0.43
v/c Ratio	0.38
Control Delay (s/veh)	11.0
Queue Delay	0.0
Total Delay (s/veh)	11.0
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	99
Queue Length 95th (ft)	148
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	816
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.38

Intersection Summary

Actuated Cycle Length: 170
Offset: 132 (78%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 3.41
Intersection Signal Delay (s/veh): 273.2 Intersection LOS: F
Intersection Capacity Utilization 136.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	797	261	35	116	170	746	5	48	1400	81	226	705
Future Volume (vph)	797	261	35	116	170	746	5	48	1400	81	226	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7		6.9	6.9	6.9		6.8	6.8		6.8	6.8
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	0.91		0.97	0.91
Frt	1.00	0.97		1.00	1.00	0.85		1.00	0.99		1.00	1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1728	3355		1678	3421	1546		1745	4921		3286	4868
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (perm)	1728	3355		1678	3421	1546		1745	4921		3286	4868
Peak-hour factor, PHF	0.93	0.91	0.71	0.84	0.85	0.92	0.42	0.78	0.91	0.79	0.93	0.92
Adj. Flow (vph)	857	287	49	138	200	811	12	62	1538	103	243	766
RTOR Reduction (vph)	0	8	0	0	0	101	0	0	5	0	0	0
Lane Group Flow (vph)	857	328	0	138	200	710	0	74	1636	0	243	766
Heavy Vehicles (%)	1%	1%	6%	4%	2%	1%	0%	0%	1%	0%	3%	3%
Turn Type	Split	NA		Split	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4		1	1	6		5	2
Permitted Phases						4						
Actuated Green, G (s)	46.3	46.3		15.1	15.1	15.1		9.1	72.2		9.2	72.3
Effective Green, g (s)	46.3	46.3		15.1	15.1	15.1		9.1	72.2		9.2	72.3
Actuated g/C Ratio	0.27	0.27		0.09	0.09	0.09		0.05	0.42		0.05	0.43
Clearance Time (s)	6.7	6.7		6.9	6.9	6.9		6.8	6.8		6.8	6.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	470	913		149	303	137		93	2089		177	2070
v/s Ratio Prot	c0.50	0.10		0.08	0.06			0.04	c0.33		c0.07	0.16
v/s Ratio Perm						c0.46						
v/c Ratio	1.82	0.35		0.92	0.66	5.18		0.79	0.78		1.37	0.37
Uniform Delay, d1	61.8	49.8		76.8	74.9	77.4		79.5	42.1		80.4	33.3
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		0.84	0.73
Incremental Delay, d2	378.8	0.2		51.6	5.3	1897.7		36.0	3.0		190.8	0.3
Delay (s)	440.6	50.1		128.5	80.2	1975.2		115.5	45.1		258.7	24.7
Level of Service	F	D		F	F	F		F	D		F	C
Approach Delay (s/veh)		330.6			1423.6				48.2			78.8
Approach LOS		F			F				D			E

Intersection Summary			
HCM 2000 Control Delay (s/veh)	412.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.62		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	136.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	294
Future Volume (vph)	294
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.8
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1531
Flt Permitted	1.00
Satd. Flow (perm)	1531
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	313
RTOR Reduction (vph)	165
Lane Group Flow (vph)	148
Heavy Vehicles (%)	2%
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Actuated Green, G (s)	72.3
Effective Green, g (s)	72.3
Actuated g/C Ratio	0.43
Clearance Time (s)	6.8
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	651
v/s Ratio Prot	
v/s Ratio Perm	0.10
v/c Ratio	0.22
Uniform Delay, d1	31.0
Progression Factor	2.28
Incremental Delay, d2	0.5
Delay (s)	71.5
Level of Service	E
Approach Delay (s/veh)	
Approach LOS	

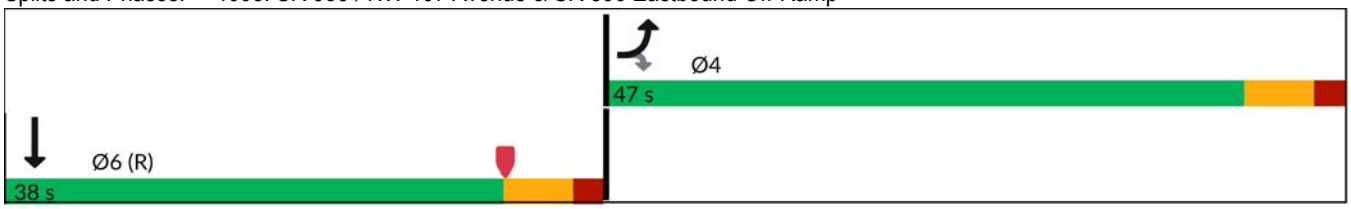
Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	746	171	0	0	1144	0
Future Volume (vph)	746	171	0	0	1144	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1728	1546	0	0	4868	0
Flt Permitted	0.950					
Satd. Flow (perm)	1728	1546	0	0	4868	0
Satd. Flow (RTOR)		6				
Adj. Flow (vph)	829	194	0	0	1378	0
Lane Group Flow (vph)	829	194	0	0	1378	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	47.0	47.0			38.0	
Total Split (%)	55.3%	55.3%			44.7%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			C-Max	
Act Effct Green (s)	40.6	40.6			31.6	
Actuated g/C Ratio	0.48	0.48			0.37	
v/c Ratio	1.00	0.26			0.76	
Control Delay (s/veh)	56.7	14.0			22.2	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	56.7	14.0			22.2	
LOS	E	B			C	
Approach Delay (s/veh)	48.6				22.3	
Approach LOS	D				C	
Queue Length 50th (ft)	~429	57			129	
Queue Length 95th (ft)	#687	98			166	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	825	741			1809	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	1.00	0.26			0.76	

Intersection Summary
Cycle Length: 85

Actuated Cycle Length: 85
Offset: 27 (32%), Referenced to phase 2: and 6:SBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay (s/veh): 33.5 Intersection LOS: C
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp

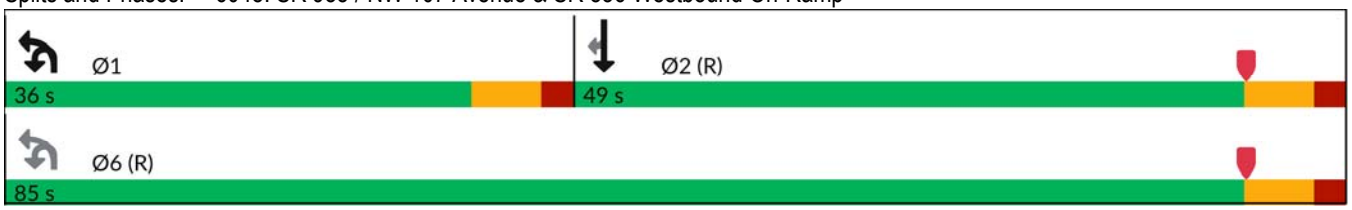


Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR	Ø6
Lane Configurations								
Traffic Volume (vph)	0	0	4	558	0	1556	198	
Future Volume (vph)	0	0	4	558	0	1556	198	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.91	1.00	
Frt							0.850	
Flt Protected				0.950				
Satd. Flow (prot)	0	0	0	1728	0	4821	1459	
Flt Permitted				0.080				
Satd. Flow (perm)	0	0	0	146	0	4821	1459	
Satd. Flow (RTOR)							132	
Adj. Flow (vph)	0	0	12	634	0	1852	257	
Lane Group Flow (vph)	0	0	0	646	0	1852	257	
Turn Type			pm+pt	pm+pt		NA	Perm	
Protected Phases			1	1		2		6
Permitted Phases			6	6			2	
Detector Phase			1	1		2	2	
Switch Phase								
Minimum Initial (s)			5.0	5.0		16.0	16.0	16.0
Minimum Split (s)			11.4	11.4		22.4	22.4	22.4
Total Split (s)			36.0	36.0		49.0	49.0	85.0
Total Split (%)			42.4%	42.4%		57.6%	57.6%	100%
Yellow Time (s)			4.4	4.4		4.4	4.4	4.4
All-Red Time (s)			2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)				0.0		0.0	0.0	
Total Lost Time (s)				6.4		6.4	6.4	
Lead/Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode			None	None		C-Max	C-Max	C-Max
Act Effct Green (s)				78.6		43.5	43.5	
Actuated g/C Ratio				0.92		0.51	0.51	
v/c Ratio				0.96		0.75	0.31	
Control Delay (s/veh)				32.4		19.1	7.1	
Queue Delay				0.0		0.0	0.0	
Total Delay (s/veh)				32.4		19.1	7.1	
LOS				C		B	A	
Approach Delay (s/veh)					32.4	17.7		
Approach LOS					C	B		
Queue Length 50th (ft)				271		278	35	
Queue Length 95th (ft)				m216		301	58	
Internal Link Dist (ft)	369				258	314		
Turn Bay Length (ft)								
Base Capacity (vph)				685		2466	811	
Starvation Cap Reductn				0		0	0	
Spillback Cap Reductn				0		0	0	
Storage Cap Reductn				0		0	0	
Reduced v/c Ratio				0.94		0.75	0.32	

Intersection Summary
Cycle Length: 85

Actuated Cycle Length: 85
Offset: 25 (29%), Referenced to phase 2:SBT and 6:NBL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay (s/veh): 21.1 Intersection LOS: C
Intersection Capacity Utilization 71.9% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp

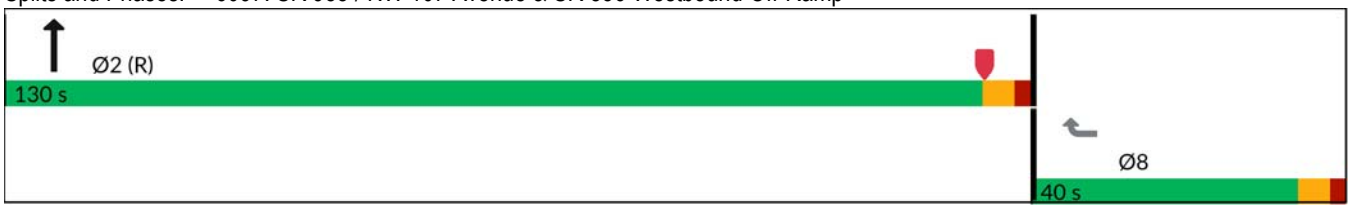


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	711	1973	0	0	0
Future Volume (vph)	0	711	1973	0	0	0
Lane Util. Factor	1.00	0.88	0.91	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2668	4964	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2668	4964	0	0	0
Satd. Flow (RTOR)		30				
Adj. Flow (vph)	0	756	2217	0	0	0
Lane Group Flow (vph)	0	756	2217	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		11.0	11.0			
Total Split (s)		40.0	130.0			
Total Split (%)		23.5%	76.5%			
Yellow Time (s)		4.0	4.0			
All-Red Time (s)		2.0	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None	C-Max			
Act Effct Green (s)		34.0	124.0			
Actuated g/C Ratio		0.20	0.73			
v/c Ratio		1.35	0.61			
Control Delay (s/veh)		218.7	14.0			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		218.7	14.0			
LOS		F	B			
Approach Delay (s/veh)	218.8		14.0			
Approach LOS	F		B			
Queue Length 50th (ft)		~612	467			
Queue Length 95th (ft)		#760	m295			
Internal Link Dist (ft)	895		173			362
Turn Bay Length (ft)						
Base Capacity (vph)		557	3620			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		1.36	0.61			

Intersection Summary
Cycle Length: 170

Actuated Cycle Length: 170
Offset: 63 (37%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.36
Intersection Signal Delay (s/veh): 66.1 Intersection LOS: E
Intersection Capacity Utilization 73.0% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6097: SR 985 / NW 107 Avenue & SR 836 Westbound Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	393	152	54	101	166	430	7	52	982	64	436	1001
Future Volume (vph)	393	152	54	101	166	430	7	52	982	64	436	1001
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.954				0.850			0.989			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1711	3306	0	1694	3421	1531	0	1745	4862	0	3351	4916
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1711	3306	0	1694	3421	1531	0	1745	4862	0	3351	4916
Satd. Flow (RTOR)		35				267			8			
Adj. Flow (vph)	442	163	73	115	202	483	12	78	1023	81	454	1138
Lane Group Flow (vph)	442	236	0	115	202	483	0	90	1104	0	454	1138
Turn Type	Split	NA		Split	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4		1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	4	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	33.7	33.7		13.9	13.9	13.9	11.8	11.8	24.8		11.8	24.8
Total Split (s)	39.0	39.0		26.0	26.0	26.0	18.0	18.0	73.0		42.0	97.0
Total Split (%)	21.7%	21.7%		14.4%	14.4%	14.4%	10.0%	10.0%	40.6%		23.3%	53.9%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.9	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.9		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	32.3	32.3		19.1	19.1	19.1		11.1	72.0		29.4	90.3
Actuated g/C Ratio	0.18	0.18		0.11	0.11	0.11		0.06	0.40		0.16	0.50
v/c Ratio	1.43	0.38		0.64	0.55	1.20		0.84	0.56		0.82	0.46
Control Delay (s/veh)	263.8	57.0		94.3	82.8	140.0		133.8	43.5		86.0	29.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	263.8	57.0		94.3	82.8	140.0		133.8	43.5		86.0	29.8
LOS	F	E		F	F	F		F	D		F	C
Approach Delay (s/veh)		191.9			119.0				50.3			39.2
Approach LOS		F			F				D			D
Queue Length 50th (ft)	~705	111		133	121	~395		107	368		271	315
Queue Length 95th (ft)	#923	158		205	154	#620		129	439		326	345
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	307	621		179	363	401		108	1949		655	2467
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	1.44	0.38		0.64	0.56	1.20		0.83	0.57		0.69	0.46

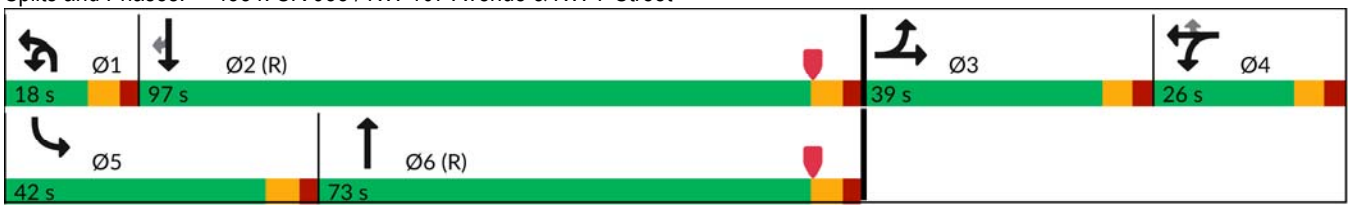
Intersection Summary
Cycle Length: 180

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	338
Future Volume (vph)	338
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1516
Flt Permitted	
Satd. Flow (perm)	1516
Satd. Flow (RTOR)	242
Adj. Flow (vph)	360
Lane Group Flow (vph)	360
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	97.0
Total Split (%)	53.9%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	90.3
Actuated g/C Ratio	0.50
v/c Ratio	0.40
Control Delay (s/veh)	9.8
Queue Delay	0.0
Total Delay (s/veh)	9.8
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	77
Queue Length 95th (ft)	158
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	881
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.41

Intersection Summary

Actuated Cycle Length: 180
Offset: 75 (42%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay (s/veh): 78.3 Intersection LOS: E
Intersection Capacity Utilization 85.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street

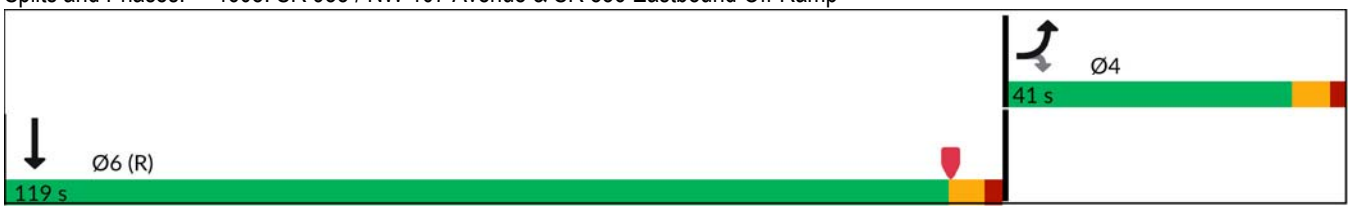


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	168	111	0	0	1660	0
Future Volume (vph)	168	111	0	0	1660	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1662	1531	0	0	4916	0
Flt Permitted	0.950					
Satd. Flow (perm)	1662	1531	0	0	4916	0
Satd. Flow (RTOR)		34				
Adj. Flow (vph)	200	131	0	0	1804	0
Lane Group Flow (vph)	200	131	0	0	1804	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	41.0	41.0			119.0	
Total Split (%)	25.6%	25.6%			74.4%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			C-Max	
Act Effct Green (s)	24.5	24.5			122.7	
Actuated g/C Ratio	0.15	0.15			0.77	
v/c Ratio	0.78	0.49			0.47	
Control Delay (s/veh)	85.9	50.9			2.7	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	85.9	50.9			2.7	
LOS	F	D			A	
Approach Delay (s/veh)	72.1				2.7	
Approach LOS	E				A	
Queue Length 50th (ft)	205	94			54	
Queue Length 95th (ft)	260	145			61	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	359	357			3770	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.56	0.37			0.48	

Intersection Summary
Cycle Length: 160

Actuated Cycle Length: 160	
Offset: 73 (46%), Referenced to phase 2: and 6:SBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 13.5	Intersection LOS: B
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp

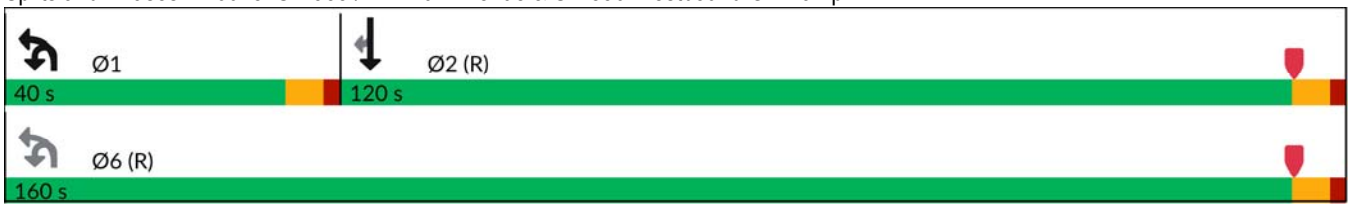


Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR	Ø6
Lane Configurations								
Traffic Volume (vph)	0	0	17	298	0	1830	289	
Future Volume (vph)	0	0	17	298	0	1830	289	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.91	1.00	
Frt							0.850	
Flt Protected				0.950				
Satd. Flow (prot)	0	0	0	1713	0	4916	1501	
Flt Permitted				0.065				
Satd. Flow (perm)	0	0	0	117	0	4916	1501	
Satd. Flow (RTOR)							187	
Adj. Flow (vph)	0	0	28	351	0	2080	361	
Lane Group Flow (vph)	0	0	0	379	0	2080	361	
Turn Type			pm+pt	pm+pt		NA	Perm	
Protected Phases			1	1		2		6
Permitted Phases			6	6			2	
Detector Phase			1	1		2	2	
Switch Phase								
Minimum Initial (s)			5.0	5.0		16.0	16.0	16.0
Minimum Split (s)			11.4	11.4		22.4	22.4	22.4
Total Split (s)			40.0	40.0		120.0	120.0	160.0
Total Split (%)			25.0%	25.0%		75.0%	75.0%	100%
Yellow Time (s)			4.4	4.4		4.4	4.4	4.4
All-Red Time (s)			2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)				0.0		0.0	0.0	
Total Lost Time (s)				6.4		6.4	6.4	
Lead/Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode			None	None		C-Max	C-Max	C-Max
Act Effct Green (s)				153.6		117.2	117.2	
Actuated g/C Ratio				0.96		0.73	0.73	
v/c Ratio				0.92		0.57	0.31	
Control Delay (s/veh)				78.1		11.1	4.3	
Queue Delay				0.0		0.0	0.0	
Total Delay (s/veh)				78.1		11.1	4.3	
LOS				E		B	A	
Approach Delay (s/veh)					78.1	10.1		
Approach LOS					E	B		
Queue Length 50th (ft)				288		365	54	
Queue Length 95th (ft)				#389		390	74	
Internal Link Dist (ft)	369				258	314		
Turn Bay Length (ft)								
Base Capacity (vph)				447		3600	1149	
Starvation Cap Reductn				0		0	0	
Spillback Cap Reductn				0		0	0	
Storage Cap Reductn				0		0	0	
Reduced v/c Ratio				0.85		0.58	0.31	

Intersection Summary
Cycle Length: 160

Actuated Cycle Length: 160
Offset: 58 (36%), Referenced to phase 2:SBT and 6:NBL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay (s/veh): 19.3 Intersection LOS: B
Intersection Capacity Utilization 63.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp

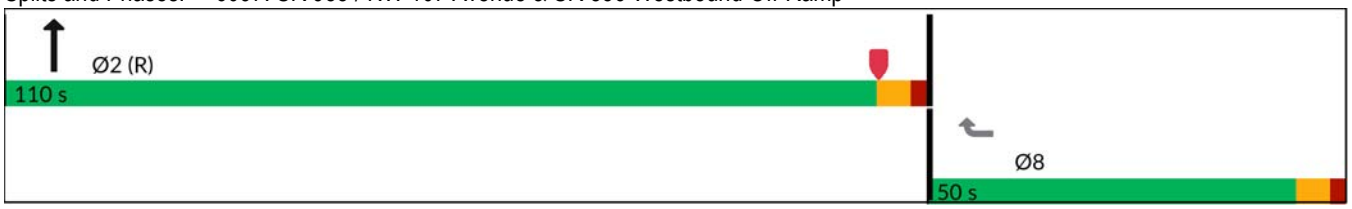


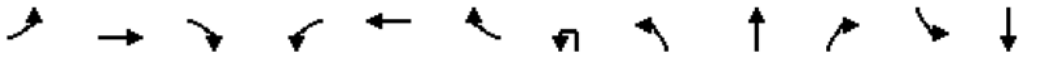
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	830	1142	0	0	0
Future Volume (vph)	0	830	1142	0	0	0
Lane Util. Factor	1.00	0.88	0.91	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2592	4916	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2592	4916	0	0	0
Satd. Flow (RTOR)		174				
Adj. Flow (vph)	0	883	1177	0	0	0
Lane Group Flow (vph)	0	883	1177	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		11.0	11.0			
Total Split (s)		50.0	110.0			
Total Split (%)		31.3%	68.8%			
Yellow Time (s)		4.0	4.0			
All-Red Time (s)		2.0	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None	C-Max			
Act Effct Green (s)		44.0	104.0			
Actuated g/C Ratio		0.28	0.65			
v/c Ratio		1.05	0.36			
Control Delay (s/veh)		89.9	11.4			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		89.9	11.4			
LOS		F	B			
Approach Delay (s/veh)	89.9		11.4			
Approach LOS	F		B			
Queue Length 50th (ft)		~492	168			
Queue Length 95th (ft)		#642	191			
Internal Link Dist (ft)	895		173			362
Turn Bay Length (ft)						
Base Capacity (vph)		838	3195			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		1.05	0.37			

Intersection Summary
Cycle Length: 160

Actuated Cycle Length: 160
Offset: 6 (4%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay (s/veh): 45.1 Intersection LOS: D
Intersection Capacity Utilization 61.1% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6097: SR 985 / NW 107 Avenue & SR 836 Westbound Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	505	201	44	122	374	510	6	51	910	97	561	1133
Future Volume (vph)	505	201	44	122	374	510	6	51	910	97	561	1133
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.971				0.850			0.982			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1711	3349	0	1728	3455	1546	0	1716	4839	0	3385	4964
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1711	3349	0	1728	3455	1546	0	1716	4839	0	3385	4964
Satd. Flow (RTOR)		15				307			15			
Adj. Flow (vph)	549	221	53	153	430	548	12	57	1022	139	638	1273
Lane Group Flow (vph)	549	274	0	153	430	548	0	69	1161	0	638	1273
Turn Type	Split	NA		Split	NA	Perm	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4		1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	4	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	33.7	33.7		13.9	13.9	13.9	11.8	11.8	24.8		11.8	24.8
Total Split (s)	40.0	40.0		27.0	27.0	27.0	18.0	18.0	58.0		45.0	85.0
Total Split (%)	23.5%	23.5%		15.9%	15.9%	15.9%	10.6%	10.6%	34.1%		26.5%	50.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.9	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.9		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	33.3	33.3		20.1	20.1	20.1		10.3	53.7		35.7	79.1
Actuated g/C Ratio	0.20	0.20		0.12	0.12	0.12		0.06	0.32		0.21	0.47
v/c Ratio	1.63	0.41		0.75	1.05	1.20		0.66	0.75		0.89	0.55
Control Delay (s/veh)	340.3	58.5		94.6	128.5	138.2		107.2	55.6		79.2	20.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	340.3	58.5		94.6	128.5	138.2		107.2	55.6		79.2	20.0
LOS	F	E		F	F	F		F	E		E	C
Approach Delay (s/veh)		246.5			128.7				58.5			31.8
Approach LOS		F			F				E			C
Queue Length 50th (ft)	~880	134		168	~274	~424		76	428		333	300
Queue Length 95th (ft)	#1120	183		223	#372	#669		#140	484		404	292
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	335	668		204	408	453		113	1539		760	2310
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	1.64	0.41		0.75	1.05	1.21		0.61	0.75		0.84	0.55

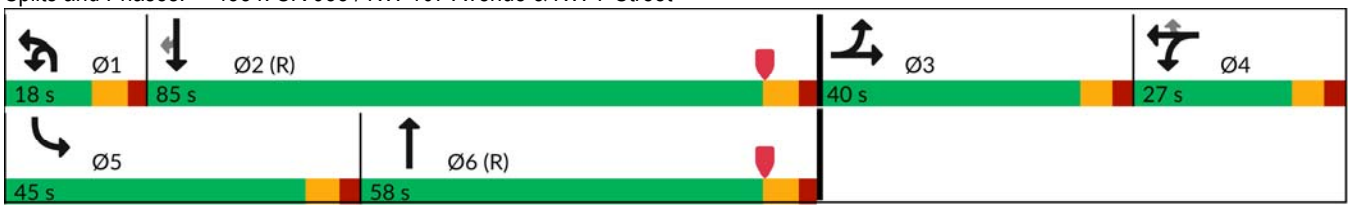
Intersection Summary
Cycle Length: 170

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	682
Future Volume (vph)	682
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1561
Flt Permitted	
Satd. Flow (perm)	1561
Satd. Flow (RTOR)	467
Adj. Flow (vph)	793
Lane Group Flow (vph)	793
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	85.0
Total Split (%)	50.0%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	79.1
Actuated g/C Ratio	0.47
v/c Ratio	0.81
Control Delay (s/veh)	11.8
Queue Delay	0.6
Total Delay (s/veh)	12.4
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	316
Queue Length 95th (ft)	243
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	976
Starvation Cap Reductn	37
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.84

Intersection Summary

Actuated Cycle Length: 170
Offset: 83 (49%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.64
Intersection Signal Delay (s/veh): 86.0 Intersection LOS: F
Intersection Capacity Utilization 96.7% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street

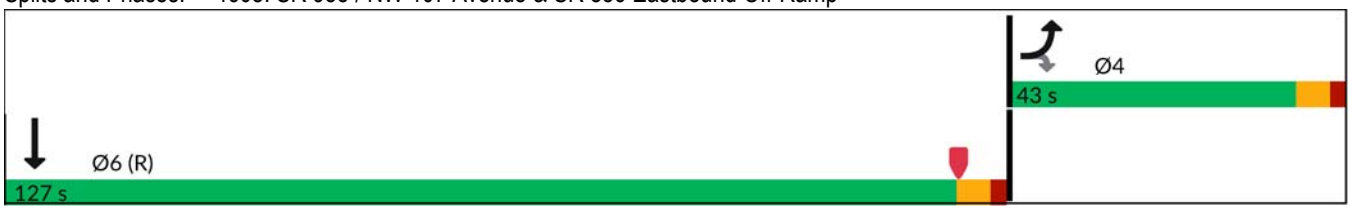


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	128	170	0	0	2249	0
Future Volume (vph)	128	170	0	0	2249	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1711	1561	0	0	4964	0
Flt Permitted	0.950					
Satd. Flow (perm)	1711	1561	0	0	4964	0
Satd. Flow (RTOR)		9				
Adj. Flow (vph)	147	195	0	0	2471	0
Lane Group Flow (vph)	147	195	0	0	2471	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	43.0	43.0			127.0	
Total Split (%)	25.3%	25.3%			74.7%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			C-Max	
Act Effct Green (s)	25.6	25.6			131.6	
Actuated g/C Ratio	0.15	0.15			0.77	
v/c Ratio	0.57	0.80			0.64	
Control Delay (s/veh)	74.7	89.5			3.0	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	74.7	89.5			3.0	
LOS	E	F			A	
Approach Delay (s/veh)	83.2				3.0	
Approach LOS	F				A	
Queue Length 50th (ft)	154	204			68	
Queue Length 95th (ft)	213	273			108	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	368	343			3841	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			7	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.40	0.57			0.64	

Intersection Summary
Cycle Length: 170

Actuated Cycle Length: 170	
Offset: 73 (43%), Referenced to phase 2: and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp

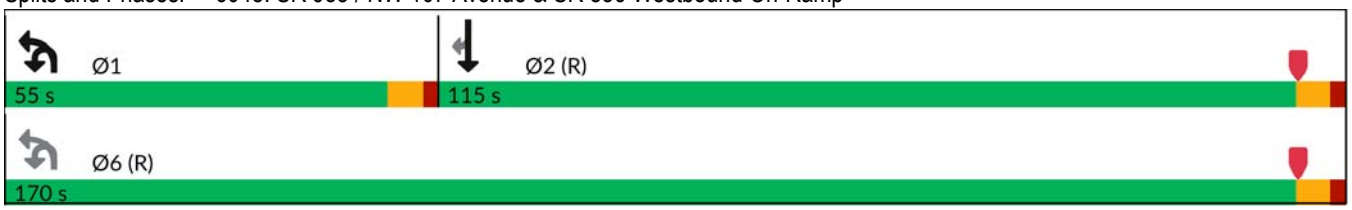


Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR	Ø6
Lane Configurations								
Traffic Volume (vph)	0	0	5	353	0	2646	605	
Future Volume (vph)	0	0	5	353	0	2646	605	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.91	1.00	
Frt							0.850	
Flt Protected				0.950				
Satd. Flow (prot)	0	0	0	1712	0	4964	1546	
Flt Permitted				0.032				
Satd. Flow (perm)	0	0	0	58	0	4964	1546	
Satd. Flow (RTOR)							211	
Adj. Flow (vph)	0	0	12	388	0	2940	630	
Lane Group Flow (vph)	0	0	0	400	0	2940	630	
Turn Type			pm+pt	pm+pt		NA	Perm	
Protected Phases			1	1		2		6
Permitted Phases			6	6			2	
Detector Phase			1	1		2	2	
Switch Phase								
Minimum Initial (s)			5.0	5.0		16.0	16.0	16.0
Minimum Split (s)			11.4	11.4		22.4	22.4	22.4
Total Split (s)			55.0	55.0		115.0	115.0	170.0
Total Split (%)			32.4%	32.4%		67.6%	67.6%	100%
Yellow Time (s)			4.4	4.4		4.4	4.4	4.4
All-Red Time (s)			2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)				0.0		0.0	0.0	
Total Lost Time (s)				6.4		6.4	6.4	
Lead/Lag			Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode			None	None		C-Max	C-Max	C-Max
Act Effct Green (s)				163.6		117.8	117.8	
Actuated g/C Ratio				0.96		0.69	0.69	
v/c Ratio				0.91		0.85	0.55	
Control Delay (s/veh)				53.2		24.1	10.9	
Queue Delay				0.0		0.0	0.0	
Total Delay (s/veh)				53.2		24.1	10.9	
LOS				D		C	B	
Approach Delay (s/veh)					53.2	21.8		
Approach LOS					D	C		
Queue Length 50th (ft)				311		862	216	
Queue Length 95th (ft)				m251		1083	372	
Internal Link Dist (ft)	369				258	314		
Turn Bay Length (ft)								
Base Capacity (vph)				528		3439	1135	
Starvation Cap Reductn				0		0	0	
Spillback Cap Reductn				0		0	0	
Storage Cap Reductn				0		0	0	
Reduced v/c Ratio				0.76		0.85	0.56	

Intersection Summary
Cycle Length: 170

Actuated Cycle Length: 170
Offset: 58 (34%), Referenced to phase 2:SBT and 6:NBL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay (s/veh): 25.0 Intersection LOS: C
Intersection Capacity Utilization 81.6% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp

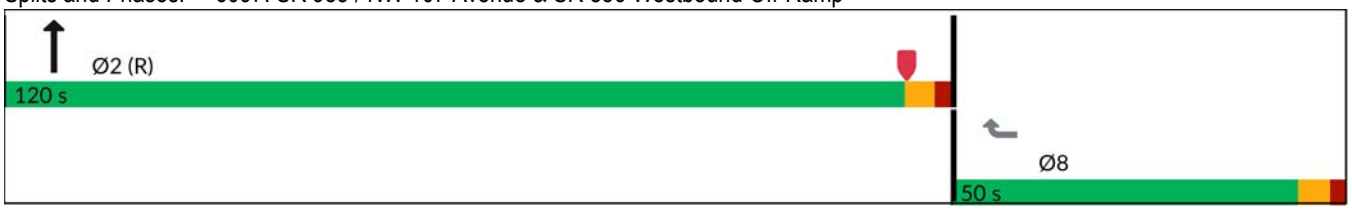


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	339	1116	0	0	0
Future Volume (vph)	0	339	1116	0	0	0
Lane Util. Factor	1.00	0.88	0.91	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2642	4916	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2642	4916	0	0	0
Satd. Flow (RTOR)		174				
Adj. Flow (vph)	0	365	1213	0	0	0
Lane Group Flow (vph)	0	365	1213	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		11.0	11.0			
Total Split (s)		50.0	120.0			
Total Split (%)		29.4%	70.6%			
Yellow Time (s)		4.0	4.0			
All-Red Time (s)		2.0	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None	C-Max			
Act Effct Green (s)		18.6	139.4			
Actuated g/C Ratio		0.11	0.82			
v/c Ratio		0.82	0.30			
Control Delay (s/veh)		53.4	1.7			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		53.4	1.7			
LOS		D	A			
Approach Delay (s/veh)	53.4		1.8			
Approach LOS	D		A			
Queue Length 50th (ft)		122	39			
Queue Length 95th (ft)		182	m39			
Internal Link Dist (ft)	895		173			362
Turn Bay Length (ft)						
Base Capacity (vph)		812	4031			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.45	0.30			

