



# **Pedestrian Mid-Block Crossing Study**

**FM# 446239-1**

**SR 826 Frontage Road  
At NW 77th Court  
(87260524 | MP 0.153 – 0.746)  
Miami-Dade County, Florida**

Prepared for  
Florida Department of Transportation District 6  
Planning and Environmental Management Office  
1000 NW 111th Avenue  
Miami, Florida 33172

FDOT Project Manager: Nicolas Danu, P.E.  
Contract C-AD92, Task Work Order 05  
FPID: 446239-1-52-01

## ENGINEER'S CERTIFICATION

I, hereby certify that I am a registered professional engineer in the State of Florida, practicing with GOAL Associates Inc., a Florida Corporation under Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes, and by the State of Florida, Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Project: Mid-Block Crossing Study for SR 826 Frontage Road at NW 77th Court  
FM# 446239-1-52-01 | Roadway ID: 87260524 | MP 0.153 – 0.746

Location: Miami-Dade County, Florida

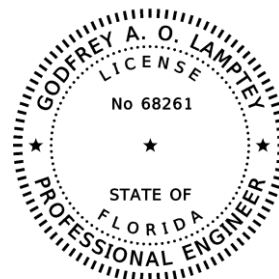
Client: Florida Department of Transportation, District 6  
Planning and Environmental Management Office  
1000 NW 111th Avenue  
Miami, Florida 33172

FDOT Project Manager: Nicolas Danu, P.E.

Report Prepared by: GOAL Associates, Inc.  
14750 NW 77th Court, Suite 320  
Miami Lakes, FL 33016  
Contract No. C-AD92, Task Work Order 01  
Vendor No. F464649215

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

Signature: \_\_\_\_\_  
Name: Godfrey Lamptey, P.E., PTOE  
License No.: 68261  
Date: 09/30/2022



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## 1.0 INTRODUCTION

GOAL Associates was retained by the Florida Department of Transportation (FDOT) District 6 Planning and Environmental Management Office (PLEMO) to prepare a RRR Scoping Report for Project FM 446239-1: A Resurfacing, Restoration, and Rehabilitation (RRR) Project along 826 Frontage Road at NW 77th Court. The Mid-Block Crossing Study is being conducted to determine the feasibility of placing a midblock pedestrian crossing along 826 Frontage Road at NW 77th Court, in Miami-Dade County, Florida. The evaluation for the installation of a pedestrian midblock crossing focuses on assessing the safety and crossing activity of pedestrians and bicyclists within the study limits per the guidelines presented by the latest edition of the FDOT Traffic Engineering Manual.

## 2.0 EXISTING CONDITIONS

The project is located in Miami-Dade County, within the Town of Miami Lakes. The project limits are along SR 826 Frontage Road at NW 77th Court (87260524 | MP 0.153 – 0.746). The Project Location Map is shown in **Figure 2-1**. Within the study area, SR 826 Frontage Road at NW 77th Court is a north-south two-lane undivided roadway with curb and gutter along both sides from MP 0.000 to MP 0.385 and grass shoulder from MP 0.385 to MP 1.100. A sidewalk is provided along the west side of the roadway from MP 0.000 to MP 0.463. The Peter's Pike Canal runs along the frontage road, crossing from the west side to the east side under the roadway at approximately MP 0.696, with a guardrail to protect drivers. The posted speed limit is 35 mph. There are two school zone flashers at the Bob Graham Education Center with a 15 MPH posted speed limit during the school drop-off and pick-up periods. There are two curves in the study segment, with a curve advisory speed of 20 MPH at the south end of the study limit and a curve advisory speed of 25 MPH at the north end of the study segment.

Within the study limits, SR 826 Frontage Road is not part of the National Highway System and is not functionally classified. The roadway is designated C4-Urban General Context Classification. FDOT defines this context classification as a “mix of uses set within small blocks with a well-connected roadway network”.

### 2.1 Land Use

The study area has a mixed land use consisting of residential uses including multi-family buildings and single-family homes, commercial uses, and educational uses. Major landmarks include Royal Oaks Plaza, a strip mall at the south end of the study segment, Lucida Apartments, Sonesta Select Hotel, and Bob Graham Education Center. The Bob Graham Education Center is a Miami-Dade County Pre-K to 8th grade Public School serving the Miami



Lakes and Hialeah Gardens municipalities with a student population of approximately 1,500 students. The school campus opens at 7:45 am. Dismissal for Kindergarten and 1st Grade is at 1:50 pm whereas 2nd Grade to 8th Grade gets dismissed at 3:05 pm. The exception is on Wednesdays when all students are dismissed at 1:50 pm.



Figure 2-1 Project Location Map



## 2.2 Pedestrian/Bicycle Amenities

There is one marked crosswalk within the project limits at the driveway to the Lucida Apartments. The existing marked crosswalk is 10 feet wide with 12" parallel standard crosswalk markings. Existing sidewalks are located on the west side of the roadway from MP 0.153 to the Bob Graham Education Center. There are no bicycle lanes within the limits of the project.

## 2.3 Street Lighting

There is no corridor lighting along the project corridor. However, there are 4 conventional light poles located along the east side of the roadway within the last 650 feet of project corridor where the Peter's Pike Canal crosses the study segment.

## 2.4 Relevant FDOT Projects & Studies

The following are relevant FDOT studies and/or projects that were conducted or will be completed at or within the vicinity of the study area. These studies/projects serve as an informational reference for subsequent sections of this study.

### **FM 444295-1: Safe routes to school project for Bob Graham Education Center.**

The project limits area on NW 79th Avenue, from NW 167th Terrace to NW 155th Street; and NW 82nd Avenue at NW 162nd Street. The project consists of widening the eastside school campus frontage sidewalk from six (6) to eight (8) feet, reconstruction and/or addition of new pedestrian connector ramps, addition of embedded detectable warning pads, installation of pedestrian railings around storm drains drop-offs, crosswalks pavement markings, and installation of pedestal poles with signal heads and pedestrian push buttons.

### **435760-1: SR 826/Palmetto Expressway Widening from I-75 to North of Canal c-8 Bridge**

This project consists of widening and reconstructing SR 826 (Palmetto Expressway) from I-75 (MP 14.972) to north of canal C-8 Bridge (MP 16.854). The main purpose of this project is to widen SR-826 to provide one Express Lane in each direction. The total length of this project is 1.882 miles. The Scope also includes improvements along NW 77 Avenue, NW 77 Court, and NW 154 Street. The scope for these roads includes widening and reconstruction of the pavement, addition of sidewalk and other safety improvements.

### 3.0 CRASH SUMMARY & ANALYSIS

The crash data for the latest five-year period (January 1, 2015, to December 31, 2019) for the study segment was downloaded from the FDOT’s Crash Analysis Reporting (CAR) online system. Additional data was obtained from the Signal Four Analytics Database for all crashes that occurred from January 1, 2015, to October 31, 2021. The FDOT CAR data revealed 2 crashes within the analysis period. Three (3) additional crashes were documented in the Signal Four Analytics Database.

Based on the analysis, there were five (5) crashes within the (5) year period including two (2) crashes in 2015, one (1) crash in 2018, and two (2) crashes in 2019. No crashes were reported within the roadway segment in 2016 and 2017.

The crashes included two (2) fixed object crashes, two (2) rear end crashes, and one (1) sideswipe crash. Sixty percent (60%) of the total crashes occurred at nighttime and forty percent (40%) occurred on wet/slippery pavement conditions.

Based on crash severity, four (4) crashes were property damage-only crashes, and one (1) crash was an injury crash. There were no fatal crashes during the five-year study period. There are no high crash locations along this segment based on the 2016 to 2018 High Crash List for spots and segments. Refer to **Appendix A** for the RRR Safety Review.

Table 3-1 Crash Summary									
Crash Pattern		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		2015	2016	2017	2018	2019			
CRASH TYPE	Rear End	1	0	0	0	1	2	0	40.0%
	Sideswipe	0	0	0	0	1	1	0	20.0%
	<b>Fixed Object</b>	1	0	0	1	0	2	0	40.0%
	<b>Total Crashes</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>100.0%</b>
Severity	PDO Crashes	1	0	0	1	2	4	1	80.0%
	Injury Crashes	1	0	0	0	0	1	0	20.0%
Lighting Conditions	Daylight	0	0	0	1	1	2	0	40.0%
	Dusk	0	0	0	0	0	0	0	0.0%
	Dawn	1	0	0	0	0	1	0	20.0%
	Dark	1	0	0	0	1	2	0	40.0%
Surface Conditions	Dry	1	0	0	1	1	3	1	60.0%
	Wet	1	0	0	0	1	2	0	40.0%



## 4.0 TRAFFIC ANALYSIS

### 4.1 48-Hour Traffic Volume Counts

48-hour continuous vehicle counts were collected at the study segment with Automatic Traffic Recorders (ATR's) during the typical days of the week from Tuesday, September 20, 2022, to Wednesday, September 21, 2022. The vehicle counts data is summarized in **Table 4-1**. The study segment AM peak period was observed from 7:00 AM to 8:00 AM which coincides with the drop-off period for the Bob Graham Education Center. The PM peak period was observed from 5:00 PM to 6:00 PM. During the AM peak period the southbound direction is the peak traffic direction, whereas during the PM peak period, the northbound direction is the peak traffic direction. The detailed vehicle volume data obtained for the study segment is included as **Appendix B**.

Time	NB Average Voume	SB Average Voume	Total Segment Volume
0:00	77	36	113
1:00	32	11	43
2:00	24	13	36
3:00	15	28	43
4:00	13	57	70
5:00	34	129	163
6:00	74	377	451
7:00	215	700	915
8:00	431	527	958
9:00	210	349	559
10:00	247	310	557
11:00	290	240	530
0:00	319	260	579
13:00	358	257	614
14:00	476	231	707
15:00	580	212	792
16:00	591	298	889
17:00	619	336	955
18:00	642	302	944
19:00	560	274	834
20:00	419	232	650
21:00	323	161	484
22:00	227	89	316
23:00	118	53	171
<b>Total</b>	<b>6889</b>	<b>5478</b>	<b>12367</b>

## 4.2 Turning Movement Counts

Turning movement counts (TMCs) were collected at the entryway and exit of the Bob Graham Education Center. TMCs were collected on September 14, 2022, and September 15, 2022, during beginning of school hours (7:30 am to 8:45 am) and end of school hours (1:45 pm to 4:00 pm) along NW 77th Court at the School entrance and exit location. The turning movement counts are presented in **Table 4-2** and **Table 4-3** below.