Intersection Summary
Cycle Length: 170

Actuated Cycle Length: 170
Offset: 6 (4%), Referenced to phase 2:NBT and 6:, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay (s/veh): 13.7 Intersection LOS: B
Intersection Capacity Utilization 43.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6097: SR 985 / NW 107 Avenue & SR 836 Westbound Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	797	261	35	116	170	746	5	48	1400	81	226	705
Future Volume (vph)	797	261	35	116	170	746	5	48	1400	81	226	705
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.978				0.850			0.991			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3351	1766	0	1678	3421	1546	0	1745	4923	0	3286	4868
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	3351	1766	0	1678	3421	1546	0	1745	4923	0	3286	4868
Satd. Flow (RTOR)		4				94			5			
Adj. Flow (vph)	857	287	49	138	200	811	12	62	1538	103	243	766
Lane Group Flow (vph)	857	336	0	138	200	811	0	74	1641	0	243	766
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4	5	1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	5	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	41.7	41.7		50.9	50.9	11.8	11.8	11.8	24.8		11.8	24.8
Total Split (s)	50.0	50.0		50.9	50.9	39.0	22.9	22.9	60.1		39.0	76.2
Total Split (%)	25.0%	25.0%		25.5%	25.5%	19.5%	11.5%	11.5%	30.1%		19.5%	38.1%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.4	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.8		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	43.3	43.3		21.8	21.8	54.1		13.8	75.5		32.2	93.9
Actuated g/C Ratio	0.22	0.22		0.11	0.11	0.27		0.07	0.38		0.16	0.47
v/c Ratio	1.18	0.87		0.76	0.54	1.67		0.62	0.88		0.46	0.34
Control Delay (s/veh)	159.4	97.2		110.6	88.8	335.5		111.1	64.4		55.7	22.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	159.4	97.2		110.6	88.8	335.5		111.1	64.4		55.7	22.0
LOS	F	F		F	F	F		F	E		E	C
Approach Delay (s/veh)		141.9			265.6				66.4			25.9
Approach LOS		F			F				E			C
Queue Length 50th (ft)	~693	429		180	133	~1472		97	739		106	208
Queue Length 95th (ft)	#831	#610		238	164	#1709		136	#892		m138	238
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	725	385		369	752	486		145	1861		529	2284
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	1.18	0.87		0.37	0.27	1.67		0.51	0.88		0.46	0.34

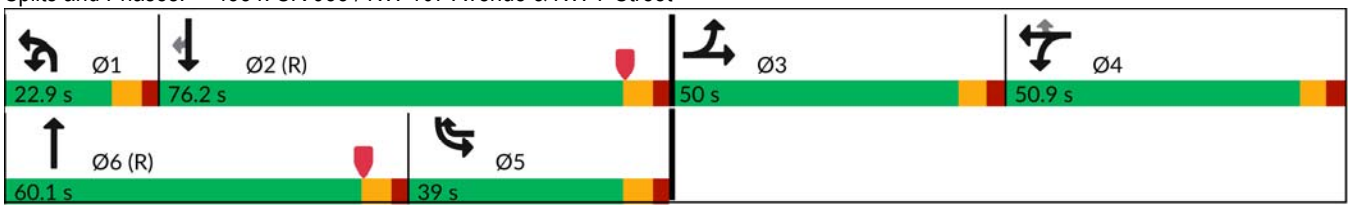
Intersection Summary
Cycle Length: 200

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	294
Future Volume (vph)	294
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1531
Flt Permitted	
Satd. Flow (perm)	1531
Satd. Flow (RTOR)	215
Adj. Flow (vph)	313
Lane Group Flow (vph)	313
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	76.2
Total Split (%)	38.1%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	93.9
Actuated g/C Ratio	0.47
v/c Ratio	0.38
Control Delay (s/veh)	12.4
Queue Delay	0.0
Total Delay (s/veh)	12.4
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	146
Queue Length 95th (ft)	m196
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	832
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.38

Intersection Summary

Actuated Cycle Length: 200
Offset: 81 (41%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.67
Intersection Signal Delay (s/veh): 115.7 Intersection LOS: F
Intersection Capacity Utilization 114.7% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street

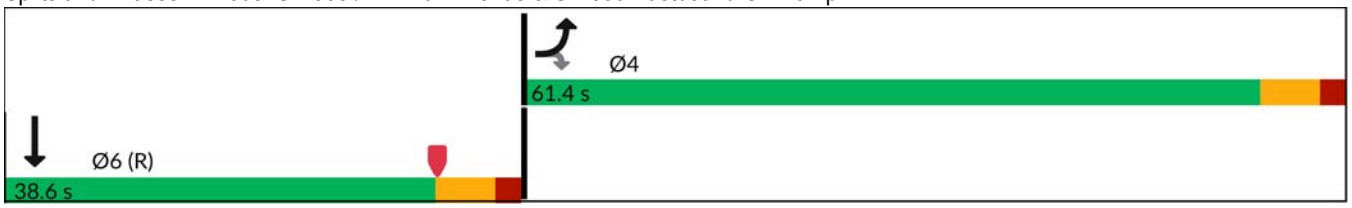


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	746	171	0	0	1144	0
Future Volume (vph)	746	171	0	0	1144	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1728	1546	0	0	4868	0
Flt Permitted	0.950					
Satd. Flow (perm)	1728	1546	0	0	4868	0
Satd. Flow (RTOR)		3				
Adj. Flow (vph)	829	194	0	0	1378	0
Lane Group Flow (vph)	829	194	0	0	1378	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	61.4	61.4			38.6	
Total Split (%)	61.4%	61.4%			38.6%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			C-Max	
Act Effct Green (s)	52.5	52.5			34.7	
Actuated g/C Ratio	0.53	0.53			0.35	
v/c Ratio	0.92	0.24			0.82	
Control Delay (s/veh)	37.5	13.0			35.3	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	37.5	13.0			35.3	
LOS	D	B			D	
Approach Delay (s/veh)	32.8				35.3	
Approach LOS	C				D	
Queue Length 50th (ft)	431	59			302	
Queue Length 95th (ft)	#703	96			324	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	950	851			1690	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.87	0.23			0.82	

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2: and 6:SBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay (s/veh): 34.2 Intersection LOS: C
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp

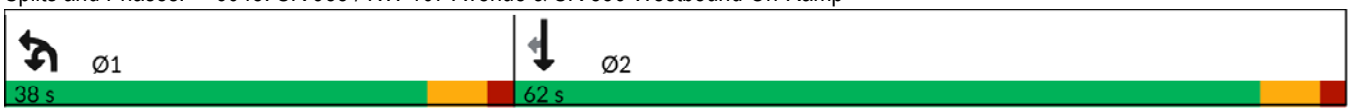


Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	0	4	558	0	1556	198
Future Volume (vph)	0	0	4	558	0	1556	198
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.91	1.00
Frt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	0	0	0	3352	0	4821	1459
Flt Permitted				0.950			
Satd. Flow (perm)	0	0	0	3352	0	4821	1459
Satd. Flow (RTOR)							75
Adj. Flow (vph)	0	0	12	634	0	1852	257
Lane Group Flow (vph)	0	0	0	646	0	1852	257
Turn Type			Prot	Prot		NA	Perm
Protected Phases			1	1		2	
Permitted Phases							2
Detector Phase			1	1		2	2
Switch Phase							
Minimum Initial (s)			5.0	5.0		16.0	16.0
Minimum Split (s)			11.4	11.4		22.4	22.4
Total Split (s)			38.0	38.0		62.0	62.0
Total Split (%)			38.0%	38.0%		62.0%	62.0%
Yellow Time (s)			4.4	4.4		4.4	4.4
All-Red Time (s)			2.0	2.0		2.0	2.0
Lost Time Adjust (s)				0.0		0.0	0.0
Total Lost Time (s)				6.4		6.4	6.4
Lead/Lag			Lead	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode			None	None		Max	Max
Act Effct Green (s)				22.6		55.7	55.7
Actuated g/C Ratio				0.25		0.61	0.61
v/c Ratio				0.78		0.63	0.28
Control Delay (s/veh)				38.9		13.0	7.3
Queue Delay				0.0		0.0	0.0
Total Delay (s/veh)				38.9		13.0	7.3
LOS				D		B	A
Approach Delay (s/veh)					38.9	12.3	
Approach LOS					D	B	
Queue Length 50th (ft)				178		223	42
Queue Length 95th (ft)				231		299	77
Internal Link Dist (ft)	369				258	314	
Turn Bay Length (ft)				50			
Base Capacity (vph)				1164		2946	920
Starvation Cap Reductn				0		0	0
Spillback Cap Reductn				0		0	0
Storage Cap Reductn				0		0	0
Reduced v/c Ratio				0.55		0.63	0.28

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 91.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 18.6	Intersection LOS: B
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp

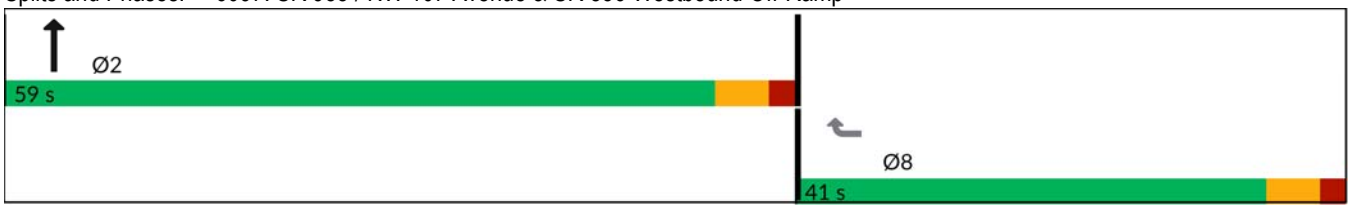


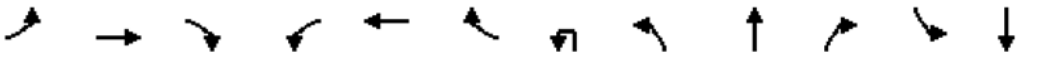
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	711	1973	0	0	0
Future Volume (vph)	0	711	1973	0	0	0
Lane Util. Factor	1.00	0.88	0.91	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2668	4964	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2668	4964	0	0	0
Satd. Flow (RTOR)		6				
Adj. Flow (vph)	0	756	2217	0	0	0
Lane Group Flow (vph)	0	756	2217	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		11.0	11.0			
Total Split (s)		41.0	59.0			
Total Split (%)		41.0%	59.0%			
Yellow Time (s)		4.0	4.0			
All-Red Time (s)		2.0	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None	Max			
Act Effct Green (s)		30.7	53.1			
Actuated g/C Ratio		0.32	0.55			
v/c Ratio		0.88	0.81			
Control Delay (s/veh)		43.3	20.9			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		43.3	20.9			
LOS		D	C			
Approach Delay (s/veh)	43.3		20.9			
Approach LOS	D		C			
Queue Length 50th (ft)		243	400			
Queue Length 95th (ft)		327	479			
Internal Link Dist (ft)	892		173			362
Turn Bay Length (ft)						
Base Capacity (vph)		979	2750			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.77	0.81			

Intersection Summary
Cycle Length: 100

Actuated Cycle Length: 95.9	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 26.6	Intersection LOS: C
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6097: SR 985 / NW 107 Avenue & SR 836 Westbound Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	393	152	54	101	166	430	7	52	982	64	436	1001
Future Volume (vph)	393	152	54	101	166	430	7	52	982	64	436	1001
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.954				0.850			0.989			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3319	1740	0	1694	3421	1531	0	1745	4862	0	3351	4916
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	3319	1740	0	1694	3421	1531	0	1745	4862	0	3351	4916
Satd. Flow (RTOR)		14				76			7			
Adj. Flow (vph)	442	163	73	115	202	483	12	78	1023	81	454	1138
Lane Group Flow (vph)	442	236	0	115	202	483	0	90	1104	0	454	1138
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4	5	1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	5	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	41.7	41.7		50.9	50.9	11.8	11.8	11.8	24.8		11.8	24.8
Total Split (s)	41.7	41.7		50.9	50.9	22.0	14.9	14.9	35.4		22.0	42.5
Total Split (%)	27.8%	27.8%		33.9%	33.9%	14.7%	9.9%	9.9%	23.6%		14.7%	28.3%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.4	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.8		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	Max		None	Max
Act Effct Green (s)	19.6	19.6		12.8	12.8	35.0		8.1	28.8		15.3	35.9
Actuated g/C Ratio	0.19	0.19		0.12	0.12	0.34		0.08	0.28		0.15	0.35
v/c Ratio	0.71	0.70		0.55	0.48	0.85		0.66	0.82		0.92	0.67
Control Delay (s/veh)	46.2	48.6		54.1	46.9	43.1		71.9	41.7		70.3	32.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	46.2	48.6		54.1	46.9	43.1		71.9	41.7		70.3	32.3
LOS	D	D		D	D	D		E	D		E	C
Approach Delay (s/veh)		47.0			45.6				44.0			38.4
Approach LOS		D			D				D			D
Queue Length 50th (ft)	141	138		72	65	250		58	244		152	228
Queue Length 95th (ft)	202	232		135	99	#459		91	#381		#294	326
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	1125	599		722	1459	567		137	1352		493	1701
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	0.39	0.39		0.16	0.14	0.85		0.66	0.82		0.92	0.67

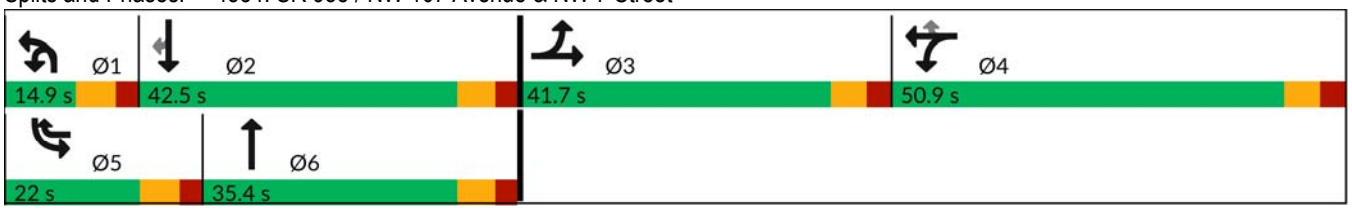
Intersection Summary
Cycle Length: 150

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	338
Future Volume (vph)	338
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1516
Flt Permitted	
Satd. Flow (perm)	1516
Satd. Flow (RTOR)	190
Adj. Flow (vph)	360
Lane Group Flow (vph)	360
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	42.5
Total Split (%)	28.3%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	35.9
Actuated g/C Ratio	0.35
v/c Ratio	0.56
Control Delay (s/veh)	17.3
Queue Delay	0.0
Total Delay (s/veh)	17.3
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	84
Queue Length 95th (ft)	210
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	648
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.56

Intersection Summary

Actuated Cycle Length: 103.8
Natural Cycle: 150
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.92
Intersection Signal Delay (s/veh): 42.3 Intersection LOS: D
Intersection Capacity Utilization 75.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street

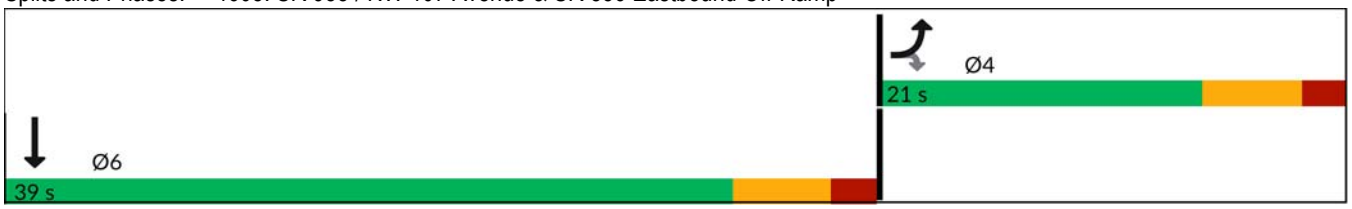


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	168	111	0	0	1660	0
Future Volume (vph)	168	111	0	0	1660	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1662	1531	0	0	4916	0
Flt Permitted	0.950					
Satd. Flow (perm)	1662	1531	0	0	4916	0
Satd. Flow (RTOR)		11				
Adj. Flow (vph)	200	131	0	0	1804	0
Lane Group Flow (vph)	200	131	0	0	1804	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	21.0	21.0			39.0	
Total Split (%)	35.0%	35.0%			65.0%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			Max	
Act Effct Green (s)	11.5	11.5			32.7	
Actuated g/C Ratio	0.20	0.20			0.57	
v/c Ratio	0.60	0.41			0.64	
Control Delay (s/veh)	28.5	22.1			10.0	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	28.5	22.1			10.0	
LOS	C	C			A	
Approach Delay (s/veh)	25.9				10.0	
Approach LOS	C				A	
Queue Length 50th (ft)	62	36			136	
Queue Length 95th (ft)	108	72			201	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	426	401			2818	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.47	0.33			0.64	

Intersection Summary
Cycle Length: 60

Actuated Cycle Length: 57	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp



Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	0	17	298	0	1830	289
Future Volume (vph)	0	0	17	298	0	1830	289
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.91	1.00
Frt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	0	0	0	3323	0	4916	1501
Flt Permitted				0.950			
Satd. Flow (perm)	0	0	0	3323	0	4916	1501
Satd. Flow (RTOR)							107
Adj. Flow (vph)	0	0	28	351	0	2080	361
Lane Group Flow (vph)	0	0	0	379	0	2080	361
Turn Type			Prot	Prot		NA	Perm
Protected Phases			1	1		2	
Permitted Phases							2
Detector Phase			1	1		2	2
Switch Phase							
Minimum Initial (s)			5.0	5.0		16.0	16.0
Minimum Split (s)			11.4	11.4		22.4	22.4
Total Split (s)			18.4	18.4		41.6	41.6
Total Split (%)			30.7%	30.7%		69.3%	69.3%
Yellow Time (s)			4.4	4.4		4.4	4.4
All-Red Time (s)			2.0	2.0		2.0	2.0
Lost Time Adjust (s)				0.0		0.0	0.0
Total Lost Time (s)				6.4		6.4	6.4
Lead/Lag			Lead	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode			None	None		Max	Max
Act Effct Green (s)				11.0		35.2	35.2
Actuated g/C Ratio				0.19		0.60	0.60
v/c Ratio				0.62		0.71	0.38
Control Delay (s/veh)				26.8		10.2	5.8
Queue Delay				0.0		0.0	0.0
Total Delay (s/veh)				26.8		10.2	5.8
LOS				C		B	A
Approach Delay (s/veh)					26.8	9.5	
Approach LOS					C	A	
Queue Length 50th (ft)				64		172	40
Queue Length 95th (ft)				95		214	66
Internal Link Dist (ft)	369				258	314	
Turn Bay Length (ft)				50			
Base Capacity (vph)				676		2936	939
Starvation Cap Reductn				0		0	0
Spillback Cap Reductn				0		0	0
Storage Cap Reductn				0		0	0
Reduced v/c Ratio				0.56		0.71	0.38