<b>Table 4-2 Turning Movement Counts (Start of School)</b>						
<b>TIME</b>	<b>NBT</b>	<b>NBL</b>	<b>SBR</b>	<b>SBT</b>	<b>PED</b>	<b>BIKE</b>
7:45	95	6	6	144	8	1
8:00	109	4	3	131	3	0
8:15	98	4	5	116	2	0
8:30	70	1	0	99	1	0
<b>TOTAL</b>	<b>475</b>	<b>16</b>	<b>15</b>	<b>781</b>	<b>14</b>	<b>1</b>

<b>Table 4-3 Turning Movement Counts (End of School)</b>						
<b>TIME</b>	<b>NBT</b>	<b>NBL</b>	<b>SBR</b>	<b>SBT</b>	<b>PED</b>	<b>BIKE</b>
02:00	89	32	46	49	0	0
02:15	95	15	27	63	0	0
02:30	87	5	9	59	0	0
02:45	110	4	6	60	1	0
<b>TOTAL</b>	<b>579</b>	<b>92</b>	<b>133</b>	<b>302</b>	<b>1</b>	<b>0</b>
3:00	91	52	59	39	0	0
3:15	112	18	28	60	0	0
3:30	125	15	12	62	0	0
3:45	132	1	0	64	2	0
<b>TOTAL</b>	<b>490</b>	<b>60</b>	<b>70</b>	<b>218</b>	<b>2</b>	<b>0</b>

### 4.3 48-Hour Speed Data

48-hour vehicle speed data was collected at the study segment with Automatic Traffic Recorders (ATR's) during the typical days of the week from Tuesday, September 20, 2022, to Wednesday, September 21, 2022. The vehicle speed data and characteristics for both days are summarized in **Table 4-4** and **Figure 4-1**. The speed data indicates that majority of the motorists travel above the 35-mph posted speed limit. The detailed vehicle speed data obtained for the study segment is included as **Appendix C**.

Table 4-4 Vehicle Speed Data							
Northbound				Southbound			
Speed (mph)	Total	Cumulative		Speed (mph)	Total Total	Cumulative	
		Total	%			Total	%
0 to 10	3	3	0.04%	0 to 10	178	178	3.18%
11 to 15	31	33	0.48%	11 to 15	385	563	10.04%
16 to 20	143	176	2.53%	16 to 20	251	813	14.51%
21 to 25	522	697	10.04%	21 to 25	190	1003	17.90%
26 to 30	735	1432	20.61%	26 to 30	323	1326	23.66%
31 to 35	1652	3083	44.40%	31 to 35	755	2081	37.13%
36 to 40	2232	5315	76.53%	36 to 40	1380	3461	61.75%
41 to 45	1201	6515	93.82%	41 to 45	1277	4738	84.54%
46 to 50	334	6849	98.63%	46 to 50	574	5311	94.77%
51 to 55	70	6919	99.63%	51 to 55	208	5519	98.47%
55+	26	6944	100.00%	55+	86	5604	100.00%
85th Percentile (mph)			42 mph	85th Percentile (mph)			45 mph
10 MPH Pace			31-40 mph	10 MPH Pace			36-45 mph
Avg Speed (mph)			36 mph	Avg Speed (mph)			36 mph
Current Posted Speed Limit (mph)			35 mph	Current Posted Speed Limit (mph)			35 mph
% of Vehicles > Posted Speed Limit			55.6%	% of Vehicles > Posted Speed Limit			62.9%
Lower Limit for Speed Limit per Department's Guidelines (85th Percentile Speed - 8 mph)			34 mph	Lower Limit for Speed Limit per Department's Guidelines (85th Percentile Speed - 8 mph)			37 mph
Upper Limit for Speed Limit per Department's Guidelines (85th Percentile Speed + 3 mph)			45 mph	Upper Limit for Speed Limit per Department's Guidelines (85th Percentile Speed + 3 mph)			48 mph
Current Speed Limit meets Department's Guidelines for 85th Percentile Speeds			No	Current Speed Limit meets Department's Guidelines for 85th Percentile Speeds			No
Current Speed Limit meets Department's Guidelines for 10-MPH Pace			No	Current Speed Limit meets Department's Guidelines for 10-MPH Pace			No

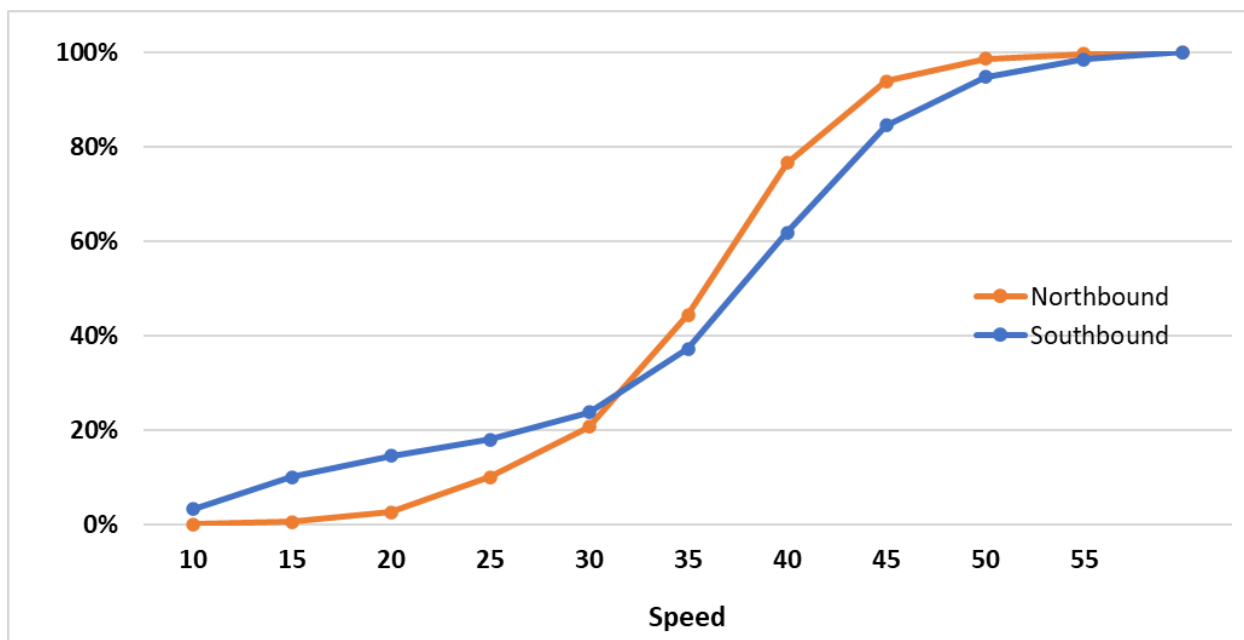


Figure 4-1 Cumulative Speed Curves

#### 4.4 Vehicle Gap Data

A vehicle gap study was conducted for 48 hours during the typical days of the week from Tuesday, September 20, 2022, to Wednesday, September 21, 2022. Gap data was collected in 15-minute and 60-minute intervals for the northbound and southbound directions along the segment of SR 826 Frontage Road to determine the typical size and number of gaps in the vehicular traffic stream at the study segment.

As stated in Chapter 8 of the Manual on Uniform Traffic Studies (MUTS), the critical gap is defined as the minimum time length (in seconds) of a gap in traffic which will permit (on average) a side street vehicle, a single pedestrian, or a group of pedestrians to cross a roadway of specified width without coming into conflict with passing vehicles. The critical gap for a single pedestrian ( $t_c$ ) is estimated using the following equation and is based on the Highway Capacity Manual (HCM) 2010, Equation 20-77:

$$t_c = \frac{L}{S_p} + t_s$$

Where

$t_c$  = single pedestrian critical headway (seconds)

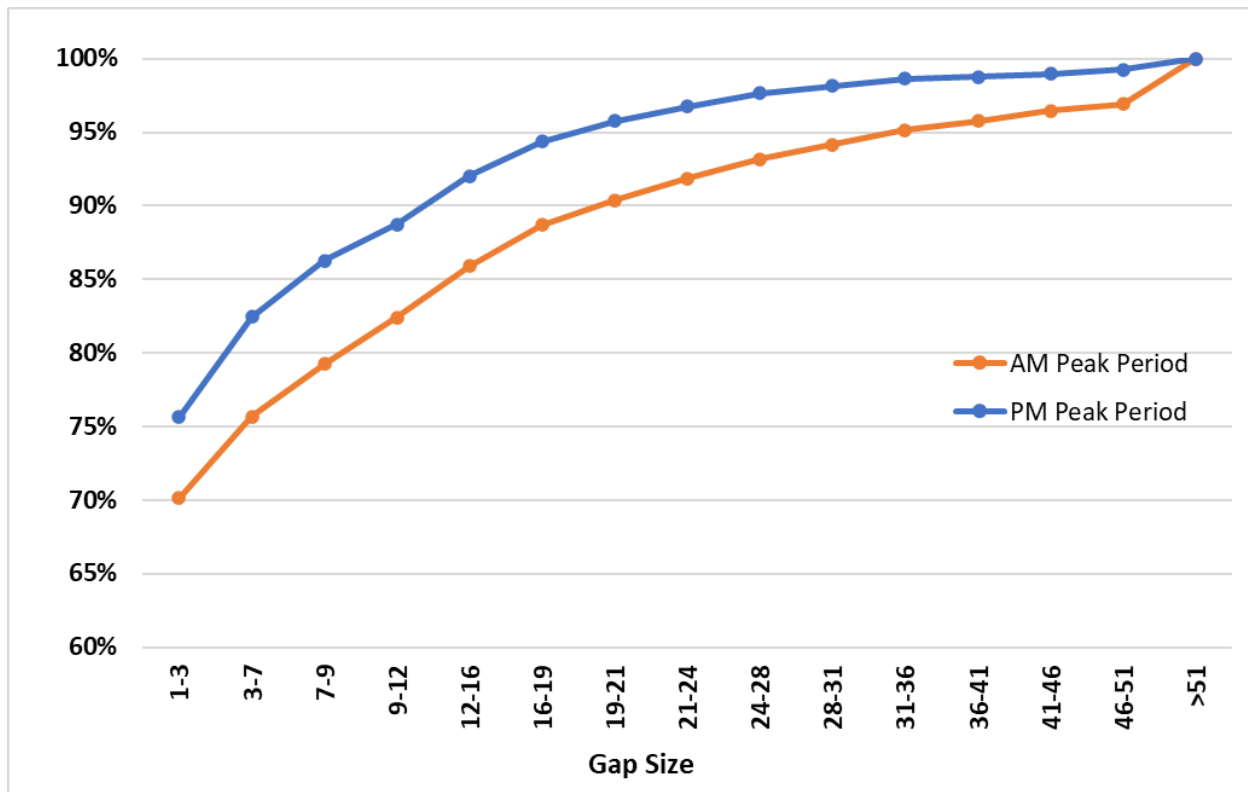
$S_p$  = 15th percentile pedestrian walking speed (default is 3.5 feet/second)