Intersection Summary
Cycle Length: 60

Actuated Cycle Length: 59	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 11.9	Intersection LOS: B
Intersection Capacity Utilization 55.0%	ICU Level of Service B
Analysis Period (min) 15	

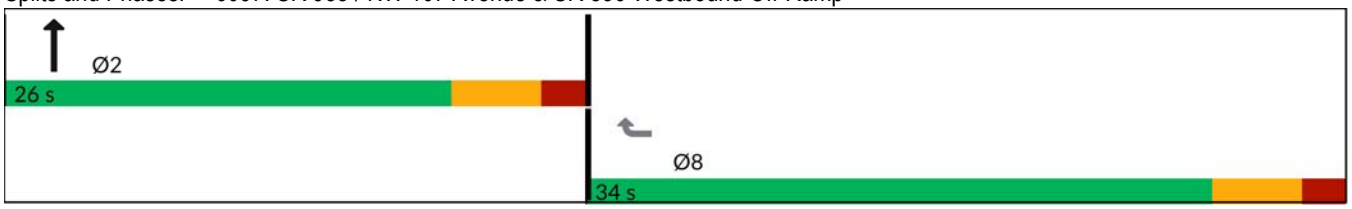
Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp

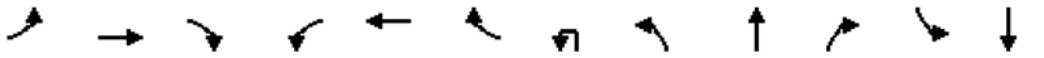
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	830	1142	0	0	0
Future Volume (vph)	0	830	1142	0	0	0
Lane Util. Factor	1.00	0.88	0.91	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2592	4916	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2592	4916	0	0	0
Satd. Flow (RTOR)		15				
Adj. Flow (vph)	0	883	1177	0	0	0
Lane Group Flow (vph)	0	883	1177	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		11.0	11.0			
Total Split (s)		34.0	26.0			
Total Split (%)		56.7%	43.3%			
Yellow Time (s)		4.0	4.0			
All-Red Time (s)		2.0	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None	Max			
Act Effct Green (s)		22.9	20.1			
Actuated g/C Ratio		0.42	0.36			
v/c Ratio		0.81	0.65			
Control Delay (s/veh)		20.7	17.6			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		20.7	17.6			
LOS		C	B			
Approach Delay (s/veh)	20.7		17.6			
Approach LOS	C		B			
Queue Length 50th (ft)		134	118			
Queue Length 95th (ft)		204	178			
Internal Link Dist (ft)	895		173			362
Turn Bay Length (ft)						
Base Capacity (vph)		1334	1797			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.66	0.65			

Intersection Summary
Cycle Length: 60

Actuated Cycle Length: 55.1	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6097: SR 985 / NW 107 Avenue & SR 836 Westbound Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	505	201	44	122	374	510	6	51	910	97	561	1133
Future Volume (vph)	505	201	44	122	374	510	6	51	910	97	561	1133
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.971				0.850			0.982			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3319	1762	0	1728	3455	1546	0	1716	4839	0	3385	4964
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	3319	1762	0	1728	3455	1546	0	1716	4839	0	3385	4964
Satd. Flow (RTOR)		6				105			13			
Adj. Flow (vph)	549	221	53	153	430	548	12	57	1022	139	638	1273
Lane Group Flow (vph)	549	274	0	153	430	548	0	69	1161	0	638	1273
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4	5	1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	5	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	41.7	41.7		50.9	50.9	11.8	11.8	11.8	24.8		11.8	24.8
Total Split (s)	41.8	41.8		50.9	50.9	39.2	15.0	15.0	48.1		39.2	72.3
Total Split (%)	23.2%	23.2%		28.3%	28.3%	21.8%	8.3%	8.3%	26.7%		21.8%	40.2%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.4	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.8		6.8	6.8		6.8	6.8
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	35.7	35.7		28.0	28.0	70.2		8.2	47.0		42.1	80.9
Actuated g/C Ratio	0.20	0.20		0.16	0.16	0.39		0.05	0.26		0.23	0.45
v/c Ratio	0.84	0.77		0.57	0.80	0.82		0.88	0.91		0.81	0.57
Control Delay (s/veh)	80.8	81.5		78.3	84.8	31.6		155.0	74.3		65.3	31.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	80.8	81.5		78.3	84.8	31.6		155.0	74.3		65.3	31.1
LOS	F	F		E	F	C		F	E		E	C
Approach Delay (s/veh)		81.1			58.2				78.8			37.9
Approach LOS		F			E				E			D
Queue Length 50th (ft)	324	304		170	262	242		83	496		326	364
Queue Length 95th (ft)	378	399		213	302	321		#188	#620		#509	437
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	693	372		422	844	666		78	1273		791	2232
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	0.79	0.74		0.36	0.51	0.82		0.88	0.91		0.81	0.57

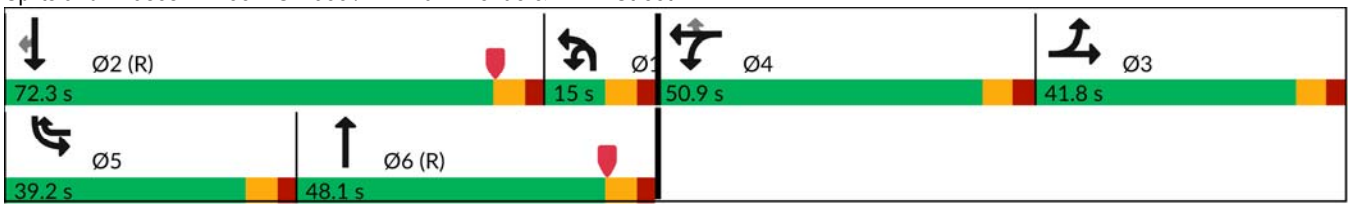
Intersection Summary
Cycle Length: 180

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	682
Future Volume (vph)	682
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1561
Flt Permitted	
Satd. Flow (perm)	1561
Satd. Flow (RTOR)	375
Adj. Flow (vph)	793
Lane Group Flow (vph)	793
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	72.3
Total Split (%)	40.2%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	80.9
Actuated g/C Ratio	0.45
v/c Ratio	0.87
Control Delay (s/veh)	25.6
Queue Delay	1.1
Total Delay (s/veh)	26.7
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	152
Queue Length 95th (ft)	#816
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	908
Starvation Cap Reductn	27
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.90

Intersection Summary

Actuated Cycle Length: 180
Offset: 142 (79%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay (s/veh): 56.4 Intersection LOS: E
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street

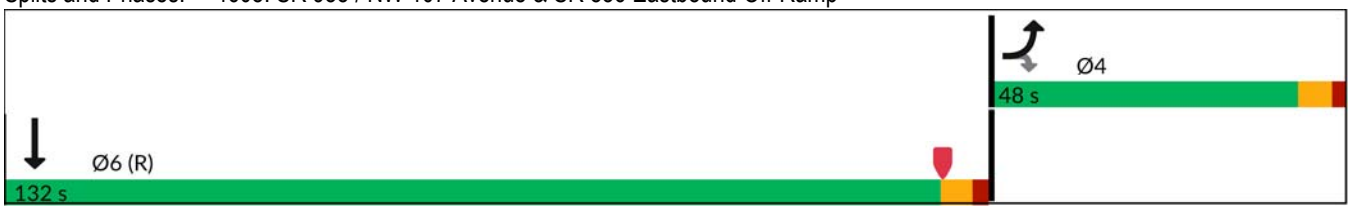


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	128	170	0	0	2249	0
Future Volume (vph)	128	170	0	0	2249	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1711	1561	0	0	4964	0
Flt Permitted	0.950					
Satd. Flow (perm)	1711	1561	0	0	4964	0
Satd. Flow (RTOR)		8				
Adj. Flow (vph)	147	195	0	0	2471	0
Lane Group Flow (vph)	147	195	0	0	2471	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	48.0	48.0			132.0	
Total Split (%)	26.7%	26.7%			73.3%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			C-Max	
Act Effct Green (s)	27.0	27.0			140.2	
Actuated g/C Ratio	0.15	0.15			0.78	
v/c Ratio	0.57	0.81			0.64	
Control Delay (s/veh)	79.0	94.9			10.3	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	79.0	94.9			10.3	
LOS	E	F			B	
Approach Delay (s/veh)	88.0				10.3	
Approach LOS	F				B	
Queue Length 50th (ft)	164	218			424	
Queue Length 95th (ft)	223	288			573	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	395	366			3866	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			20	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.37	0.53			0.64	

Intersection Summary
Cycle Length: 180

Actuated Cycle Length: 180	
Offset: 4 (2%), Referenced to phase 2: and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp



Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	0	5	353	0	2646	605
Future Volume (vph)	0	0	5	353	0	2646	605
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.91	1.00
Frt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	0	0	0	3321	0	4964	1546
Flt Permitted				0.950			
Satd. Flow (perm)	0	0	0	3321	0	4964	1546
Satd. Flow (RTOR)							54
Adj. Flow (vph)	0	0	12	388	0	2940	630
Lane Group Flow (vph)	0	0	0	400	0	2940	630
Turn Type			Prot	Prot		NA	Perm
Protected Phases			1	1		2	
Permitted Phases							2
Detector Phase			1	1		2	2
Switch Phase							
Minimum Initial (s)			5.0	5.0		16.0	16.0
Minimum Split (s)			11.4	11.4		22.4	22.4
Total Split (s)			22.0	22.0		68.0	68.0
Total Split (%)			24.4%	24.4%		75.6%	75.6%
Yellow Time (s)			4.4	4.4		4.4	4.4
All-Red Time (s)			2.0	2.0		2.0	2.0
Lost Time Adjust (s)				0.0		0.0	0.0
Total Lost Time (s)				6.4		6.4	6.4
Lead/Lag			Lead	Lead		Lag	Lag
Lead-Lag Optimize?			Yes	Yes		Yes	Yes
Recall Mode			None	None		Max	Max
Act Effct Green (s)				14.4		61.6	61.6
Actuated g/C Ratio				0.16		0.69	0.69
v/c Ratio				0.74		0.85	0.58
Control Delay (s/veh)				44.6		13.8	9.1
Queue Delay				0.0		0.0	0.0
Total Delay (s/veh)				44.6		13.8	9.1
LOS				D		B	A
Approach Delay (s/veh)					44.6	13.0	
Approach LOS					D	B	
Queue Length 50th (ft)				111		411	148
Queue Length 95th (ft)				160		493	238
Internal Link Dist (ft)	369				258	314	
Turn Bay Length (ft)				50			
Base Capacity (vph)				583		3443	1089
Starvation Cap Reductn				0		0	0
Spillback Cap Reductn				0		0	0
Storage Cap Reductn				0		0	0
Reduced v/c Ratio				0.69		0.85	0.58

Intersection Summary
Cycle Length: 90

Actuated Cycle Length: 88.8	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 16.1	Intersection LOS: B
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

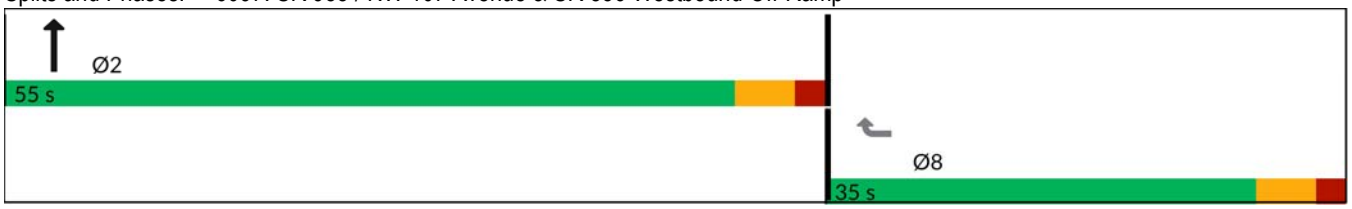
Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	339	1116	0	0	0
Future Volume (vph)	0	339	1116	0	0	0
Lane Util. Factor	1.00	0.88	0.91	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2642	4916	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2642	4916	0	0	0
Satd. Flow (RTOR)		97				
Adj. Flow (vph)	0	365	1213	0	0	0
Lane Group Flow (vph)	0	365	1213	0	0	0
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		11.0	11.0			
Total Split (s)		35.0	55.0			
Total Split (%)		38.9%	61.1%			
Yellow Time (s)		4.0	4.0			
All-Red Time (s)		2.0	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		None	Max			
Act Effct Green (s)		12.9	49.1			
Actuated g/C Ratio		0.17	0.66			
v/c Ratio		0.67	0.37			
Control Delay (s/veh)		27.2	6.3			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		27.2	6.3			
LOS		C	A			
Approach Delay (s/veh)	27.2		6.3			
Approach LOS	C		A			
Queue Length 50th (ft)		64	77			
Queue Length 95th (ft)		111	125			
Internal Link Dist (ft)	895		173			362
Turn Bay Length (ft)						
Base Capacity (vph)		1095	3258			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.33	0.37			

Intersection Summary
Cycle Length: 90

Actuated Cycle Length: 74.1	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 11.2	Intersection LOS: B
Intersection Capacity Utilization 43.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6097: SR 985 / NW 107 Avenue & SR 836 Westbound Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	797	261	35	116	170	746	5	48	1400	81	226	705
Future Volume (vph)	797	261	35	116	170	746	5	48	1400	81	226	705
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.978				0.850			0.991			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3351	1766	0	1678	3421	1546	0	1745	4923	0	3286	4868
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	3351	1766	0	1678	3421	1546	0	1745	4923	0	3286	4868
Satd. Flow (RTOR)		4				99			5			
Adj. Flow (vph)	857	287	49	138	200	811	12	62	1538	103	243	766
Lane Group Flow (vph)	857	336	0	138	200	811	0	74	1641	0	243	766
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4	5	1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	5	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	41.7	41.7		50.9	50.9	11.8	11.8	11.8	24.8		11.8	24.8
Total Split (s)	48.0	48.0		50.9	50.9	34.0	22.5	22.5	57.1		34.0	68.6
Total Split (%)	25.3%	25.3%		26.8%	26.8%	17.9%	11.8%	11.8%	30.1%		17.9%	36.1%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.4	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.8		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	41.3	41.3		21.0	21.0	48.3		13.4	73.3		27.2	87.1
Actuated g/C Ratio	0.22	0.22		0.11	0.11	0.25		0.07	0.39		0.14	0.46
v/c Ratio	1.18	0.87		0.75	0.53	1.74		0.61	0.86		0.52	0.34
Control Delay (s/veh)	154.8	92.8		104.7	84.1	366.9		105.2	59.4		41.2	4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	154.8	92.8		104.7	84.1	366.9		105.2	59.4		41.2	4.9
LOS	F	F		F	F	F		F	E		D	A
Approach Delay (s/veh)		137.3			286.1				61.4			10.7
Approach LOS		F			F				E			B
Queue Length 50th (ft)	~656	406		170	126	~1464		92	690		154	23
Queue Length 95th (ft)	#793	#582		226	157	#1641		130	#835		m192	83
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	728	387		388	792	466		149	1901		470	2231
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	1.18	0.87		0.36	0.25	1.74		0.50	0.86		0.52	0.34

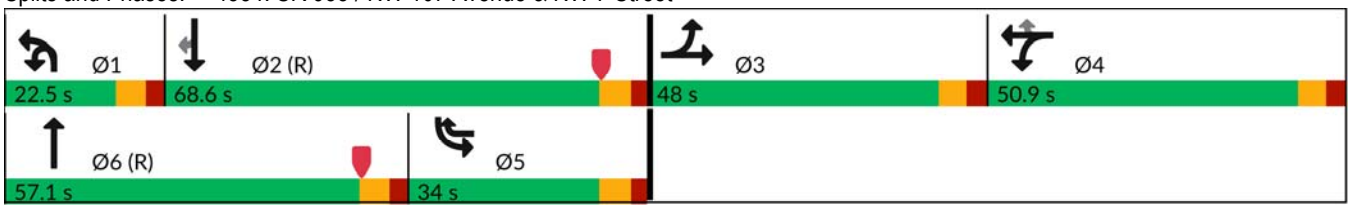
Intersection Summary
Cycle Length: 190

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	294
Future Volume (vph)	294
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1531
Flt Permitted	
Satd. Flow (perm)	1531
Satd. Flow (RTOR)	219
Adj. Flow (vph)	313
Lane Group Flow (vph)	313
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	68.6
Total Split (%)	36.1%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	87.1
Actuated g/C Ratio	0.46
v/c Ratio	0.38
Control Delay (s/veh)	1.1
Queue Delay	0.0
Total Delay (s/veh)	1.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m17
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	820
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.38

Intersection Summary

Actuated Cycle Length: 190
Offset: 189 (99%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.74
Intersection Signal Delay (s/veh): 113.8 Intersection LOS: F
Intersection Capacity Utilization 114.7% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street