$L$  = crosswalk length (feet)

$t_s$  = pedestrian start-up time and end clearance time (default 3 seconds)

A critical gap of 10 seconds was determined by dividing the 24 feet roadway length by an average pedestrian walking speed of 3.5 ft/sec and then adding a pedestrian start-up time and end clearance time of 3 seconds

**Figure 4-2** summarizes the gap size for the AM and PM peak periods. Based on the data, the 85th percentile gap size for the AM peak period is approximately 14 seconds whereas it is approximately 9 seconds for the PM peak period. From the results it appears there is sufficient gaps for the AM peak period, however, for the PM peak period, the available gap is just short of the critical 10-second gap. The Gap analysis is attached as **Appendix D**.



**Figure 4-2 Vehicle Gap Size**

### 4.5 Pedestrian/Bicycle Data

The number of pedestrians and bicyclists crossing the study segment of SR 826 Frontage Road was collected during Bob Graham Education Center drop-off time from 7:30 am to 8:30 am and pickup time from 1:30 pm to 3:30 pm on Wednesday, September 14, 2022, and Thursday, September 15, 2022. One bicyclist was observed during morning peak period riding on the grass shoulder adjacent to the southbound lanes. In addition, 14 pedestrians were observed during the morning drop off period and 3 pedestrians were observed during the pickup period. One student was also observed crossing the roadway.



## 5.0 FIELD OBSERVATION

Field reviews focusing on the pedestrian and bicycle activity, pedestrian characteristics, pedestrian generators/receptors, travel patterns, and pedestrian-vehicle interaction were conducted along the study segment on Thursday, September 15, 2022, from 7:30 am to 8:30 am and from 1:30 pm to 3:30 pm. In addition, the availability of gaps for pedestrians to safely cross NW 77th Court within the study segment was qualitatively assessed. The field review periods were selected based on the Bob Graham Education Center drop-off and pickup times. The following observations and field photographs summarize the main findings.



Traffic backing up along the southbound lane during morning drop-off period. Long queues originating from the intersection of NW 77th Court and NW 154th Street during the morning peak period. This queue sometimes extends south entrance to the school.



Students observed walking to school during morning drop-off period using the sidewalk on the south side of the school. The Lucida Residential Apartments are located just south of the Bob Graham Education Center.



Bicyclist observed riding on the grass shoulder adjacent to the southbound lanes during the morning peak period. The bicyclist transitioned to the sidewalk on the south side and continued south to NW 154th Street.





Several cars parked on the southbound shoulder along the NW 77th Court prior to the school the pick-up time even though there are no parking or stopping signs along this area. Some parents were observed parking their cars and walking to the school to pick up their children.



Traffic queue along the southbound direction during the afternoon pick-up period with traffic control police officer. The traffic queue extends north through the curve but typically dissipates within 15-20 minutes after the school ends.



Student observed walking home after school and crossing NW 77th Court north of the Bob Graham Education Center. The residential community located northeast of the school has no sidewalk connection to the school.



Pedestrians observed walking along the southbound shoulder with no existing sidewalk. The pedestrians were observed coming from the residential community on the northeast side and going to the Royal Oaks Shopping Plaza.



## 6.0 EVALUATION OF PEDESTRIAN MID-BLOCK CROSSING

The feasibility of installing a midblock marked pedestrian crosswalk along SR 826 Frontage Road at NW 77th Court was evaluated following the guidelines presented by FDOT Traffic Engineering Manual (TEM) – Section 5.2.

According to FDOT TEM Section 5.2.5.1, the following factors should be considered when evaluating the need to provide a marked pedestrian crossing:

- Proximity to significant generators and attractors
- Recommended levels of pedestrian demand
- Minimum location characteristics

### 6.1 Proximity to significant generators and attractors:

Based on the field observations and land use, this criterion is met by the proximity of Bob Graham Education Center, the Royal Oaks Shopping Plaza with several restaurants, banks, Winn-Dixie and gas station attracting nearby residents. Significant generators consist of the residential homes located north and south of the Bob Graham Education Center on the west side of the corridor including Lucida Apartments, Silvercrest North Community, etc.

### 6.2 Recommended levels of pedestrian demand:

Based on the context classification of “C4 Urban General”, the pedestrian volume demand threshold does not need to be met for the study roadway. One bicyclist was observed during morning peak period riding on the grass shoulder adjacent to the southbound lanes. In addition, 14 pedestrians were observed during the morning drop off period and 3 pedestrians crossing the roadway was observed during the pickup period.

### 6.3 Minimum location characteristics:

This criterion requires a minimum vehicular volume of 2,000 Average Daily Traffic (ADT) along the roadway segment, which is exceeded as shown in **Table 4-1**. Furthermore, as required, there is more than 300 feet between the proposed pedestrian crossing and the nearest alternative crossing location. Finally, the proposed location is outside the influence area of any adjacent signalized intersections.

**Table 6-1** indicates that all the requirements to establish the need for a marked crosswalk on SR 826 Frontage Road at NW 77th Court are met per FDOT TEM Guidelines.



Table 6-1 FDOT TEM Guidelines for Crosswalks				
Criteria Category per Section 5.2.5.1	Criteria Requirement	Condition		Comment(s)
		Met	Not Met	
<b>Proximity to Significant Generators and Attractors</b>	A well-defined spatial pattern of pedestrian generators, attractors, and flow (across a roadway) between them.	✓		There was a pattern for pedestrians crossing NW 77th Court to access from the residential community on the north side to the Bob Graham Education Center.
	A well-defined pattern of existing pedestrian crossings.	✓		
<b>Recommended Levels of Pedestrian Demand</b>	Sufficient demand should exist that meets or exceeds the thresholds of 20 or more pedestrians during a single hour of an average day.	N/A	N/A	Based on the context classification of “C4 Urban General”, the pedestrian volume demand threshold for a mid-block crossing does not have to be met for the study roadway.
	A pedestrian volume demand threshold is not needed for the following: • Pedestrian crosswalks within a school zone. • Pedestrian crosswalks under specific roadway context classification for posted speed of 35 MPH or less. These include the following Context Classifications: - C2T Rural Town Context Classification zone - C3C Suburban Commercial Context Classification zone - C4 Urban General Context Classification zone - C5 Urban Center Context Classification zone - C6 Urban Core Context Classification zone	✓		
	Crosswalks threshold at midblock or unsignalized intersection connecting a shared use path.	N/A	N/A	
	Nature-based trail crossings.	N/A	N/A	
<b>Minimum Location Characteristics</b>	A minimum vehicular volume of 2,000 Average Daily Traffic (ADT) along the roadway.	✓		These requirements are met
	Minimum distance to nearest alternative crossing is 300 feet per FDOT Design Manual, Chapter 222.	✓		Nearest designated pedestrian crossing is >300 ft.
	The proposed location must be outside the influence area of adjacent signalized intersections, including the limits of the auxiliary turn lanes. When an adjacent intersection is signalized, the design must ensure that the ends of standing queues do not extend to the proposed marked crosswalk location.	✓		The proposed crosswalk location would not be within the standing queue of an adjacent signalized intersection.

## 6.4 Traffic Control Type Selection

The selection of the appropriate traffic control treatment for the proposed mid-block crossing was evaluated following the guidelines presented by FDOT’s TEM Section 5.2. Figure x shows the guidelines for the Installation of Pedestrian Treatments on Low-Speed Roadways.

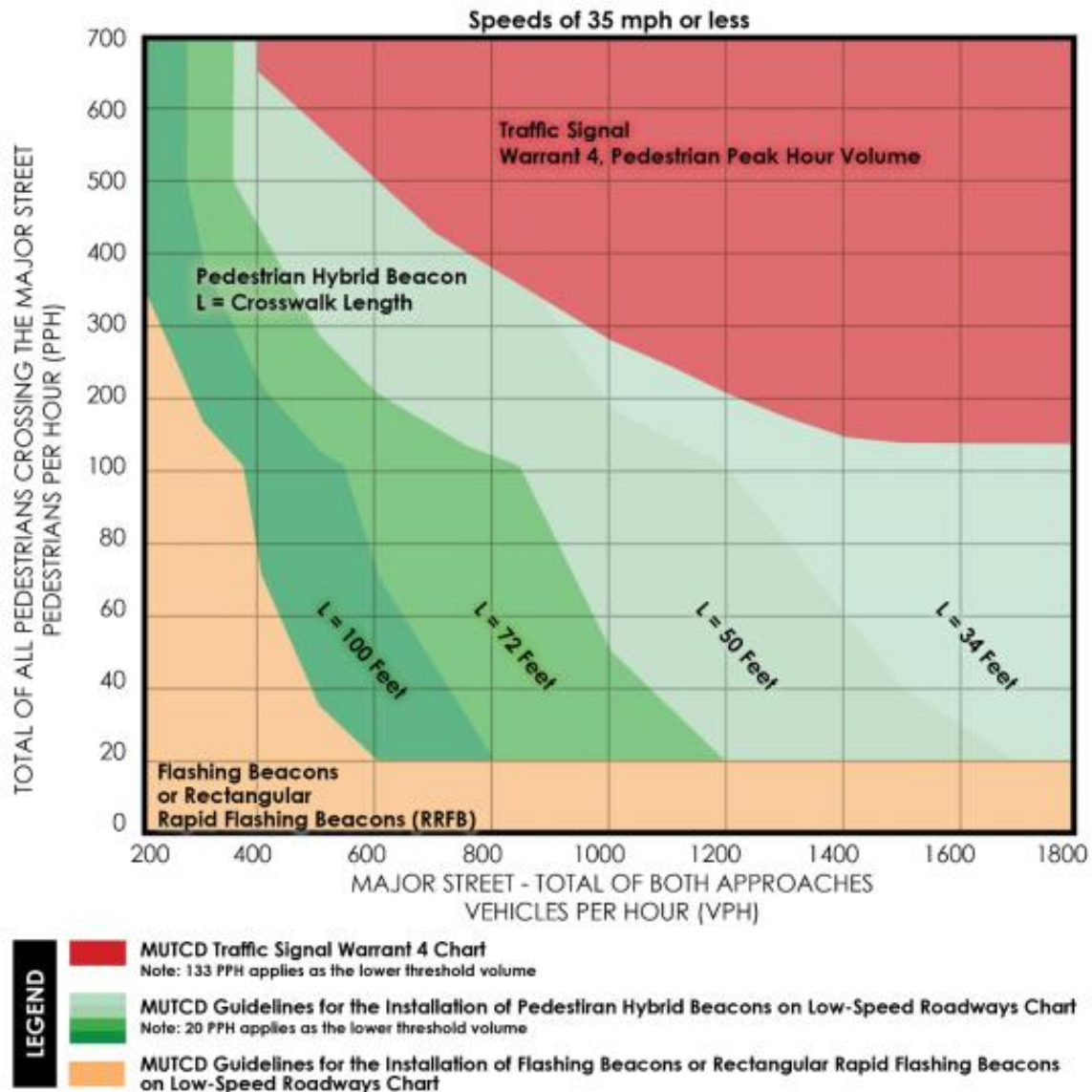


Figure 6-1 Guidelines for Installation of Pedestrian Treatment

Based on the roadway recommended target speed of 30 mph (See **Appendix E**), total approach volume of 958 vph (School drop-off period) and peak hourly pedestrian crossing of 2, a rectangular rapid flashing beacon is recommended as the traffic control type for this proposed mid-block crossing across NW 77th Court to provide safe crossing for pedestrians to access the Bob Graham Education Center from the residential community on the northeast side.

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

This study evaluated the need for a mid-block crossing across the SR 826 Frontage Road at NW 77th Court in Miami Lakes, Florida. The proposed mid-block crossing will provide pedestrian access between the Bob Graham Education Center and the residential communities located northeast of the school and within the Bob Graham Education Center assigned school boundaries.

Traffic data including traffic volumes, speed data, pedestrian and bicycle data and gap data was obtained during typical weekdays. In addition, field reviews were performed to observe pedestrian and bicycle activity, pedestrian generators/receptors, travel patterns, and pedestrian-vehicle interaction. The speed data indicated that most of the vehicles are travelling above the existing 35 mph posted speed limit. One bicyclist was observed during morning peak period riding on the grass shoulder adjacent to the southbound lanes. A few students were observed using the existing sidewalk on the south side and the grass shoulder on the north side. In addition, one student was observed crossing the roadway during the afternoon after school dismissal period. The Gap data also shows that there are sufficient gaps for the AM peak period, however, for the PM peak period, the available gap is just short of the critical 10 seconds gap required to cross from one side of the roadway to the other.

The feasibility of installing a midblock marked pedestrian crosswalk along SR 826 Frontage Road at NW 77th Court was evaluated following the guidelines presented by FDOT Traffic Engineering Manual Section 5.2. The evaluation indicated that all the requirements to establish the need for a marked crosswalk on SR 826 Frontage Road at NW 77th Court are met. Consequently, a mid-block crossing controlled by a rectangular rapid flashing beacon is recommended across NW 77th Court between NW 162nd Terrace and NW 163rd Street. This will provide safe crossing for pedestrians and students to access the Bob Graham Education Center as well as the commercial center at the Royal Oak Shopping Plaza from the residential community on the northeast side. **Appendix F** shows the proposed mid-block crossing location.

A target speed of 30 mph was recommended for the roadway (See **Appendix E**). Given the relatively high vehicular speeds along the corridor, it is recommended to provide speed feedback signs along both the northbound and southbound approaches to the location of the proposed midblock crossing. This will help reduce the operating speed within this roadway section to achieve the 30-mph target speed while also improving the gaps within the traffic stream to allow for safer crossing.

# **APPENDIX A**

## **(RRR Safety Review)**

Districtwide Traffic Operations & Safety Studies  
FPID 250650-5-32-01  
Contract C-AA02

September 2022

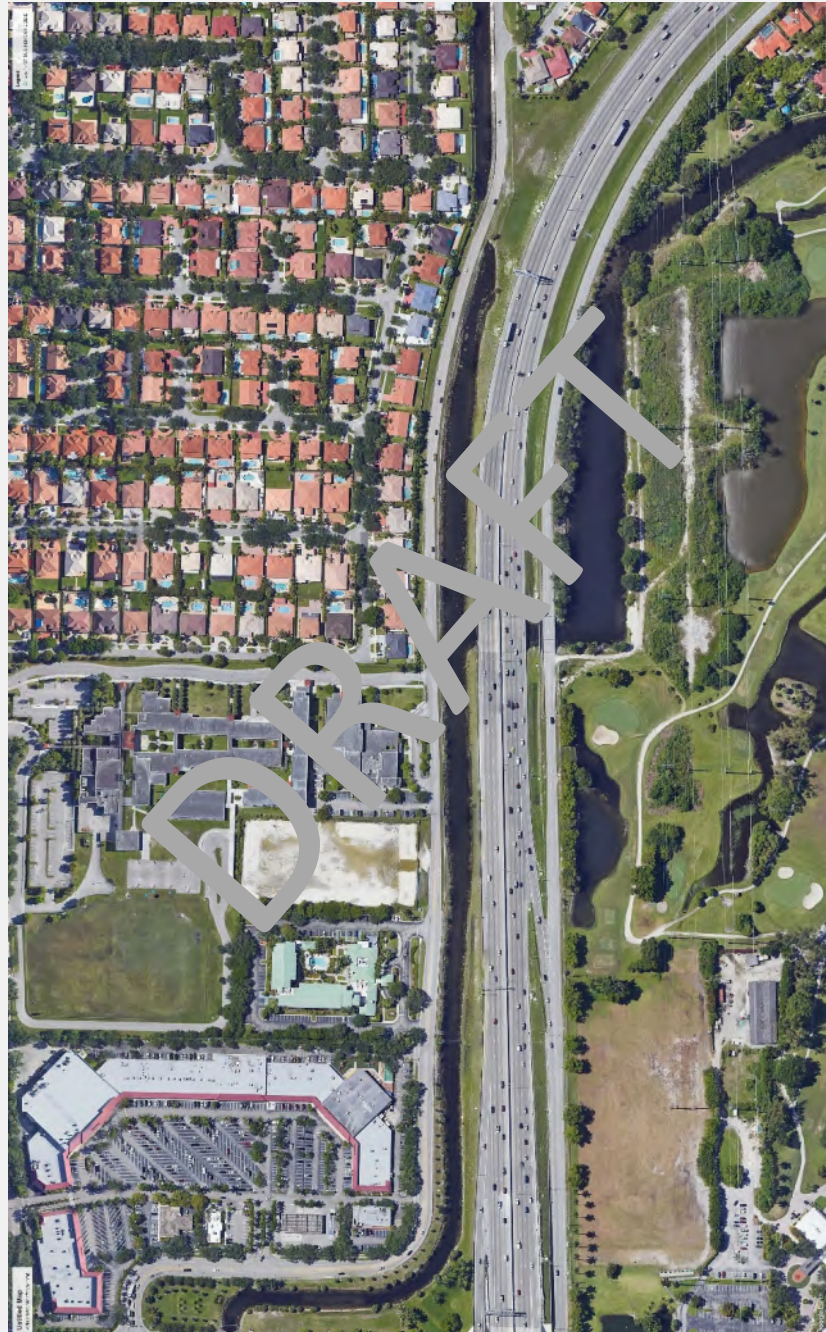
**RRR SAFETY REVIEW**

**SR 826 Frontage Road**

**At NW 77<sup>th</sup> Court**

**Section 87260524**

**(MP 0.153 to 0.415 and MP 0.505 to 0.746)**





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

**SAFETY REVIEW**



District Six Traffic Operations

District-Wide Traffic Operations & Safety Studies

FM: 250650-5-32-01

Contract No. C-AA02

Task Work Order No. 67

**SR 826 FRONTAGE ROAD**

At NW 77<sup>th</sup> Court

Section 87260524 (MP 0.153 to 0.415 and MP 0.505 to 0.746)

FDOT Project Manager: Cristina Morales, E.I.