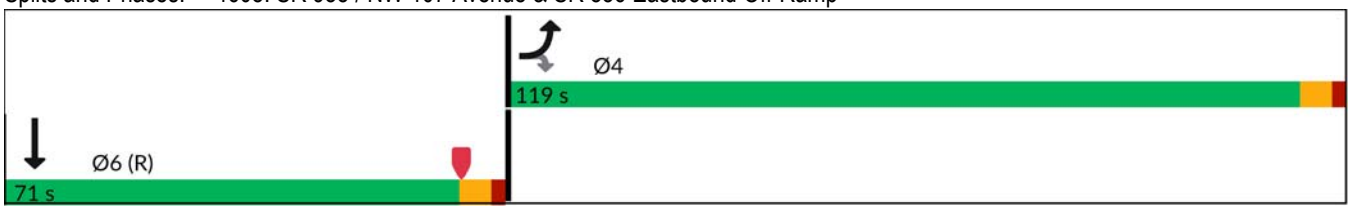


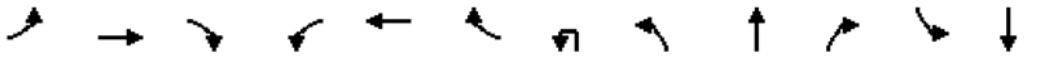
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	746	171	0	0	1144	0
Future Volume (vph)	746	171	0	0	1144	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1728	1546	0	0	4868	0
Flt Permitted	0.950					
Satd. Flow (perm)	1728	1546	0	0	4868	0
Satd. Flow (RTOR)		4				
Adj. Flow (vph)	829	194	0	0	1378	0
Lane Group Flow (vph)	829	194	0	0	1378	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	119.0	119.0			71.0	
Total Split (%)	62.6%	62.6%			37.4%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			C-Max	
Act Effct Green (s)	112.6	112.6			64.6	
Actuated g/C Ratio	0.59	0.59			0.34	
v/c Ratio	0.81	0.21			0.83	
Control Delay (s/veh)	38.2	18.3			51.4	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	38.2	18.3			51.4	
LOS	D	B			D	
Approach Delay (s/veh)	34.4				51.4	
Approach LOS	C				D	
Queue Length 50th (ft)	790	108			584	
Queue Length 95th (ft)	1004	152			576	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	1024	917			1655	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.81	0.21			0.83	

Intersection Summary
Cycle Length: 190

Actuated Cycle Length: 190	
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 44.2	Intersection LOS: D
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	711	4	558	1973	0	0	1556
Future Volume (vph)	0	0	0	0	0	711	4	558	1973	0	0	1556
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.91	0.97	0.91	1.00	1.00	0.91
Frt						0.850						
Flt Protected								0.950				
Satd. Flow (prot)	0	0	0	0	0	2668	0	3352	4964	0	0	4821
Flt Permitted								0.950				
Satd. Flow (perm)	0	0	0	0	0	2668	0	3352	4964	0	0	4821
Satd. Flow (RTOR)						20						
Adj. Flow (vph)	0	0	0	0	0	756	12	634	2217	0	0	1852
Lane Group Flow (vph)	0	0	0	0	0	756	0	646	2217	0	0	1852
Turn Type						Prot	Prot	Prot	NA			NA
Protected Phases						5	1	1	6			2
Permitted Phases												
Detector Phase						5	1	1	6			2
Switch Phase												
Minimum Initial (s)						5.0	5.0	5.0	16.0			16.0
Minimum Split (s)						24.0	11.4	11.4	22.4			22.4
Total Split (s)						75.0	58.0	58.0	115.0			132.0
Total Split (%)						39.5%	30.5%	30.5%	60.5%			69.5%
Yellow Time (s)						4.0	4.4	4.4	4.4			4.4
All-Red Time (s)						2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)						0.0		0.0	0.0			0.0
Total Lost Time (s)						6.0		6.4	6.4			6.4
Lead/Lag						Lead	Lead	Lead	Lag			Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes			Yes
Recall Mode						None	None	None	C-Max			C-Max
Act Effct Green (s)						59.2		42.1	118.4			135.1
Actuated g/C Ratio						0.31		0.22	0.62			0.71
v/c Ratio						0.90		0.87	0.72			0.54
Control Delay (s/veh)						74.3		78.4	26.9			14.1
Queue Delay						0.0		0.0	0.0			0.0
Total Delay (s/veh)						74.3		78.4	26.9			14.1
LOS						E		E	C			B
Approach Delay (s/veh)					74.3				38.5			13.5
Approach LOS					E				D			B
Queue Length 50th (ft)						502		412	792			374
Queue Length 95th (ft)						560		m372	m780			422
Internal Link Dist (ft)		369			560				271			314
Turn Bay Length (ft)								50				
Base Capacity (vph)						981		910	3094			3427
Starvation Cap Reductn						0		0	0			0
Spillback Cap Reductn						0		0	0			0
Storage Cap Reductn						0		0	0			0
Reduced v/c Ratio						0.77		0.71	0.72			0.54

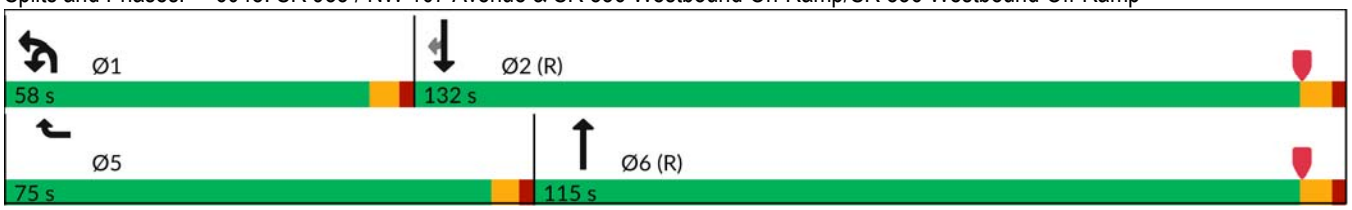
Intersection Summary
Cycle Length: 190

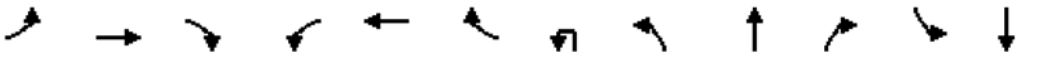
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	198
Future Volume (vph)	198
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1459
Flt Permitted	
Satd. Flow (perm)	1459
Satd. Flow (RTOR)	47
Adj. Flow (vph)	257
Lane Group Flow (vph)	257
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.4
Total Split (s)	132.0
Total Split (%)	69.5%
Yellow Time (s)	4.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.4
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	135.1
Actuated g/C Ratio	0.71
v/c Ratio	0.24
Control Delay (s/veh)	8.9
Queue Delay	0.0
Total Delay (s/veh)	8.9
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	84
Queue Length 95th (ft)	116
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1050
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24

Intersection Summary

Actuated Cycle Length: 190
Offset: 183.6 (97%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay (s/veh): 34.0 Intersection LOS: C
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp/SR 836 Westbound Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	393	152	54	101	166	430	7	52	982	64	436	1001
Future Volume (vph)	393	152	54	101	166	430	7	52	982	64	436	1001
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.954				0.850			0.989			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3319	1740	0	1694	3421	1531	0	1745	4862	0	3351	4916
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	3319	1740	0	1694	3421	1531	0	1745	4862	0	3351	4916
Satd. Flow (RTOR)		14				76			7			
Adj. Flow (vph)	442	163	73	115	202	483	12	78	1023	81	454	1138
Lane Group Flow (vph)	442	236	0	115	202	483	0	90	1104	0	454	1138
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4	5	1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	5	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	41.7	41.7		50.9	50.9	11.8	11.8	11.8	24.8		11.8	24.8
Total Split (s)	41.7	41.7		50.9	50.9	22.0	14.9	14.9	35.4		22.0	42.5
Total Split (%)	27.8%	27.8%		33.9%	33.9%	14.7%	9.9%	9.9%	23.6%		14.7%	28.3%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.4	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.8		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	Max		None	Max
Act Effct Green (s)	19.6	19.6		12.8	12.8	35.0		8.1	28.8		15.3	35.9
Actuated g/C Ratio	0.19	0.19		0.12	0.12	0.34		0.08	0.28		0.15	0.35
v/c Ratio	0.71	0.70		0.55	0.48	0.85		0.66	0.82		0.92	0.67
Control Delay (s/veh)	46.2	48.6		54.1	46.9	43.1		71.9	41.7		70.3	32.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	46.2	48.6		54.1	46.9	43.1		71.9	41.7		70.3	32.3
LOS	D	D		D	D	D		E	D		E	C
Approach Delay (s/veh)		47.0			45.6				44.0			38.4
Approach LOS		D			D				D			D
Queue Length 50th (ft)	141	138		72	65	250		58	244		152	228
Queue Length 95th (ft)	202	232		135	99	#459		91	#381		#294	326
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	1125	599		722	1459	567		137	1352		493	1701
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	0.39	0.39		0.16	0.14	0.85		0.66	0.82		0.92	0.67

Intersection Summary
Cycle Length: 150

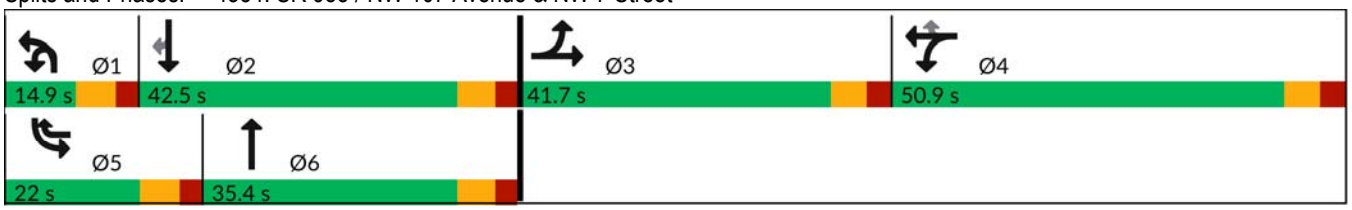
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	338
Future Volume (vph)	338
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1516
Flt Permitted	
Satd. Flow (perm)	1516
Satd. Flow (RTOR)	190
Adj. Flow (vph)	360
Lane Group Flow (vph)	360
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	42.5
Total Split (%)	28.3%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	35.9
Actuated g/C Ratio	0.35
v/c Ratio	0.56
Control Delay (s/veh)	17.3
Queue Delay	0.0
Total Delay (s/veh)	17.3
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	84
Queue Length 95th (ft)	210
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	648
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.56

Intersection Summary

Actuated Cycle Length: 103.8	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 42.3	Intersection LOS: D
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street

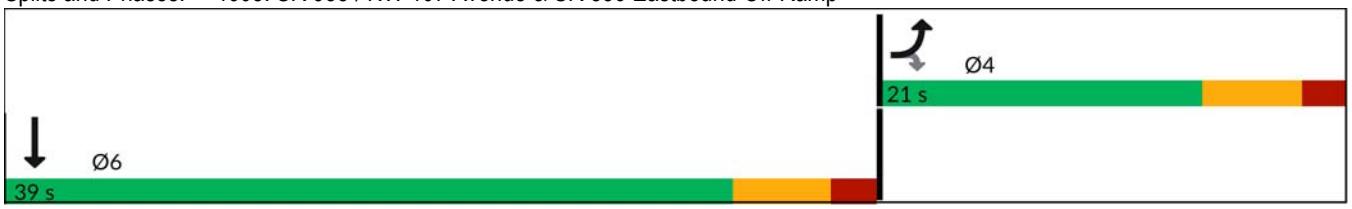


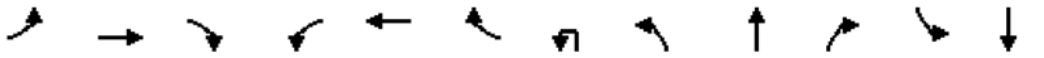
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	168	111	0	0	1660	0
Future Volume (vph)	168	111	0	0	1660	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1662	1531	0	0	4916	0
Flt Permitted	0.950					
Satd. Flow (perm)	1662	1531	0	0	4916	0
Satd. Flow (RTOR)		11				
Adj. Flow (vph)	200	131	0	0	1804	0
Lane Group Flow (vph)	200	131	0	0	1804	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	21.0	21.0			39.0	
Total Split (%)	35.0%	35.0%			65.0%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			Max	
Act Effct Green (s)	11.5	11.5			32.7	
Actuated g/C Ratio	0.20	0.20			0.57	
v/c Ratio	0.60	0.41			0.64	
Control Delay (s/veh)	28.5	22.1			10.0	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	28.5	22.1			10.0	
LOS	C	C			A	
Approach Delay (s/veh)	25.9				10.0	
Approach LOS	C				A	
Queue Length 50th (ft)	62	36			136	
Queue Length 95th (ft)	108	72			201	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	426	401			2818	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.47	0.33			0.64	

Intersection Summary
Cycle Length: 60

Actuated Cycle Length: 57	
Natural Cycle: 40	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	830	17	298	1142	0	0	1830
Future Volume (vph)	0	0	0	0	0	830	17	298	1142	0	0	1830
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.91	0.97	0.91	1.00	1.00	0.91
Frt						0.850						
Flt Protected								0.950				
Satd. Flow (prot)	0	0	0	0	0	2617	0	3323	4916	0	0	4868
Flt Permitted								0.950				
Satd. Flow (perm)	0	0	0	0	0	2617	0	3323	4916	0	0	4868
Satd. Flow (RTOR)						62						
Adj. Flow (vph)	0	0	0	0	0	883	28	351	1177	0	0	2080
Lane Group Flow (vph)	0	0	0	0	0	883	0	379	1177	0	0	2080
Turn Type						Prot	Prot	Prot	NA			NA
Protected Phases						5	1	1	6			2
Permitted Phases												
Detector Phase						5	1	1	6			2
Switch Phase												
Minimum Initial (s)						16.0	5.0	5.0	16.0			16.0
Minimum Split (s)						22.4	11.4	11.4	22.4			22.4
Total Split (s)						32.0	17.0	17.0	28.0			43.0
Total Split (%)						53.3%	28.3%	28.3%	46.7%			71.7%
Yellow Time (s)						4.4	4.4	4.4	4.4			4.4
All-Red Time (s)						2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)						0.0		0.0	0.0			0.0
Total Lost Time (s)						6.4		6.4	6.4			6.4
Lead/Lag						Lead	Lead	Lead	Lag			Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes			Yes
Recall Mode						Max	None	None	Max			Max
Act Effct Green (s)						25.6		10.2	21.6			37.0
Actuated g/C Ratio						0.43		0.17	0.36			0.62
v/c Ratio						0.77		0.67	0.67			0.69
Control Delay (s/veh)						19.1		29.7	18.4			9.4
Queue Delay						0.0		0.0	0.0			0.0
Total Delay (s/veh)						19.1		29.7	18.4			9.4
LOS						B		C	B			A
Approach Delay (s/veh)					19.1				21.1			8.9
Approach LOS					B				C			A
Queue Length 50th (ft)						136		66	127			161
Queue Length 95th (ft)						210		98	170			200
Internal Link Dist (ft)		369			676				332			314
Turn Bay Length (ft)								50				
Base Capacity (vph)						1152		587	1769			3000
Starvation Cap Reductn						0		0	0			0
Spillback Cap Reductn						0		0	0			0
Storage Cap Reductn						0		0	0			0
Reduced v/c Ratio						0.77		0.65	0.67			0.69

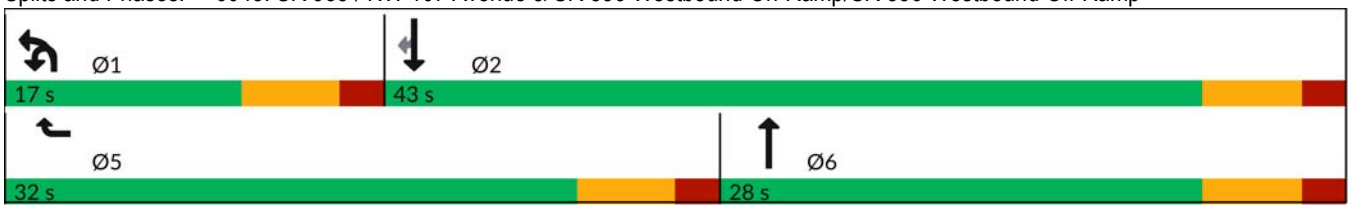
Intersection Summary
Cycle Length: 60

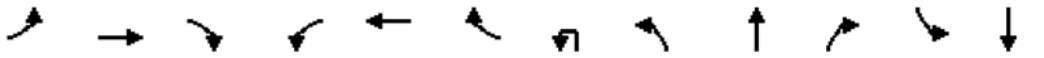
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	289
Future Volume (vph)	289
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1459
Flt Permitted	
Satd. Flow (perm)	1459
Satd. Flow (RTOR)	77
Adj. Flow (vph)	361
Lane Group Flow (vph)	361
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.4
Total Split (s)	43.0
Total Split (%)	71.7%
Yellow Time (s)	4.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.4
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	37.0
Actuated g/C Ratio	0.62
v/c Ratio	0.39
Control Delay (s/veh)	6.0
Queue Delay	0.0
Total Delay (s/veh)	6.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	43
Queue Length 95th (ft)	69
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	929
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.39

Intersection Summary

Actuated Cycle Length: 60	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 14.6	Intersection LOS: B
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp/SR 836 Westbound Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	505	201	44	122	374	510	6	51	910	97	561	1133
Future Volume (vph)	505	201	44	122	374	510	6	51	910	97	561	1133
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	1.00	0.91	1.00	0.91	0.91	0.97	0.91
Frt		0.971				0.850			0.982			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3319	1762	0	1728	3455	1546	0	1716	4839	0	3385	4964
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	3319	1762	0	1728	3455	1546	0	1716	4839	0	3385	4964
Satd. Flow (RTOR)		6				105			13			
Adj. Flow (vph)	549	221	53	153	430	548	12	57	1022	139	638	1273
Lane Group Flow (vph)	549	274	0	153	430	548	0	69	1161	0	638	1273
Turn Type	Split	NA		Split	NA	pm+ov	Prot	Prot	NA		Prot	NA
Protected Phases	3	3		4	4	5	1	1	6		5	2
Permitted Phases						4						
Detector Phase	3	3		4	4	5	1	1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	5.0	5.0	5.0	18.0		5.0	18.0
Minimum Split (s)	41.7	41.7		50.9	50.9	11.8	11.8	11.8	24.8		11.8	24.8
Total Split (s)	41.8	41.8		50.9	50.9	39.2	15.0	15.0	48.1		39.2	72.3
Total Split (%)	23.2%	23.2%		28.3%	28.3%	21.8%	8.3%	8.3%	26.7%		21.8%	40.2%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.4	4.4	4.4	4.4		4.4	4.4
All-Red Time (s)	2.7	2.7		2.9	2.9	2.4	2.4	2.4	2.4		2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.7	6.7		6.9	6.9	6.8		6.8	6.8		6.8	6.8
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None		None	None	None	None	None	C-Max		None	C-Max
Act Effct Green (s)	35.7	35.7		28.0	28.0	70.2		8.2	47.0		42.1	80.9
Actuated g/C Ratio	0.20	0.20		0.16	0.16	0.39		0.05	0.26		0.23	0.45
v/c Ratio	0.84	0.77		0.57	0.80	0.82		0.88	0.91		0.81	0.57
Control Delay (s/veh)	80.8	81.5		78.3	84.8	31.6		155.0	74.3		63.6	29.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	80.8	81.5		78.3	84.8	31.6		155.0	74.3		63.6	29.1
LOS	F	F		E	F	C		F	E		E	C
Approach Delay (s/veh)		81.1			58.2				78.8			36.0
Approach LOS		F			E				E			D
Queue Length 50th (ft)	324	304		170	262	242		83	496		334	376
Queue Length 95th (ft)	378	399		213	302	321		#188	#620		#509	443
Internal Link Dist (ft)		404			741				453			750
Turn Bay Length (ft)	150			125		400		250			625	
Base Capacity (vph)	693	372		422	844	666		78	1273		791	2232
Starvation Cap Reductn	0	0		0	0	0		0	0		0	0
Spillback Cap Reductn	0	0		0	0	0		0	0		0	0
Storage Cap Reductn	0	0		0	0	0		0	0		0	0
Reduced v/c Ratio	0.79	0.74		0.36	0.51	0.82		0.88	0.91		0.81	0.57

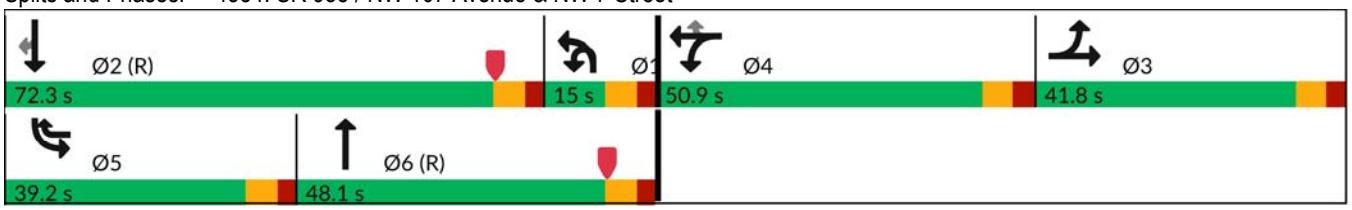
Intersection Summary
Cycle Length: 180

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	682
Future Volume (vph)	682
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1561
Flt Permitted	
Satd. Flow (perm)	1561
Satd. Flow (RTOR)	375
Adj. Flow (vph)	793
Lane Group Flow (vph)	793
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	18.0
Minimum Split (s)	24.8
Total Split (s)	72.3
Total Split (%)	40.2%
Yellow Time (s)	4.4
All-Red Time (s)	2.4
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	80.9
Actuated g/C Ratio	0.45
v/c Ratio	0.87
Control Delay (s/veh)	23.6
Queue Delay	1.1
Total Delay (s/veh)	24.7
LOS	C
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	547
Queue Length 95th (ft)	#814
Internal Link Dist (ft)	
Turn Bay Length (ft)	150
Base Capacity (vph)	908
Starvation Cap Reductn	27
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.90

Intersection Summary

Actuated Cycle Length: 180
Offset: 168 (93%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay (s/veh): 55.5 Intersection LOS: E
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4554: SR 985 / NW 107 Avenue & NW 7 Street

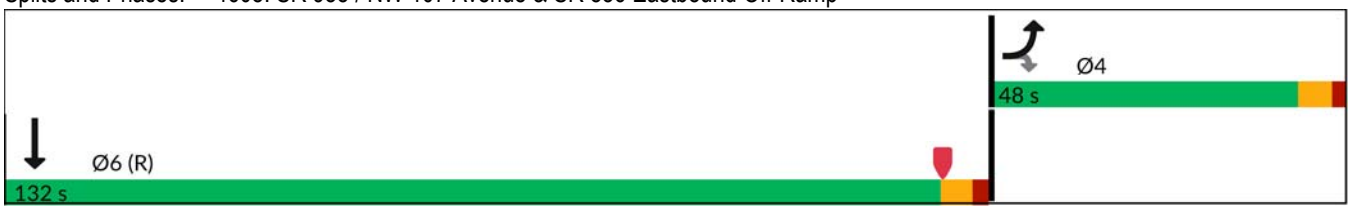


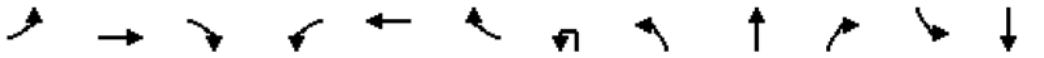
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	128	170	0	0	2249	0
Future Volume (vph)	128	170	0	0	2249	0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1711	1561	0	0	4964	0
Flt Permitted	0.950					
Satd. Flow (perm)	1711	1561	0	0	4964	0
Satd. Flow (RTOR)		8				
Adj. Flow (vph)	147	195	0	0	2471	0
Lane Group Flow (vph)	147	195	0	0	2471	0
Turn Type	Prot	Perm			NA	
Protected Phases	4				6	
Permitted Phases		4				
Detector Phase	4	4			6	
Switch Phase						
Minimum Initial (s)	7.0	7.0			16.0	
Minimum Split (s)	13.4	13.4			22.4	
Total Split (s)	48.0	48.0			132.0	
Total Split (%)	26.7%	26.7%			73.3%	
Yellow Time (s)	4.4	4.4			4.4	
All-Red Time (s)	2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.4	6.4			6.4	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None			C-Max	
Act Effct Green (s)	27.0	27.0			140.2	
Actuated g/C Ratio	0.15	0.15			0.78	
v/c Ratio	0.57	0.81			0.64	
Control Delay (s/veh)	79.0	94.9			2.1	
Queue Delay	0.0	0.0			0.0	
Total Delay (s/veh)	79.0	94.9			2.1	
LOS	E	F			A	
Approach Delay (s/veh)	88.0				2.1	
Approach LOS	F				A	
Queue Length 50th (ft)	164	218			53	
Queue Length 95th (ft)	223	288			179	
Internal Link Dist (ft)	346			16	353	
Turn Bay Length (ft)						
Base Capacity (vph)	395	366			3866	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.37	0.53			0.64	

Intersection Summary
Cycle Length: 180

Actuated Cycle Length: 180	
Offset: 22 (12%), Referenced to phase 2: and 6:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 12.5	Intersection LOS: B
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4608: SR 985 / NW 107 Avenue & SR 836 Eastbound Off-Ramp





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	339	5	353	1116	0	0	2646
Future Volume (vph)	0	0	0	0	0	339	5	353	1116	0	0	2646
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.91	0.97	0.91	1.00	1.00	0.91
Frt						0.850						
Flt Protected								0.950				
Satd. Flow (prot)	0	0	0	0	0	2642	0	3321	4916	0	0	4964
Flt Permitted								0.950				
Satd. Flow (perm)	0	0	0	0	0	2642	0	3321	4916	0	0	4964
Satd. Flow (RTOR)						259						
Adj. Flow (vph)	0	0	0	0	0	373	12	388	1213	0	0	2940
Lane Group Flow (vph)	0	0	0	0	0	373	0	400	1213	0	0	2940
Turn Type						Prot	Prot	Prot	NA			NA
Protected Phases						5	1	1	6			2
Permitted Phases												
Detector Phase						5	1	1	6			2
Switch Phase												
Minimum Initial (s)						5.0	5.0	5.0	16.0			16.0
Minimum Split (s)						11.0	11.4	11.4	22.4			22.4
Total Split (s)						30.0	40.0	40.0	150.0			140.0
Total Split (%)						16.7%	22.2%	22.2%	83.3%			77.8%
Yellow Time (s)						4.0	4.4	4.4	4.4			4.4
All-Red Time (s)						2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)						0.0		0.0	0.0			0.0
Total Lost Time (s)						6.0		6.4	6.4			6.4
Lead/Lag						Lead	Lead	Lead	Lag			Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes			Yes
Recall Mode						None	None	None	C-Max			C-Max
Act Effct Green (s)						13.9		26.9	153.7			140.3
Actuated g/C Ratio						0.08		0.15	0.85			0.78
v/c Ratio						0.84		0.81	0.29			0.76
Control Delay (s/veh)						41.4		79.4	5.2			12.9
Queue Delay						0.0		0.0	0.0			0.0
Total Delay (s/veh)						41.4		79.4	5.2			12.9
LOS						D		E	A			B
Approach Delay (s/veh)					41.4				23.6			12.1
Approach LOS					D				C			B
Queue Length 50th (ft)						76		219	150			619
Queue Length 95th (ft)						141		m240	269			769
Internal Link Dist (ft)		369			896				332			314
Turn Bay Length (ft)								50				
Base Capacity (vph)						576		619	4196			3869
Starvation Cap Reductn						0		0	0			0
Spillback Cap Reductn						0		0	0			0
Storage Cap Reductn						0		0	0			0
Reduced v/c Ratio						0.65		0.65	0.29			0.76

Intersection Summary
Cycle Length: 180

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	605
Future Volume (vph)	605
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1546
Flt Permitted	
Satd. Flow (perm)	1546
Satd. Flow (RTOR)	68
Adj. Flow (vph)	630
Lane Group Flow (vph)	630
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Detector Phase	2
Switch Phase	
Minimum Initial (s)	16.0
Minimum Split (s)	22.4
Total Split (s)	140.0
Total Split (%)	77.8%
Yellow Time (s)	4.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.4
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	140.3
Actuated g/C Ratio	0.78
v/c Ratio	0.52
Control Delay (s/veh)	8.5
Queue Delay	0.0
Total Delay (s/veh)	8.5
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	217
Queue Length 95th (ft)	344
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1220
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.52

Intersection Summary

Actuated Cycle Length: 180	
Offset: 172 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 17.4	Intersection LOS: B
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6048: SR 985 / NW 107 Avenue & SR 836 Westbound On-Ramp/SR 836 Westbound Off-Ramp

APPENDIX H – PEDESTRIAN COUNTS

SR 985/NW 107 Avenue at SR 836/Eastbound ON Ramp Tuesday, 01/09/2024. Pedestrians Counting on the sidewalk east			
Start	**Pedestrians**	**Bicycles**	**Skateboards**
6:00-6:15 AM	1		
6:15-6:30 AM			1
6:30-6:45 AM	2	3	
6:45-7:00 AM		3	
6:00 to 7:00 AM	3	6	1
7:00-7:15 AM	1	2	
7:15-7:30 AM		3	2
7:30-7:45 AM			
7:45-8:00 AM		3	1
7:00 to 8:00 AM	1	8	3
8:00-8:15 AM	1	2	1
8:15-8:30 AM		2	
8:30-8:45 AM	1	2	
8:45-9:00 AM		2	2
8:00 to 9:00 AM	2	8	3
9:00-9:15 AM		1	1
9:15-9:30 AM		2	1
9:30-9:45 AM	1	2	
9:45-10:00 AM	1	3	
9:00 to 10:00 AM	2	8	2
10:00-10:15 AM	2		
10:15-10:30 AM	2	2	
10:30-10:45 AM		2	1
10:45-11:00 AM			
10:00 to 11:00 AM	4	4	1
11:00-11:15 AM	2		
11:15-11:30 AM	1		2
11:30-11:45 AM		2	
11:45-12:00 PM	1		
11:00 to 12:00 PM	4	2	2
12:00-12:15 PM	1		
12:15-12:30 PM			3
12:30-12:45 PM			
12:45-1:00 PM	1		1
12:00 to 1:00 PM	2	0	4
1:00-1:15 PM			
1:15-1:30 PM	1		1
1:30-1:45 PM		1	4
1:45-2:00 PM	1		1
1:00 to 2:00 PM	2	1	6
2:00-2:15 PM			1
2:15-2:30 PM		1	
2:30-2:45 PM	2	1	1
2:45-3:00 PM		2	
2:00 to 3:00 PM	2	4	2
3:00-3:15 PM	2	5	
3:15-3:30 PM	1	1	
3:30-3:45 PM	1	1	2
3:45-4:00 PM	1	2	
3:00 to 4:00 PM	5	9	2
4:00-4:15 PM		1	
4:15-4:30 PM		4	3
4:30-4:45 PM	1	5	
4:45-5:00 PM	1	3	
4:00 to 5:00 PM	2	13	3
5:00-5:15 PM	3		
5:15-5:30 PM	5	3	1
5:30-5:45 PM	1	1	1
5:45-6:00 PM	1	2	2
5:00 to 6:00 PM	10	6	4
6:00-6:15 PM		2	
6:15-6:30 PM	2	4	
6:30-6:45 PM		1	
6:45-7:00 PM		2	
6:00 to 7:00 PM	2	9	0
TOTAL	***41***	***78***	***33***

APPENDIX I – PRELIMINARY COST ESTIMATES FOR SAFETY IMPROVEMENTS

		SR 985/NW 107 Avenue From NW 7 Street To SR 836/Dolphin Expressway Westbound On/Off Ramps			
		Roadway ID:			87072000
		Date:			6/3/2024
		Produced By:	JS	QA/QC By:	KC
Pay Item	Description	Unit Measured	Avg. Unit Cost	Quantity	Total
0110 1 1	CLEARING & GRUBBING	AC	$ 190,514.17	0.27	$ 52,177.09
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 34.09	295.89	$ 10,086.85
0160 4	TYPE B STABILIZATION	SY	$ 0.21	1,306.33	$ 274.33
0285709	OPTIONAL BASE,BASE GROUP 09	SY	$ 88.76	1,306.33	$ 115,950.15
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 166.85	118.55	$ 19,780.03
0337 7 83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	TN	$ 179.43	118.55	$ 21,271.38
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 40.92	659.00	$ 26,966.28
0520 5 41	TRAF SEP CONC-TYPE IV, 4' WIDE	LF	$ 54.93	141.00	$ 7,745.13
0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	SY	$ 177.17	21.11	$ 3,740.26
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	$ 67.08	86.89	$ 5,828.51
0570 1 2	PERFORMANCE TURF, SOD	SY	$ 4.71	97.56	$ 459.49
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	EA	$ 106.08	16.00	$ 1,697.28
				Roadway Subtotal	$ 265,976.77
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.42	350.00	$ 15,197.00
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	$ 11,510.99	1.00	$ 11,510.99
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24"	EA	$ 1,565.39	19.00	$ 29,742.41
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,359.09	7.00	$ 16,513.63
0649 21 1	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'	EA	$ 90,385.81	1.00	$ 90,385.81
0649 21 3	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 40'	EA	$ 71,003.33	2.00	$ 142,006.66
0649 21 10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	$ 95,841.14	1.00	$ 95,841.14
0649 21 15	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'	EA	$ 90,000.00	2.00	$ 180,000.00
0649 26 5	STEEL MAST ARM ASSEMBLY, REMOVE, DEEP FOUNDATION- BOLT ON ATTACHMENT	EA	$ 3,606.50	4.00	$ 14,426.00
0650 1 14	VEHICULAR TRAFFIC SIGNAL, F&I, ALUMINUM, 3 SECTION, 1 WAY	AS	$ 1,665.66	22.00	$ 36,644.52
0650 1 16	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 4 SECTION, 1 WAY	AS	$ 2,183.79	1.00	$ 2,183.79
0650 1 18	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 5 SECTION STRAIGHT, 1 WAY	AS	$ 2,204.47	1.00	$ 2,204.47
0650 2109	VEHICULAR SIGNAL AUXILIARIES, REPAIR/REPLACE/RETROFIT, F&I, BACKPLATE- FLEXIBLE REQUIRED	EA	$ 466.15	8.00	$ 3,729.20
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	EA	$ 1,279.64	4.00	$ 5,118.56
0653 1 12	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAYS	EA	$ 1,968.76	2.00	$ 3,937.52
0665 1 11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	EA	$ 423.10	6.00	$ 2,538.60
0670 5140	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070	AS	$ 48,620.74	3.00	$ 145,862.22
0670 5600	TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET	AS	$ 1,254.02	4.00	$ 5,016.08
				Signalization Subtotal	$ 802,858.60
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 530.45	9.00	$ 4,774.05
0700 3201	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF	EA	$ 1,014.87	7.00	$ 7,104.09
0700 5 21	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF	EA	$ 4,524.33	2.00	$ 9,048.66
0710 11124	PAINTED PAVEMENT MARKINGS, STD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	$ 1.59	916.00	$ 1,456.44
0710 11125	PAINTED PAVEMENT MARKINGS, STD, WHITE, SOLID, 24"	LF	$ 1.80	770.00	$ 1,386.00
0710 11160	PAINTED PAVEMENT MARKINGS, STD, WHITE, MESSAGE	EA	$ 106.55	7.00	$ 745.85
0710 11170	PAINTED PAVEMENT MARKINGS, STD, WHITE, ARROW	EA	$ 71.83	13.00	$ 933.79
0710 11101	PAINTED PAVEMENT MARKINGS, STD-OP, WHITE, SOLID, 6"	GM	$ 1,530.21	0.33	$ 498.19
0710 11201	PAINTED PAVEMENT MARKINGS, STD-OP, YELLOW, SOLID, 6"	GM	$ 1,520.87	0.27	$ 413.05
0711 11123	THERMOPLASTIC, STD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 2.62	916.00	$ 2,399.92
0711 11125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	$ 5.31	770.00	$ 4,088.70
0711 11160	THERMOPLASTIC, STD, WHITE, MESSAGE	EA	$ 184.30	7.00	$ 1,290.10
0711 11170	THERMOPLASTIC, STD, WHITE, ARROW	EA	$ 116.72	13.00	$ 1,517.36
0711 16101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	$ 5,614.38	0.33	$ 1,827.86
0711 16201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	$ 5,700.88	0.27	$ 1,548.31
				S &M Subtotal	$ 39,032.37
		Roadway			$ 265,976.77
		Signalization			$ 802,858.60
		S&M			$ 39,032.37
		Pre-Total			**$ 1,107,867.74**
	20%	Maintenance of Traffic (MOT)			$ 221,573.55
	10%	Mobilization			$ 110,786.77
	32%	Preliminary Engineering			$ 354,517.68
	18%	Construction Engineering & Inspection			$ 199,416.19
		Project Contigency			$ 250,000.00
		Right of Way Acquisition Estimate			$ 251,000.00
		Grand-Total			**$ 2,495,161.93**