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**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:

**3R SAFETY REVIEW****SR 826 FRONTAGE ROAD****AT NW 77<sup>TH</sup> COURT****SECTION 87260524 (MP 0.153 TO 0.415 AND MP 0.505 TO 0.746)**

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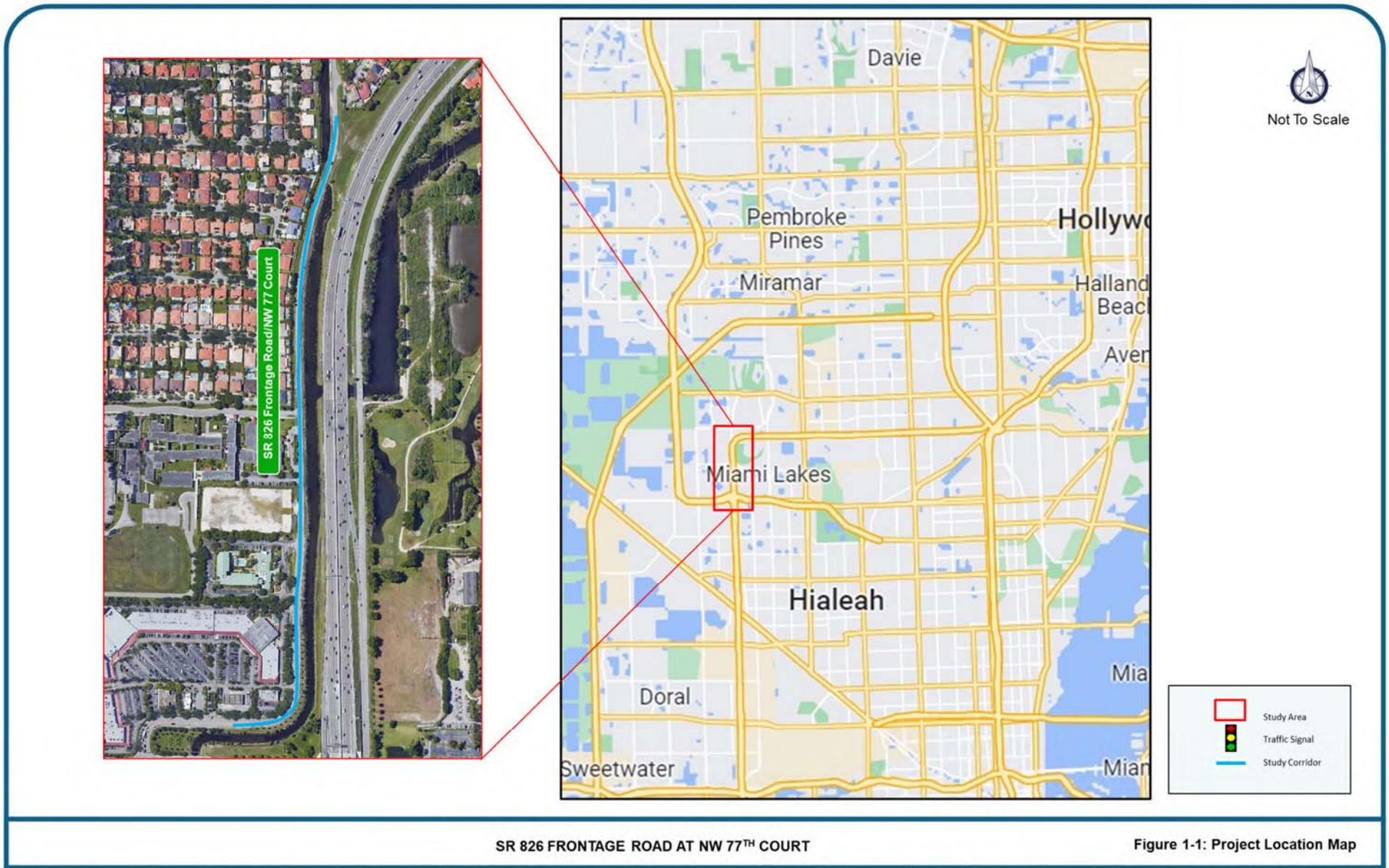
Jeffrey Slawinski, P.E.  
Florida Registration P.E. No. 90922  
C. H. Perez & Associates Consulting Engineers, Inc.  
9594 NW 41<sup>st</sup> Street, Suite 201  
Doral, Florida 33178  
CA No.25976

**1 INTRODUCTION**

The segment of SR 826 Frontage Road at WN 77<sup>th</sup> Court was identified by the Department as a candidate for a Resurfacing, Restoration, and Rehabilitation (3R) project with FM No. 446239-1. 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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SR 826 FRONTAGE ROAD AT NW 77<sup>TH</sup> COURT

Figure 1-1: Project Location Map

## 2 EXISTING CONDITIONS

The study segment runs along SR 826 Frontage Road at NW 77<sup>th</sup> Court from MP 0.153 to MP 0.746 in Miami-Dade County, Florida. The SR 826 Frontage Road at NW 77<sup>th</sup> Court is identified as section 87260524 on the State Highway System (SHS).

The SR 826 Frontage Road at NW 77<sup>th</sup> Court runs in the north-south direction, and its typical section consists of one (1) travel lane in each direction with curb and gutters along both sides from MP 0.000 to MP 0.385 and grass shoulder from MP 0.385 to MP 1.100. A sidewalk is provided along the west side of the roadway from MP 0.000 to MP 0.463. A canal (Peter's Pike Canal) runs along the frontage road, crossing from the west side to the east side under the roadway at approximately MP 0.696, with a guardrail to protect drivers. Within the study limits, the study segment does not have a functionally classification or context classification.

The land use along SR 90/SW 7<sup>th</sup> Street is primarily residential, including multi-family buildings and single-family homes, with a strip mall at the south end of the study segment. The Bob Graham Education Center is located within the study limits. The study limits have a posted speed limit of 35 MPH, posted facing southbound just south of NW 164<sup>th</sup> Court and facing northbound just north of the Bob Graham Education Center. Bob Graham Education Center has a school zone with a 15 MPH posted speed limit. There are two curves in the study segment, with a curve advisory speed of 20 MPH at the south end of the study limit and a curve advisory speed of 25 MPH at the north end of the study segment. There are only light poles along the east side of the roadway north of where the Peter's Pike Canal crosses the study segment. There are no bus stops within the study corridor. There is no straight-line diagram for the roadway section forming the study segment.

The study segment does not include any intersections but includes seven (7) driveways:

- Royal Oaks Plaza Center Driveway
- Royal Oaks Plaza North Driveway
- Sonesta Select South Driveway
- Sonesta Select North Driveway
- Lucida Apartments Driveway
- Bob Graham Education Center Staff Parking Lot Driveway
- Bob Graham Education Center Pick-up/Drop-off Exit

## 3 WORK PROGRAM REVIEW

A review of the FIVE-YEAR FDOT Work Program and relevant studies did not reveal any planned or previous projects or studies.

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#### 4 CRASH ANALYSIS

The crash data for the latest three-year period (January 1, 2015 to December 31, 2019) was downloaded from the FDOT's Crash Analysis Reporting (CAR) online system, reviewed, and summarized for the study segment. The raw data for the segments included two (2) crashes. Additionally, a review of the Signal Four Analytics Database for all crashes that occurred from January 1, 2015, to October 31, 2021, revealed three (3) crashes.

- The segment experienced five (5) crashes in the five (5) years, with a yearly breakdown of two (2), zero (0), zero (0), one (1), and two (2) (2015, 2016, 2017, 2018, and 2019, respectively). The crashes included two (2) fixed object crashes, two (2) rear end crashes, and one (1) sideswipe crash.
- The percentage of nighttime crashes (night/dusk/dawn) was 60.0% (three (3) crashes).
- The percentage of crashes during wet/slippy pavement conditions was 40.0% (two (2) crashes).
- Based on crash severity, four (4) crashes were property damage-only crashes and one (1) crash was an injury crash. *There were no fatal crashes during the three-year study period.*
- The first fixed object crash involved a northbound driver that lost control of their vehicle and crashed into a sign post, the guard rail barrier on the west side of the study segment, a palm tree, and finally a light pole. The crash occurred just north of Bob Graham Education Center. The crash was an injury crash and occurred under wet pavement, raining weather, and dark-lighted conditions.
- The second fixed object crash involved a northbound driver that lost control of their vehicle and crashed into the guard rail barrier on the west side of the study segment. The crash occurred just north of where the Peter's Pike Canal crosses under the study segment. According to the police report, the driver was witnessed traveling northbound at a high rate of speed when they lost control. The crash was a property-damage crash and occurred under dry pavement, clear weather, and daylight conditions.
- The sideswipe crash involved northbound vehicles and occurred just north of where the Peter's Pike Canal crosses under the study segment. According to the police report, the crash occurred when a driver attempting to pass on the shoulder sideswiped another vehicle. The crash was a property-damage crash and occurred under dry pavement, clear weather, and dark-unknown lighting conditions.
- The first rear end crash involved two northbound vehicles and occurred at the entrance to the staff parking lot at Bob Graham Education Center. According to the police report, traffic stopped due to a vehicle stopped to make a left turn into the parking lot. The crash occurred when a driver failed to stop and crashed into the vehicle ahead of them. The crash was a property damage only crash and occurred under dry pavement, clear weather, and dawn lighting conditions.
- The second rear end crash involved two southbound vehicles and occurred just north of the center driveway to the Royal Oaks Plaza Center. According to the police report, the crash occurred when a driver failed to stop in reference to slowing traffic and struck the vehicle ahead of them. The crash was a property damage only crash and occurred under wet pavement, clear weather, and daylight lighting conditions.
- According to the Department's 2016-2018 High Crash Lists for spots and segments, there are no high crash locations included in the segment.

- Segments with a confidence level of 99.95%, or higher, have a probability of their crash rates being abnormally high. **Table 4.1** shows the study segment's confidence level within their classification, calculated at 50.00% for 2015, 2018, and 2019 in the urban segment and are not abnormally high.