PROJECT #: UNKNOWN PROJECT NAME: MASTARMS @ NW 107AVE/NW 7 ST

SR # 985 COUNTY: MIAMI-DADE

LOCATION: NE AND NW CORNERS OF NW 107 AVE AND NW 7 STREET

ALTERNATE: 1 C.E. DATE: 2/13/24

ESTIMATED NO OF PARCELS: 2

PHASE

41 $20,000

4B $63,000

42

43 $168,000

45

46

TOTAL: $251,000

ESTIMATOR: Gary Cotroneo

COMMENTS: THE RIGHT OF WAY COST ESTIMATE FOR THIS PROJECT HAS BEEN ESTIMATED USING PRESENT DAY COSTS. DUE TO THE PRELIMANARY STAGE OF THIS ESTIMATE, DEMOLITION WAS NOT ADDRESSED. THIS COST ESTIMATE ADDRESSES COSTS FOR ACQUIRING RW ON THE NE AND NW CORNERS AT THE INTERSECTION OF NW 7 STREET AND NW 107 AVENUE FOR MAST ARMS. THE AREAS NEEDED ARE AS PER TRAFFIC OPERATIONS. THE IMPACTS ARE AS PROVIDED MAP. WP- NO

APPENDIX J – SAFETY BENEFIT-COST RATIO COMPUTATION

FORM 511-09

OPTION 1- No Mast Arm Replacement

SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

1	SUBMITTED BY	**CH Perez & Associates**			WPA NO.	**N/A**			SAFETY PRIORITY		
2	DATE SUBMITTED	**6/3/2024**			ENVIRONMENTAL STUDY						
3	PROJECT NO.	**FM: 434664-2-32-01 - TWO 31**							SKID (I.D.)	**N/A**	
4	ALTERNATIVE NO.	**1**			SN	**NA**			SPEED LIMIT	40	
6	DISTRICT	**VI**	COUNTY	MIAMI-DADE	SECTION	**87072000**	STATE ROAD	**976**	U.S. ROAD	-	
	BEGINNING MILE POST	**6.827**	ENDING MILE POST	**7.604**			LENGTH	**0.777** miles	NODE	-	

8 DESCRIPTION OF LOCATION/FACILITY TYPE **NW 107 Avenue from North of Flagler Street to North of SR 836/Dolphin Expressway**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

REAR END
SIDESWIPE
LEFT TURN AND ANGLE

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)

PROVIDING DUAL LEFT TURN LANES AT NW 7 STREET AND AT SR 836 WESTBOUND ON-RAMP
OPERATIONAL IMPROVEMENTS

		2018	2019	2020	2021	2022	AVG.
11	NO. OF CRASHES	**81**	**116**	**53**	**67**	**80**	**79.4**
12	NO. CRASHES POTENTIALLY REDUCED	**4.5**	**6.4**	**2.9**	**3.7**	**4.4**	**4.4**

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	184	12.12
Head On	0	0.00
Angle	12	0.35
Left Turn	42	9.57
Right Turn	13	0.00
Sideswipe	126	0.00
Backed Into	3	0.00
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	1	0.00
Coll. w/ Bicycle	2	0.00
Fixed Object	13	0.00
Ran Off Road	0	0.00
Overturned	0	0.00
Other	1	0.00
Total Crashes	397	22.04
Crashes Per Year	79.40	**4.41**
Wet/Slippery	0	0.00
Night Time	0	0.00

15 **ANNUAL COST OF IMPROVEMENTS**

	TYPE	COST	LIFE	CRF	ANNUAL COST
A.	R-O-W	$ 251,000	0	0.0000	$ -
B.	P.E.C.E.I.	$ 553,934	15	0.0899	$ 49,821.42
C.	DRAINAGE	$ -	15	0.0899	$ -
D.	ROADWAY	$ 848,337	20	0.0736	$ 62,422.13
E.	S &M	$ 39,032	15	0.0899	$ 3,510.61
F.	SIGNALS	$ 802,859	15	0.0899	$ 72,209.99
G.	SUBTOTAL	$ 2,495,162			$ 187,964.15
H.	CHANGE IN MAINTENANCE				$ -
I.	CRASH CLEANUP				$ -
J.	**TOTAL**				**$ 187,964.15**

16 **BENEFITS**

A.	CRASH REDUCTION	4.41	crash @	$ 123,598	$ 544,745.83
B.	DELAY SAVINGS	0.00	veh-hrs @	$ -	$ -
	SUB TOTAL ANNUAL BENEFIT				**$ 544,745.83**
C.	OTHER BENEFIT	0		$ -	$ -
D.	**TOTAL ANNUAL BENEFIT**				**$ 544,745.83**

17

NET BENEFIT/COST	$ 544,745.83	$ 187,964.15	**2.9**
SAFETY BENEFIT/COST	$ 544,745.83	$ 187,964.15	**2.9**

PREPARED BY **RK** APPROVED BY **KC** DATE **06/03/2024**

COMMENTS/CRASH REDUCTION METHOD:

FHWA, FDOT

HIGH CRASH LISTINGS:

-

Project Name	NW 107 Avenue from North of Flagler Street to North of SR 836/Dolphin Expressway
Current Year	2023
Project Completion	2025
Project Life	15
Project Category	
Discount Rate	0.04
Project Ends	2039

Estimated Reduction in Crashes = 4.4074 crashes/year; Total Annual benefit = $544,746; 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	$2,495,162														
Estimated Benefits	544,746	544,746	544,746	544,746	544,746	544,746	544,746	544,746	544,746	544,746	544,746	544,746	544,746	544,746	544,746
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	-2,495,162	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Discounted Benefits	544,746	523,794	503,648	484,277	465,651	447,741	430,521	413,962	398,040	382,731	368,011	353,857	340,247	327,160	314,577

NPV	**3,803,801.07**

APPENDIX K – ERC COMMENTS & RESPONSES

Submittal Report

Financial Project:	250650-6-32-01	Submittal Type:	OTHER
Submittal Phase:	OTHER	Submittal Staff Type:	CONSULTANT
Received Date:	4/3/2024	Response Due Date:	4/29/2024
Grace Period:	0	District:	SIXTH
Status:	OPEN	Create Date:	4/3/2024
Create User Id:	RD652LN	Last Update:	4/3/2024
		Last Update User Id:	RD652LN

Description:

250650-6: SR 985_SW 107 Av from NW 7 St to SR 836 WB Ramps - Safety Study
Group: PRELIMINARY ENGINEERING
Phase Review Type: Safety Study
Status: Submitted
Phase Initiation Date: 4/8/2024
Comments Due Date: 4/22/2024
Days Allowed for Review: 15
Review Meeting: 4/29/2024 3:00 PM to 4:00 PM @ No meeting needed.
Field Meeting: 4/29/2024 5:00 PM to 5:00 PM @ No 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
Adrian Viala	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Al Neumann	REVIEWER	4/22/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
26	COMMENT AGREED WITH			MAINTENANCE

Created By	Created On	Version	Delegate For
Al Neumann	4/22/2024	1	

Safety study was reviewed no maintenance issues were identified.

Created By	Created On	Version	Delegate For
Keffler Castro	4/23/2024	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Alejandro Gomez	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Alejandro Uribe	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
ALFREDO LEON	REVIEWER	4/22/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
1	COMMENT AGREED WITH			MAINTENANCE

Created By	Created On	Version	Delegate For
ALFREDO LEON	4/4/2024	1	

No comments

Created By	Created On	Version	Delegate For
Keffler Castro	4/10/2024	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Alina Fernandez	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Amanda Montgomery	REVIEWER	4/22/2024	ACTIVE	4

No	Status	Current Holder	Reference	Categories
12	COMMENT AGREED WITH			ENVIRONMENTAL PERMITS

Created By	Created On	Version	Delegate For
Amanda Montgomery	4/17/2024	1	

Several known South Florida Water Management District (SFWMD) Environmental Resource Permits (ERPs) fall along or traverse the project area. Proposed operational & safety improvements and roadway widening (additional impervious area) and associated drainage improvements will be evaluated during the design phase to establish whether a SFWMD ERP/Mod. will be required for the project.

Created By	Created On	Version	Delegate For
Keffler Castro	4/19/2024	1	

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
13	COMMENT AGREED WITH			ENVIRONMENTAL PERMITS

Created By	Created On	Version	Delegate For
Amanda Montgomery	4/17/2024	1	

Roadway projects that occur within the State Highway System (SHS) Right-of-Way (R/W) are exempt from local and county environmental permitting requirements pursuant to Section 335.02, Florida Statutes. Based on a review of the report, there is the potential for R/W acquisition. Work proposed outside the existing/proposed R/W will be subjected to local/county permitting requirements. The project will be evaluated during the design phase to establish whether all work falls wholly within the existing/proposed FDOT R/W.

Created By	Created On	Version	Delegate For
Keffler Castro	4/19/2024	1	

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
14	COMMENT AGREED WITH			ENVIRONMENTAL PERMITS

Created By	Created On	Version	Delegate For
Amanda Montgomery	4/17/2024	1	

No jurisdictional wetlands and/or surface waters fall within the project limits and impacts to these features are not anticipated; therefore, a federal environmental permit [USACE Section 404] permit is not required for the project.

Created By	Created On	Version	Delegate For
Keffler Castro	4/19/2024	1	

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
15	COMMENT AGREED WITH			ENVIRONMENTAL PERMITS

Created By	Created On	Version	Delegate For
Amanda Montgomery	4/17/2024	1	

Please contact me at Amanda.Montgomery@dot.state.fl.us with any questions pertaining to these comments or environmental permits for the project.

Created By	Created On	Version	Delegate For
Keffler Castro	4/19/2024	1	

Agree. Thanks,

Name	Assignment	Due Date	Status	Comments
Ana Calleja	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Ana Sandoval	REVIEWER	4/22/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
16	COMMENT AGREED WITH		Cover, inside cover, signature page, pg 1, pg 5	OTHER

Created By	Created On	Version	Delegate For
Ana Sandoval	4/19/2024	1	

Please check End Milepost and update as needed. MP 7.381 is for the SR 836 EB on-ramp. Correct milepost should be MP 7.604.

Created By	Created On	Version	Delegate For
Keffler Castro	4/22/2024	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Andres Atehortua	REVIEWER	4/22/2024	ACTIVE	0
Andrew Sanchez	REVIEWER	4/22/2024	ACTIVE	0
Anthony Goldberg	LEAD REVIEWER	4/22/2024	ACTIVE	0*
Antonette Adams	LEAD REVIEWER	4/22/2024	ACTIVE	0
Aracely Andollo-Soto	REVIEWER	4/22/2024	ACTIVE	0
Bencze Vajta	REVIEWER	4/22/2024	ACTIVE	0
Brian Jimmerson	REVIEWER	4/22/2024	ACTIVE	0
Carlos Benitez	REVIEWER	4/22/2024	ACTIVE	0
CARLOS CEJAS	REVIEWER	4/22/2024	ACTIVE	0
Carlos Perez	REVIEWER	4/22/2024	ACTIVE	0
Carlos Perez	REVIEWER	4/22/2024	ACTIVE	0*
Chad Tavares	REVIEWER	4/22/2024	ACTIVE	0
Cheryl Callender	REVIEWER	4/22/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Christopher Tavella	REVIEWER	4/22/2024	ACTIVE	4

No	Status	Current Holder	Reference	Categories
21	RESPONSE ACCEPTED		page 55 of the pdf	SIGNALIZATION,STRUCTURES

Created By	Created On	Version	Delegate For
Christopher Tavella	4/22/2024	1	

The location of proposed traffic signal mast arm (TSMA) for the SR 836 WB off-ramp is not ideal. I am concerned that motorist will have difficulty because:
a) The distance from the stop bar to the TSMA is far, close to 130'. Motorists may not be able to notice/read the "No Turn on Red Except from Right Lane" sign.
b) Vehicles, especially tall trucks, heading NB on SW 107 Avenue that are waiting to turn left on to SR 836 WB on-ramp may block a clear sight to the traffic signals for the motorists depending on the TSMA's mounting height.
Please consider including near-side supplemental traffic signal(s), either another TSMA or ground mounted pedestal traffic signals with "No Turn on Red Except from Right Lane" sign. The existing configuration has supplemental ground mounted pedestal traffic signals.

Keffler Castro	4/29/2024	1

Agree. We will provide supplemental traffic signal (post/ground mounted), with "No Turn on Red Except from Right Lane".

Christopher Tavella	4/29/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
22	RESPONSE ACCEPTED		page 55 of the pdf	SIGNALIZATION,STRUCTURES

Created By	Created On	Version	Delegate For
Christopher Tavella	4/22/2024	1	

The location of proposed traffic signal mast arm (TSMA) for the NB SW 107 Av to WB SR 836 on-ramp within a traffic island is not ideal. Please consider placing the foundation for this TSMA on the east roadside of NB SW 107 Av with maximum arm length <= 78'.

Keffler Castro	4/29/2024	1

Agree. We will evaluate placing a mast arm on the east side of NW 107 Avenue.

Christopher Tavella	4/29/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
23	RESPONSE IN REVIEW	Keffler Castro	page 55 of the pdf	SIGNALIZATION,STRUCTURES

Created By	Created On	Version	Delegate For
Christopher Tavella	4/22/2024	1	

Please consider a raised median divider between NB 107 Av traffic turning left and traffic remaining NB, and add appropriate signage in order to discourage any incorrect left turn, or even thru movement attempts from SR 836 WB off-ramp. This is even more important since the curb line is no longer curved towards the north.

Keffler Castro	4/28/2024	1

We will relocate the object marker signs and evaluate if the existing traffic separator can be extended.

No	Status	Current Holder	Reference	Categories
24	RESPONSE IN REVIEW	Keffler Castro	page 55 of the pdf	SIGNALIZATION,STRUCTURES

Created By	Created On	Version	Delegate For
Christopher Tavella	4/22/2024	1	

The proposed widening for the NW 107 Av dual left turn lanes to SR 836 WB on-ramp, will require revisiting the pier protection requirements for bridges 870997 and 870535. Currently the piers are protected by guardrail, but if pier protection barrier wall is required, in may affect the available width for the new second left turn lane.

Keffler Castro	4/26/2024	1

We will update the report to include this concern and that the proposed additional left turn lane may need to be reduced during design.

Name	Assignment	Due Date	Status	Comments
Cristina Morales	IN-HOUSE PROJECT MANAGER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Daniel Lameck	LEAD REVIEWER	4/22/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments

Dat Huynh	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Derek Frantz	REVIEWER	4/22/2024	ACTIVE	2

No	Status	Current Holder	Reference	Categories
30	COMMENT AGREED WITH			CONTAMINATION

Created By	Created On	Version	Delegate For
Derek Frantz	4/22/2024	1	

The following comment is based on the review of the Safety Study Report.

There are no potentially or known contaminated sites within a 500-foot radius of the project corridor. Therefore, no contamination involvement is anticipated.

Keffler Castro	4/26/2024	1	

Thank you.

No	Status	Current Holder	Reference	Categories
31	COMMENT AGREED WITH			CONTAMINATION

Created By	Created On	Version	Delegate For
Derek Frantz	4/22/2024	1	

If you have any questions regarding the contamination-related comments, please contact me at Derek.Frantz@dot.state.fl.us or 813-742-6388.

Keffler Castro	4/26/2024	1	

Thank you.

Name	Assignment	Due Date	Status	Comments
Diana Peralta	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Eddie Taylor	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Elisa Azcona	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Eva Aragon	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
EVELIN LEGCEVIC	LEAD REVIEWER	4/22/2024	ACTIVE	22

No	Status	Current Holder	Reference	Categories
33	RESPONSE SUBMITTED	EVELIN LEGCEVIC	Page 2	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Replace "Flashing Don't Walk clearance interval" with "Pedestrian Clearance Interval". Please apply this throughout the report.

Keffler Castro	4/29/2024	1	

We will make the updates in the report.

No	Status	Current Holder	Reference	Categories
34	RESPONSE SUBMITTED	EVELIN LEGCEVIC	Page 2	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Pedestrian clearance interval calculations appears to be 37 seconds when rounded up. Report states 38 seconds.

Keffler Castro	4/29/2024	1	

Agree. We will review the pedestrian timings and revise the report as necessary.

No	Status	Current Holder	Reference	Categories
35	RESPONSE SUBMITTED	EVELIN LEGCEVIC	Page 8	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Existing Phase Diagram:
Phase for Movements 1+6 and 5+2 is missing.

Keffler Castro	4/29/2024	1

Agree. We will update the diagram to include the movement phases.

No	Status	Current Holder	Reference	Categories
36	RESPONSE SUBMITTED	EVELIN LEGCEVIC	Page 8	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Existing Phase Diagram (Phase 2):
Confirm if northbound left- and southbound left-turn movements are Protected Only. If yes, then permissive arrows showing movement must be removed.

Keffler Castro	4/29/2024	1

Agree. The northbound and southbound left-turn movements are protected-only. We will update the diagram.

No	Status	Current Holder	Reference	Categories
37	RESPONSE SUBMITTED	EVELIN LEGCEVIC	Page 8	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Existing Phase Diagram (Phase 3):
Show one arrow per movement.

Keffler Castro	4/29/2024	1

Agree. We will update the diagram to remove the extra arrow.

No	Status	Current Holder	Reference	Categories
38	RESPONSE SUBMITTED	EVELIN LEGCEVIC	Page 8-11	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

YELLOW = "YELLOW CHANGE"
RED = "RED CLEARANCE
WALK = "PEDESTRIAN WALK"
FDW = "PEDESTRIAN CLEARANCE"

Update terminology throughout the report.

Keffler Castro	4/29/2024	1

Agree. We will update the report per the above terminology.