**Table 4.1: Confidence Level Calculations**

Year	2015	2016	2017	2018	2019
Number of Crashes	2	0	2	5	1
Average Daily Traffic (ADT)	15,103	#DIV/0!	#DIV/0!	15,103	15,103
Actual Crash Rate (ACR)	0.612	#DIV/0!	#DIV/0!	1.530	0.306
District 6 Average Crash Rate (A)	9.597	10.667	7.445	7.265	8.236
Average Vehicle Exposure (M)	3.269	#DIV/0!	#DIV/0!	3.269	3.269
Critical Crash Rate (CCR)	12.802	#DIV/0!	#DIV/0!	10.034	11.194
Safety Ratio	0.750	#DIV/0!	#DIV/0!	0.724	0.736
Statistical Significance	-5.155	-	-	-3.745	-4.900
Confidence Level	50.00%	99.99%	99.99%	50.00%	50.00%

**Table 4.2** presents a summary by crash type for the segment, and **Table 4.3** presents a crash summary by different categories, such as lighting conditions, surface conditions, and weather conditions. The same information is depicted graphically in **Figure 4-1** for visual comparison. Collision Diagrams were prepared for the above locations for the analysis period of January 1, 2017, through December 31, 2019, and are presented in **Appendix A**. The raw crash data for the segment is also presented in **Appendix B**.

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Table 4.2: Crash Summary by Type – Segment

SR 826 Frontage Road at NW 77 Court		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2015	2016	2017	2018	2019			
CRASH TYPE	Rear End	1	0	0	0	1	2	0	40.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	0	0	0	1	1	0	20.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	<b>Fixed Object</b>	1	0	0	1	0	2	0	40.0%
	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	0	0	0	0	0	0	0	0.0%
	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	20.0%
	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	0	0	0	0.0%
	Utility Pole/Light Support	0	0	0	0	0	0	0	0.0%
	Traffic Sign Support	1	0	0	0	0	1	0	20.0%
	Traffic Signal Support	0	0	0	0	0	0	0	0.0%
	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	0	0	0	0	0	0	0	0.0%
	<b>Other Non Fixed Object Collisions</b>	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%
	<b>Non-Collisions</b>	0	0	0	0	0	0	0	0.0%
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	0	0	0	0	0	0	0	0.0%	
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%	
<b>Others</b>	0	0	0	0	0	0	0	0.0%	
<b>Total Crashes</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>100.0%</b>	

Table 4.3: Crash Summaries by Other Categories – Segment

SR 826 Frontage Road at NW 77 Court		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2015	2016	2017	2018	2019			
SEVERITY	PDO Crashes	1	0	0	1	2	4	1	80.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	1	0	0	0	0	1	0	20.0%
LIGHTING CONDITIONS	Daylight	0	0	0	1	1	2	0	40.0%
	Dusk	0	0	0	0	0	0	0	0.0%
	Dawn	1	0	0	0	0	1	0	20.0%
	Dark	1	0	0	0	1	2	0	40.0%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	1	0	0	1	1	3	1	60.0%
	Wet	1	0	0	0	1	2	0	40.0%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	0	0	0	0.0%
	February	0	0	0	1	1	2	0	40.0%
	March	0	0	0	0	0	0	0	0.0%
	April	0	0	0	0	0	0	0	0.0%
	May	0	0	0	0	1	1	0	20.0%
	June	0	0	0	0	0	0	0	0.0%
	July	1	0	0	0	0	1	0	20.0%
	August	0	0	0	0	0	0	0	0.0%
	September	0	0	0	0	0	0	0	0.0%
	October	0	0	0	0	0	0	0	0.0%
	November	1	0	0	0	0	1	0	20.0%
	December	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	0	0	0	0	0	0	0	0.0%
	Tuesday	0	0	0	0	0	0	0	0.0%
	Wednesday	0	0	0	0	2	2	0	40.0%
	Thursday	1	0	0	1	0	2	0	40.0%
	Friday	0	0	0	0	0	0	0	0.0%
	Saturday	0	0	0	0	0	0	0	0.0%
	Sunday	1	0	0	0	0	1	0	20.0%
HOUR OF DAY	00:00-06:00	1	0	0	0	0	1	0	20.0%
	06:00-09:00	0	0	0	0	0	0	0	0.0%
	09:00-11:00	0	0	0	1	0	1	0	20.0%
	11:00-13:00	0	0	0	0	0	0	0	0.0%
	13:00-15:00	0	0	0	0	2	2	0	40.0%
	15:00-18:00	0	0	0	0	0	0	0	0.0%
	18:00-21:00	1	0	0	0	0	1	0	20.0%
	21:00-24:00	0	0	0	0	0	0	0	0.0%
WEATHER CONDITIONS	Clear	1	0	0	1	2	4	1	80.0%
	Cloudy	0	0	0	0	0	0	0	0.0%
	Rain	1	0	0	0	0	1	0	20.0%
	Fog, Smog, Smoke	0	0	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0	0.0%

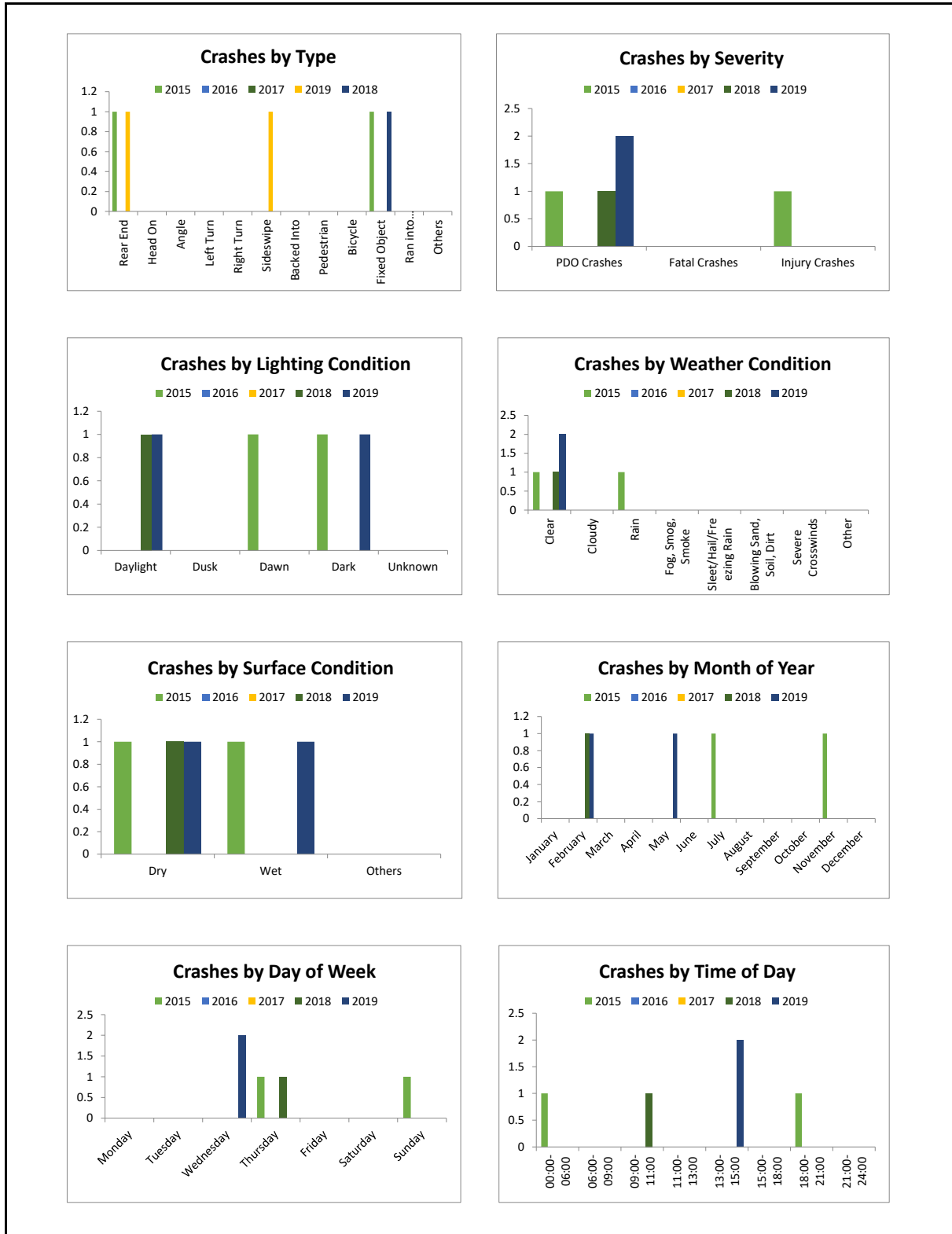


Figure 4-1: Histograms of Crash Summaries

**5** FIELD REVIEW

The field reviews were conducted during the following periods:

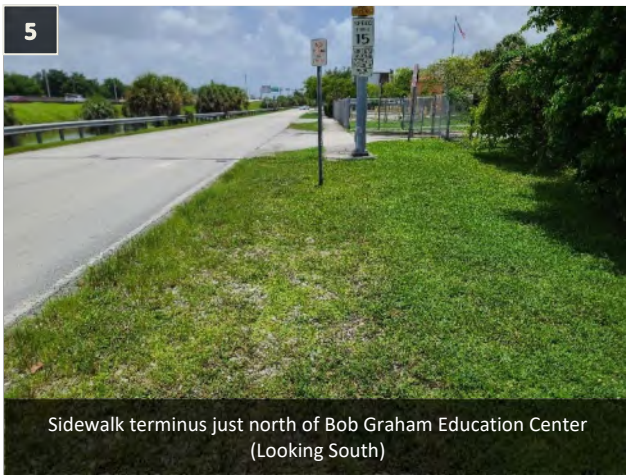
- Wednesday, July 27<sup>th</sup>, 2022, from 12:00 PM to 2:00 PM
- Thursday, September 8<sup>th</sup>, 2022, from 3:00 PM to 5:00 PM

**Segmentwide**

- There was low pedestrian or bicyclist activity along the segment. The majority of pedestrians were students and parents exiting Bob Graham Education Center and walking to a parked vehicle.
- Prior to school release, a long southbound queue formed on the shoulder north of Bob Graham Education Center, waiting for student release. This queue extended to NW 164<sup>th</sup> Terrace and was occupying the southbound lane north of the canal. The queue took approximately 20 minutes after school release to dissipate.
- Outside of the school pickup time, northbound and southbound traffic was low during the field reviews. Some vehicles were observed traveling at a high rate of speed, in excess of the speed limit.
- The “School Exit” sign facing northbound at the Bob Graham Education Center Pick-up/Drop-off Exit is faded and the text is running.
- Drivers exiting the Royal Oaks Plaza Center Driveway were observed making a left turn across the painted median. The Royal Oaks Plaza Center Driveway has right turn only pavement markings.
- Vegetation was obstructing the speed limit sign facing southbound just north of Bob Graham Education Center.
- The sidewalk has a gap from north of Bob Graham Education Center to south of NW 164<sup>th</sup> Court.
- Several conflicts between northbound drivers in the northbound lane and southbound drivers attempting to pass the queue were observed, with some drivers swerving onto the grass shoulder to avoid a crash.











School pickup queue extends into the southbound lanes (Looking North)



School pickup queue extends into the southbound lanes (Looking South)

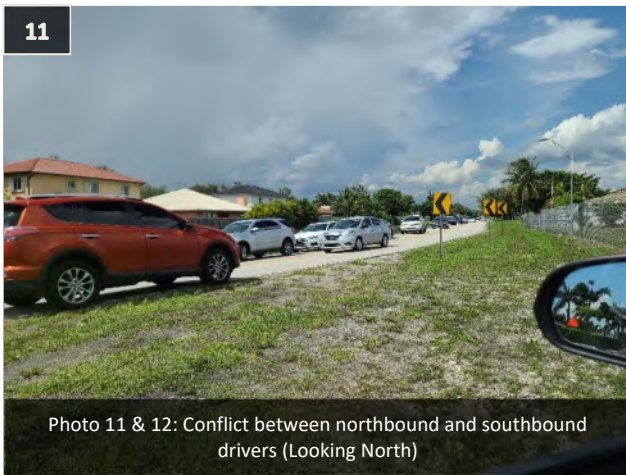


Photo 11 & 12: Conflict between northbound and southbound drivers (Looking North)



Photo 11 & 12: Conflict between northbound and southbound drivers (Looking North)



Bicyclist southbound during school release (Looking South)



Curve signs facing southbound traffic just north of the curve (Looking South)

**6 IMPROVEMENT DEVELOPMENT****6.1 CRASH PATTERNS AND COUNTERMEASURES**

While the crashes were spread throughout the study segment and no crash patterns were identified, non-safety improvements were proposed based on the conditions observed during the field reviews. The improvements are as follows:

**SR 826 FRONTAGE ROAD AT NW 77<sup>TH</sup> COURT - SEGMENTWIDE****Non-Safety Improvements:**

- Consider installing a “Right Turn Only” (R3-5R) signs facing eastbound at the Royal Oaks Plaza Center Driveway.
- Consider removing the Curve (W1-2) signs on the northbound and southbound approaches to the curve at the south end of the segment and install a Turn (W1-1) signs. Per MUTCD, turn signs shall be used instead of curve signs in advance of curves that have an advisory speed of 30 MPH or less.
- Consider replacing the worn out “School Exit” sign at the Bob Graham Education Center Pick-up/Drop-off Exit.
- Consider trimming the vegetation obstructing the speed limit sign facing southbound just north of Bob Graham Education Center.
- Consider installing a “Speed Limit 35” (R2-1) facing southbound just north of the curve at Royal Oaks Plaza.
- Consider widening the roadway north of Peter’s Pike Canal. This improvement is intended to address the conflicts between northbound and southbound traffic during school release.

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**7 IMPROVEMENT RECOMMENDATIONS**

*While the crashes were spread throughout the study segment and no crash patterns were identified, non-safety improvements were proposed based on the conditions observed during the field reviews. The improvements are as follows:*

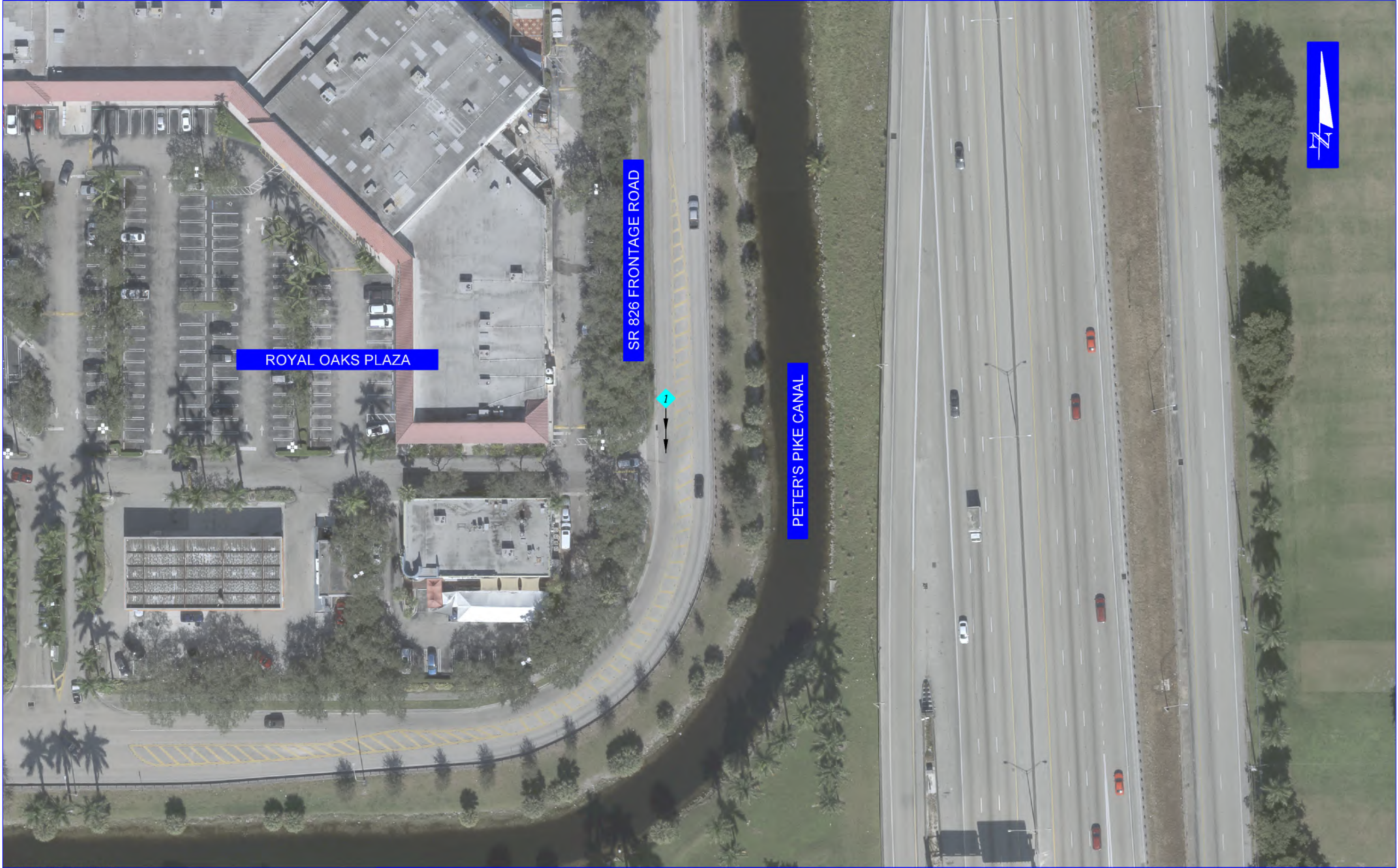
**SR 826 FRONTAGE ROAD AT NW 77<sup>TH</sup> COURT - SEGMENTWIDE****Non-Safety Improvements:**

- Consider installing a “Right Turn Only” (R3-5R) signs facing eastbound at the Royal Oaks Plaza Center Driveway.
- Consider removing the Curve (W1-2) signs on the northbound and southbound approaches to the curve at the south end of the segment and install a Turn (W1-1) signs.
- Consider replacing the worn out “School Exit” sign at the Bob Graham Education Center Pick-up/Drop-off Exit.
- Consider trimming the vegetation obstructing the speed limit sign facing southbound just north of Bob Graham Education Center.
- Consider installing a “Speed Limit 35” (R2-1) facing southbound just north of the curve at Royal Oaks Plaza.
- Consider widening the roadway north of Peter’s Pike Canal.