No	Status	Current Holder	Reference	Categories
39	COMMENT AGREED WITH		Page 9	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Existing Phasing Diagram:
Do not show northbound through or southbound right-turn movements since both movements are not signalized. Do not show eastbound right-turn movement since it is yield-controlled.

Keffler Castro	4/28/2024	1

We will remove the On-Ramp right turn and turbo lane northbound movement from the diagram. We will remove the yield controlled movement from the diagram.

Keffler Castro	4/29/2024	1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
40	RESPONSE IN REVIEW	Keffler Castro	Page 10	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Existing Phasing Diagram:
Confirm if northbound left-turn movement is Protected/Permissive via Green Circular. Do not show southbound right-turn movement since it is yield-controlled.

Keffler Castro 4/28/2024 1

The existing northbound left turn movement for the SR 836 westbound on-ramp is a protected/permissive movement, but we will remove the southbound right-turn movement from the diagram.

No	Status	Current Holder	Reference	Categories
41	COMMENT AGREED WITH		Page 11	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Pedestrian Crossing Times (Walk Maximum):
Maximum value is not defined; however, the standard for Miami-Dade County is 7 seconds and typically higher for high pedestrian areas, midblock crossing, near schools.

Keffler Castro 4/28/2024 1

We will review and update the timings as necessary.

Keffler Castro 4/29/2024 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
42	COMMENT AGREED WITH		Page 11	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Pedestrian Crossing Times:
"Flashing Dont Walk" = "Pedestrian Clearance Interval"

Keffler Castro 4/28/2024 1

We will update the language in the report.

Keffler Castro 4/29/2024 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
43	RESPONSE IN REVIEW	Keffler Castro	Page 11	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Pedestrian Crossing Times:
Flashing Don't Walk indication is defunct and is now called Flashing Upraised Hand indication, which times the Pedestrian Change interval. Please confirm the following column checks the Pedestrian CLEARANCE interval?

Keffler Castro 4/28/2024 1

We will update the language in the report and update the table to be clearer.

No	Status	Current Holder	Reference	Categories
44	RESPONSE SUBMITTED	EVELIN LEGCEVIC	Pages 13-15	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Signal heads shown as existing do not reflect current conditions.

Keffler Castro 4/29/2024 1

We will review the signal heads and revise as necessary.

No	Status	Current Holder	Reference	Categories
45	COMMENT AGREED WITH		Pages 19-21	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Update legend to indicate what value is included within brackets.

Keffler Castro 4/28/2024 1

Agree. We will update the diagram.

Keffler Castro 4/29/2024 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
46	COMMENT AGREED WITH		Page 47	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Signal heads shown as existing do not reflect current conditions.
Provide guide line for all left-turn movements.
Diagonal slash from upper left to lower right. (Where applicable)
Intersection Details: Signs to read "NW" instead of "SW"

Keffler Castro 4/28/2024 1

We will update the proposed improvements as necessary.

Keffler Castro 4/29/2024 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
47	COMMENT AGREED WITH		Page 48	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Ensure sign has diagonal slash from upper left to lower right. If incorrect in field, then replace sign.
Consider through arrow and "ONLY" pavement marking for the inside (left) and outside (right) southbound approach lanes to reinforce through movement only allowed. (SB approach)
Consider through/right arrow pavement marking for combined through/right-turn lane. (WB approach)
Provide a No U Turn (R3-4, 36"×36") sign overhead for southbound traffic.
Consider backplates on signal heads since morning sun will be behind signal heads. (EB approach)
Consider relocating sign assembly upstream. New Pedestrian + RRFB with existing sign assembly may confuse drivers.
Intersection Details: "NW" instead of "SW"

Keffler Castro 4/28/2024 1

We will update the proposed improvements as necessary.

Keffler Castro 4/29/2024 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
48	RESPONSE IN REVIEW	Keffler Castro	Page 49	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Relocate One Way sign and Object Markers as the east leg approach will shift.
Show pavement markings for additional northbound left-turn lane.
Ensure Movement 4R signal heads have all right arrow indications.
Provide a No Left Turn (R3-2, 36"×36") sign overhead for westbound traffic.
Since new mast arm will overhang southbound lanes, provide supplemental signal heads for Movement 2. The southbound approach stop bar must either be directly below or before (north of) the proposed mast arm.
Ensure Movement 1 signal heads have all left arrow indications. The R10-11 sign is unnecessary since Red Arrow indication will stop traffic.
Diagonal slash from upper left to lower right.

Keffler Castro 4/28/2024 1

We will update the proposed improvements as necessary.

No	Status	Current Holder	Reference	Categories
49	RESPONSE IN REVIEW	Keffler Castro	Page 50	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Proposed Phasing Diagram:
Phase for Movements 1+6 and 5+2 is missing.

Keffler Castro 4/28/2024 1

We will add Movements 1+6 and 5+2 to the diagram.

No	Status	Current Holder	Reference	Categories
50	RESPONSE IN REVIEW	Keffler Castro	Page 50	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Proposed Phasing Diagram (Phase 2):
Confirm if northbound left- and southbound left-turn movements are Protected Only. If yes, then permissive arrows showing movement must be removed.

Keffler Castro 4/28/2024 1

The northbound and southbound left-turn movements are indeed Protected Only. We will update the diagram to remove the permissive arrows.

No	Status	Current Holder	Reference	Categories
51	RESPONSE IN REVIEW	Keffler Castro	Page 50	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Proposed Phasing Diagram (Phase 3):
Show one arrow per movement.

Keffler Castro 4/28/2024 1

We will update Phase 3 for (Asset 4554) to remove the extra left turn arrow.

No	Status	Current Holder	Reference	Categories
52	RESPONSE IN REVIEW	Keffler Castro	Page 50	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Proposed Phasing Diagram (Asset 4554):
Do not show northbound through or southbound right-turn movements since both movements are not signalized. Do not show eastbound right-turn movement since it is yield-controlled.

Keffler Castro 4/28/2024 1

Assuming you meant (Asset 4608), we will remove the On-Ramp right turn and turbo lane northbound movement from the diagram.

No	Status	Current Holder	Reference	Categories
53	RESPONSE IN REVIEW	Keffler Castro	Page 51	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Proposed Phasing Diagram (Asset 4608):
Do not show southbound right-turn movement since it is yield-controlled.

Keffler Castro 4/28/2024 1

We will remove the southbound right-turn movement from the diagram.

No	Status	Current Holder	Reference	Categories
54	COMMENT AGREED WITH		Page 50 & 51	SIGNALIZATION

Created By	Created On	Version	Delegate For
EVELIN LEGCEVIC	4/22/2024	1	ELIZABETH PEREZ

Please note that as cycle lengths are proposed to change, cycle lengths will likely need to be modified at other intersections outside of the study area.

Keffler Castro 4/28/2024 1

We will add language to the report advising the need of reviewing the cycle lengths for the coordinated intersections outside of the study area.

Keffler Castro 4/29/2024 1

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Felipe Gonzalez	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Felix Hernandez	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Guillermo Gomez	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Gustavo Firpi	REVIEWER	4/22/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Hailing Zhang	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Haynel Negueruela	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Hector Hartmann	LEAD REVIEWER	4/22/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
25	COMMENT NOT SUBMITTED	Hector Hartmann		RAILROAD

Created By	Created On	Version	Delegate For
Hector Hartmann	4/22/2024	1	MARIA CUTILLO

Project has potential Rail involvement.
Railroad CSX Crossing #631075 is located just north of the intersections of SR 985/ NW 107 Avenue at the SR 836 Westbound On- and Off-Ramps. Coordination may be required with CSX throughout the project. Railroad involvement to be determined once official plans come out in ERC.

Name	Assignment	Due Date	Status	Comments
Heidi Solaun	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Howard Bechtold	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
HUGO LLAMAS	LEAD REVIEWER	4/22/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
2	COMMENT AGREED WITH			SIGNING AND MARKING

Created By	Created On	Version	Delegate For
HUGO LLAMAS	4/8/2024	1	

proposed signage is not clearly read in the documents. when official signing and pavement markings plans are completed please resubmit

Keffler Castro	4/8/2024	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Igor Dubrovskiy	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Ismir Ripley	LEAD REVIEWER	4/22/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Javier Hurtado	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Javier Rodriguez	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Jean Malvoisin	LEAD REVIEWER	4/22/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Jessica Josselyn	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
JESSICA JOSSELYN	REVIEWER	4/22/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
32	COMMENT AGREED WITH		Context Classification	OTHER

Created By	Created On	Version	Delegate For
JESSICA JOSSELYN	4/22/2024	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 than the Original Systemwide Context Classification (OSCC) assignments. SR 985 / NW 107 Avenue from NW 7 Street to SR 836 / Dolphin Expressway WB Ramps was previously reviewed, and it was determined that the PLCC is C4 - Urban General. No comments/actions needed.

Keffler Castro	4/26/2024	1	

Thank you.

Name	Assignment	Due Date	Status	Comments
Jesus Caballero	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Jinyan Lu	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Johanna Hernandez	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
JOHN IZQUIERDO	REVIEWER	4/22/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
JOHN MCWILLIAMS	REVIEWER	4/22/2024	ACTIVE	4

No	Status	Current Holder	Reference	Categories
17	COMMENT AGREED WITH			BICYCLE/PEDESTRIAN

Created By	Created On	Version	Delegate For
JOHN MCWILLIAMS	4/20/2024	1	ELIZABETH PEREZ

The report falls to address/comment on the lack of sidewalk along NW 107th Avenue. Although adding a sidewalk along this section may not be considered a safety improvement, it is glaring deficiency that must be reviewed. Previous comments in the scoping phase were made requesting this to be reviewed.

Keffler Castro	4/22/2024	1	

Agree, we'll propose providing sidewalk along the west side, as a non-safety improvement.

No	Status	Current Holder	Reference	Categories
18	RESPONSE ACCEPTED			BICYCLE/PEDESTRIAN

Created By	Created On	Version	Delegate For
JOHN MCWILLIAMS	4/20/2024	1	ELIZABETH PEREZ

The dual on-ramp lanes, high speeds, and geometry for the NB to EB on-ramp would appear to warrant traffic control beyond the RRFB recommended. Given these conditions, the RRFBs effectiveness is questionable.

Keffler Castro	4/22/2024	1	

We'll perform pedestrian counts to evaluate the right treatment at the crossing and propose providing a sidewalk along the west side of SW 107th Avenue.

JOHN MCWILLIAMS	4/24/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
19	RESPONSE ACCEPTED			BICYCLE/PEDESTRIAN

Created By	Created On	Version	Delegate For
JOHN MCWILLIAMS	4/20/2024	1	ELIZABETH PEREZ

The last bullet in the first section of Page 2 refers to NW 7 Avenue. Please confirm this is the correct reference.

Keffler Castro	4/22/2024	1

It is NW 7 Street. The text will be revised. Thanks,

JOHN MCWILLIAMS	4/24/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
20	COMMENT AGREED WITH			BICYCLE/PEDESTRIAN

Created By	Created On	Version	Delegate For
JOHN MCWILLIAMS	4/20/2024	1	ELIZABETH PEREZ

Recommend high emphasis markings for the WB off-ramp pedestrian crossing.

Keffler Castro	4/22/2024	1

Agree. We'll do.

Name	Assignment	Due Date	Status	Comments
Jorge Rivera	LEAD REVIEWER	4/22/2024	ACTIVE	0
Jose Guevara	REVIEWER	4/22/2024	ACTIVE	0*
Keffler Castro	CONSULTANT PROJECT MANAGER	4/29/2024	ACTIVE	0
Ken Jeffries	LEAD REVIEWER	4/22/2024	ACTIVE	0
Kira Leon	LEAD REVIEWER	4/22/2024	ACTIVE	0
Kirenia Borbolla	LEAD REVIEWER	4/22/2024	ACTIVE	0
Krish K Dial	REVIEWER	4/22/2024	ACTIVE	0
KRISTI SAVIO	REVIEWER	4/22/2024	ACTIVE	6

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

Created By	Created On	Version	Delegate For
KRISTI SAVIO	4/9/2024	1	

This April 2024 Safety Study has been reviewed by the Environment Section and has been determined that these projects, if advanced, 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.

Keffler Castro	4/10/2024	1

Comment Agreed & Closed

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

Created By	Created On	Version	Delegate For
KRISTI SAVIO	4/9/2024	1	

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

Keffler Castro 4/10/2024 1

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
5	COMMENT AGREED WITH		Figure No. 7-1A	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
KRISTI SAVIO	4/9/2024	1	

It appears right-of-way acquisition may be required at the northwest and northeast corners of the intersection. If federal funds are utilized in the acquisition of these parcels, a Right-of-Way Type 1 CE from the Environmental Section will be required for this project to encumber federal funds for the purchase of right-of-way.

Keffler Castro 4/10/2024 1

Comment Agreed & Closed

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

Created By	Created On	Version	Delegate For
KRISTI SAVIO	4/9/2024	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 4/10/2024 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	4/9/2024	1	

Please be aware that the project corridor is within the Consultation Area of the Everglades snail kite and American crocodile. Additionally, the project is within the core foraging area of wood storks. These federally listed species and coordination with U.S. Fish and Wildlife Service may be required if this project is advanced.

Keffler Castro 4/10/2024 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	4/9/2024	1	

Should you have any questions or require clarification regarding these environmental comments, please contact Kristi Savio at 727-480-3855 / kristi@psgplans.com.

Keffler Castro 4/10/2024 1

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Kyaw Win	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Kylie Shivers	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Leonard Salazar	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Leonardo Francis	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Lisandra Fuentes	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Luis Lopez	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Marc Rodriguez	REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Marceau Michel	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Marco Incer	REVIEWER	4/22/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
9	RESPONSE ACCEPTED			OTHER

Created By	Created On	Version	Delegate For
Marco Incer	4/12/2024	1	

Comments submitted via email to Keffler Castro (CHP)

Created By	Created On	Version	Delegate For
Keffler Castro	4/12/2024	1	

We received and agreed with the comments. Thanks,

Created By	Created On	Version	Delegate For
Marco Incer	4/15/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Matthew Gisondi	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Mauricio Gomez	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Max Imberman	REVIEWER	4/22/2024	ACTIVE	3

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

Created By	Created On	Version	Delegate For
Max Imberman	4/22/2024	1	

An archaeological site was identified within the project area of potential effect (APE).

Created By	Created On	Version	Delegate For
Keffler Castro	4/23/2024	1	

Comment Agreed & Closed

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

Created By	Created On	Version	Delegate For
Max Imberman	4/22/2024	1	

If the improvement types and locations remain consistent with those recommended in this Safety Report document, the project is anticipated to require a cultural evaluation under Stipulation VII of the Section 106 Programmatic Agreement due to the presence of known cultural resources within the project APE. The results of the evaluation would need to be coordinated with the Florida Division of Historical Resources (FDHR) during design. FDHR will have 30 days from receipt of the resultant report for review.

Created By	Created On	Version	Delegate For
Keffler Castro	4/23/2024	1	

Comment Agreed & Closed

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

Created By	Created On	Version	Delegate For
Max Imberman	4/22/2024	1	

Contact Information: If you have any questions or require clarification for the cultural resources comments on this submittal, please contact the D6 Cultural Unit at D6-CulturalUnit@dot.state.fl.us.

Created By	Created On	Version	Delegate For
Keffler Castro	4/23/2024	1	

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
MICHAEL HERNANDEZ	REVIEWER	4/22/2024	ACTIVE	0*
Mikhail Dubrovsky	LEAD REVIEWER	4/22/2024	ACTIVE	0
Nadja Wallace	REVIEWER	4/22/2024	ACTIVE	0
Nitin Dave	REVIEWER	4/22/2024	ACTIVE	0*
NODIN PROSPERE	LEAD REVIEWER	4/22/2024	ACTIVE	0
Pablo Orozco	LEAD REVIEWER	4/22/2024	ACTIVE	0
RADAMES IRIBAR	LEAD REVIEWER	4/22/2024	ACTIVE	0*
Ramon Sierra	LEAD REVIEWER	4/22/2024	ACTIVE	0
Raymond Valido	LEAD REVIEWER	4/22/2024	ACTIVE	0
Rory Feinberg	REVIEWER	4/22/2024	ACTIVE	0*
Sedat Oner	REVIEWER	4/22/2024	ACTIVE	0
Sergio Bravo	LEAD REVIEWER	4/22/2024	ACTIVE	0*
Shereen Yee Fong	LEAD REVIEWER	4/22/2024	ACTIVE	0*
Simon Gutierrez	REVIEWER	4/22/2024	ACTIVE	0
Simon Prilutsky	REVIEWER	4/22/2024	ACTIVE	0
Stefan Escanes	REVIEWER	4/22/2024	ACTIVE	0
Steven Criag James	LEAD REVIEWER	4/22/2024	ACTIVE	0

Vivian Lemus	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
X Antonio Negrin	LEAD REVIEWER	4/22/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Xenia Rodriguez	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
YAMILET SENESPLEDA	LEAD REVIEWER	4/22/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
YEVGENY (EUGENE) SHERMAN	REVIEWER	4/22/2024	ACTIVE	2

No	Status	Current Holder	Reference	Categories
10	COMMENT AGREED WITH		General	ADA

Created By	Created On	Version	Delegate For
YEVGENY (EUGENE) SHERMAN	4/15/2024	1	

Proposed improvements SR 985/NW 107 Avenue at NW 7 Street:
Consideration should be given to installing two curb ramps at the NW, NE, and SE corners, one at each crosswalk, as the preferred standard to improve safety for pedestrians with disabilities.

Keffler Castro	4/19/2024	1	

Comment Agreed & Closed

No	Status	Current Holder	Reference	Categories
11	COMMENT AGREED WITH		General	ADA

Created By	Created On	Version	Delegate For
YEVGENY (EUGENE) SHERMAN	4/15/2024	1	

ADA deficiencies and ADA elements affected by the recommended improvements must be coordinated by the EOR with the ADA Coordinator (Shereen Yee Fong) and her staff during the design phase.

Keffler Castro	4/19/2024	1	

Agree. Thanks,

Name	Assignment	Due Date	Status	Comments
Zachary Taylor	REVIEWER	4/22/2024	ACTIVE	0