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APPENDIX A – COLLISION DIAGRAMS AND ANNUAL CRASH SUMMARIES





**COLLISION SYMBOLS:**

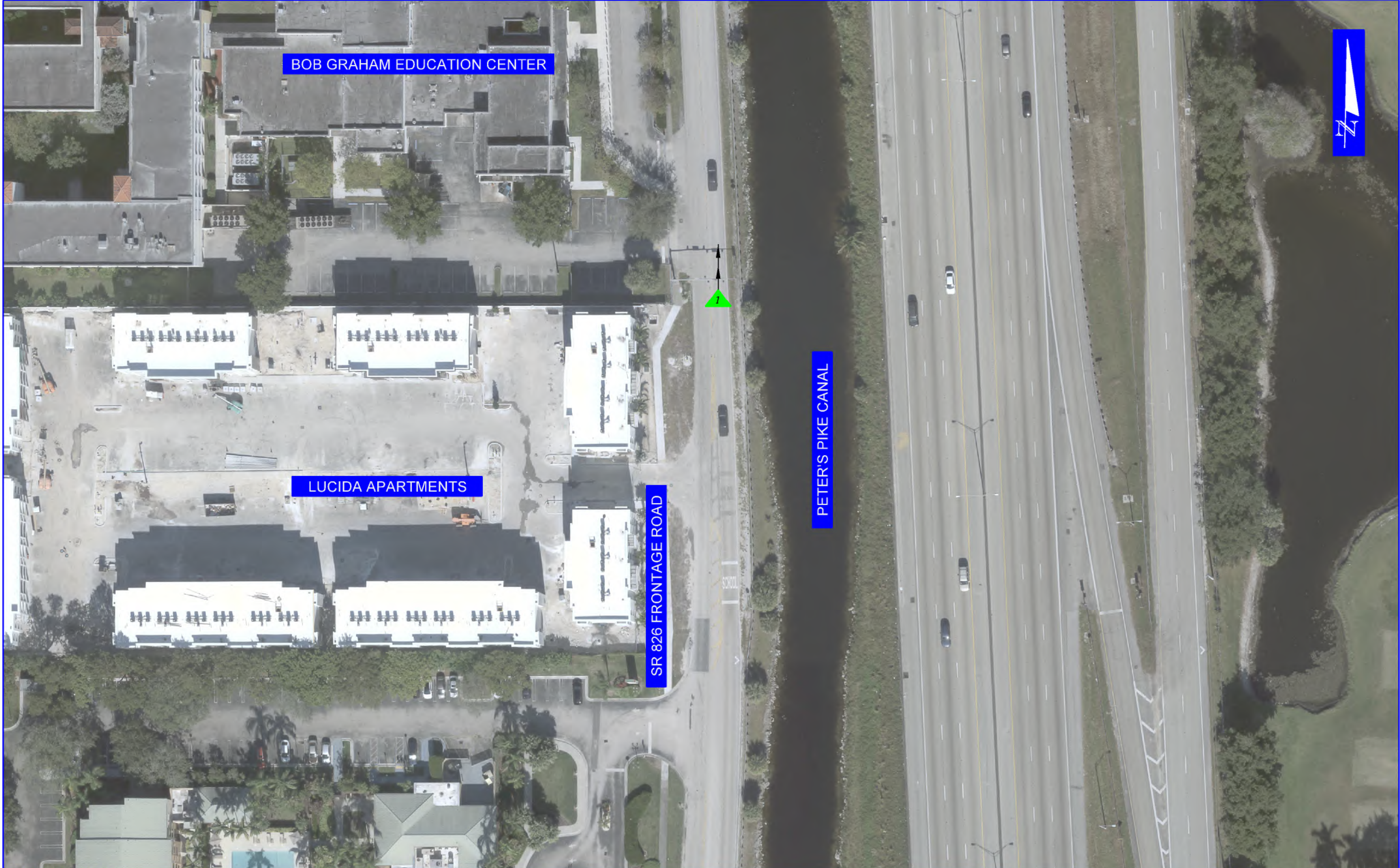
① RECORD NUMBER	🚲 BICYCLIST	➡️ □️ FIXED OBJECT	↙️ LEFT TURN	➡️➡️ HEAD ON	* CARGO LOSS/DEBRIS	▲ YR 2015	▼ YR 2018
○ INJURY	🚶 PEDESTRIAN	➡️ ◻️ PARKED CAR	🌀 OUT OF CONTROL	↘️ ANGLE	↻ U-TURN	● YR 2016	◆ YR 2019
● FATAL	↔️ BACKING VEHICLE	➡️➡️ REAR END	↘️ RIGHT TURN	↔️ SIDE SWIPE	🚗 OVERTURNED	■ YR 2017	

**COLLISION DIAGRAM  
SR 826 FRONTAGE ROAD  
AT NW 77 COURT**

FIGURE NO.

**C-1**





BOB GRAHAM EDUCATION CENTER

LUCIDA APARTMENTS

SR 826 FRONTAGE ROAD

PETER'S PIKE CANAL



**COLLISION SYMBOLS:**

⊙	RECORD NUMBER	🚲	BICYCLIST	▭	FIXED OBJECT	↙	LEFT TURN	↔	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2015	▼	YR 2018
○	INJURY	🚶	PEDESTRIAN	▣	PARKED CAR	🌀	OUT OF CONTROL	↘	ANGLE	↻	U-TURN	●	YR 2016	◆	YR 2019
●	FATAL	↔	BACKING VEHICLE	↔	REAR END	↘	RIGHT TURN	↘	SIDE SWIPE	🌀	OVERTURNED	■	YR 2017		

**COLLISION DIAGRAM  
SR 826 FRONTAGE ROAD  
AT NW 77 COURT**

FIGURE NO.  
**C-2**





SR 826 FRONTAGE ROAD

PETER'S PIKE CANAL

BOB GRAHAM EDUCATION CENTER

**COLLISION SYMBOLS:**

④ RECORD NUMBER	🚲 BICYCLIST	➡️ □️ FIXED OBJECT	↙️ LEFT TURN	➡️➡️ HEAD ON	* CARGO LOSS/DEBRIS	▲ YR 2015	▼ YR 2018
○ INJURY	🚶 PEDESTRIAN	➡️ □️ PARKED CAR	⚡️ OUT OF CONTROL	↘️ ANGLE	↻ U-TURN	● YR 2016	◆ YR 2019
● FATAL	↔️ BACKING VEHICLE	➡️➡️ REAR END	↘️ RIGHT TURN	↘️➡️ SIDE SWIPE	↻ OVERTURNED	■ YR 2017	

**COLLISION DIAGRAM  
SR 826 FRONTAGE ROAD  
AT NW 77 COURT**

FIGURE NO.

**C-2**





**COLLISION SYMBOLS:**

⊙	RECORD NUMBER	🚲	BICYCLIST	🚗	FIXED OBJECT	↩	LEFT TURN	↔	HEAD ON	*	CARGO LOSS/DEBRIS	▲	YR 2015	▼	YR 2018
○	INJURY	🚶	PEDESTRIAN	🚗	PARKED CAR	🌀	OUT OF CONTROL	↘	ANGLE	↺	U-TURN	●	YR 2016	◆	YR 2019
●	FATAL	↔	BACKING VEHICLE	↔	REAR END	↘	RIGHT TURN	↔	SIDE SWIPE	↺	OVERTURNED	■	YR 2017		

**COLLISION DIAGRAM  
SR 826 FRONTAGE ROAD  
AT NW 77 COURT**

FIGURE NO.  
**C-4**



**State of Florida Department of Transportation  
CRASH SUMMARY**

SECTION: **87260524** STATE ROUTE: **#N/A**  
 ROADWAY LIMITS: **SR 826 Frontage Road at NW 77 Court** M.P. **0.153** TO **0.746** ENGINEER: **FDOT D6**  
 STUDY PERIOD: FROM **1/ 2015** TO **12/ 2015** COUNTY: **Miami-Dade**

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE					FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)		
850882770	1	0.189	07/02/15	Thu	1923	Rear-End					0	0	1	Night	Dry	Careless or Negligent Manner		
860009620	2	0.744	11/15/15	Sun	0554	Traffic Sign Support					0	1	0	Night	Wet	Careless or Negligent Manner		
	<b>Total No.</b>	<b>Fatal</b>	<b>Injury</b>	<b>PDO</b>	<b>Rear-End</b>	<b>Head-On</b>	<b>Angle</b>	<b>Left-Turn</b>	<b>Right-Turn</b>	<b>Sideswipe</b>	<b>Backed Into</b>	<b>Ped/Bike</b>	<b>Parked Car</b>	<b>Fixed Object</b>	<b>Ran into Water</b>	<b>Other</b>		
	2	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0		
	<b>Percent</b>	<b>0.00%</b>	<b>50.00%</b>	<b>50.00%</b>	<b>50.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>50.00%</b>	<b>0.00%</b>	<b>0.00%</b>		
	<b>Contrib. Cause</b>	<b>Day</b>	<b>Night</b>	<b>Wet</b>	<b>Dry</b>	<b>Careless Driving</b>	<b>FTYRW</b>	<b>Improper Turn</b>	<b>Ran Red Light</b>	<b>Exceeded Speed</b>	<b>Improper Passing</b>	<b>Disreg Cntl Dev</b>	<b>Erratic/Aggress</b>	<b>Ran off Road</b>	<b>DUI</b>	<b>Wrong Way</b>		
	<b>Total</b>	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0		
	<b>Percent</b>	<b>0.00%</b>	<b>100.00%</b>	<b>50.00%</b>	<b>50.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>		
<b>TOTAL ENTERING VEHICLES/ADT: 15,103</b>											<b>SEGMENT CRASH RATE: 0.612 CRASHES PER MILLION VEHICLE MILES</b>							



**State of Florida Department of Transportation  
CRASH SUMMARY**

SECTION: **87260524** STATE ROUTE: **#N/A**  
 ROADWAY LIMITS: **SR 826 Frontage Road at NW 77 Court** M.P. **0.153** TO **0.746** ENGINEER: **FDOT D6**  
 STUDY PERIOD: FROM **1/ 2016** TO **12/ 2016** COUNTY: **Miami-Dade**

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)		
	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
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Percent	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
TOTAL ENTERING VEHICLES/ADT: <b>#DIV/0!</b>									SEGMENT CRASH RATE: <b>#DIV/0!</b> CRASHES PER MILLION VEHICLE MILES							

**State of Florida Department of Transportation  
CRASH SUMMARY**

SECTION: **87260524** STATE ROUTE: **#N/A**  
 ROADWAY LIMITS: **SR 826 Frontage Road at NW 77 Court** M.P. **0.153** TO **0.746** ENGINEER: **FDOT D6**  
 STUDY PERIOD: FROM **1/ 2017** TO **12/ 2017** COUNTY: **Miami-Dade**

Crash Number	No.	MILE POST	DATE	DAY	TIME	CRASH TYPE			FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)		
						Head-On	Angle	Left-Turn						Right-Turn	Sideswipe	Backed Into
	<b>Total No.</b>	<b>Fatal</b>	<b>Injury</b>	<b>PDO</b>	<b>Rear-End</b>	<b>Head-On</b>	<b>Angle</b>	<b>Left-Turn</b>	<b>Right-Turn</b>	<b>Sideswipe</b>	<b>Backed Into</b>	<b>Ped/Bike</b>	<b>Parked Car</b>	<b>Fixed Object</b>	<b>Ran into Water</b>	<b>Other</b>
	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Percent</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>
	<b>Contrib. Cause</b>	<b>Day</b>	<b>Night</b>	<b>Wet</b>	<b>Dry</b>	<b>Careless Driving</b>	<b>FTYRW</b>	<b>Improper Turn</b>	<b>Ran Red Light</b>	<b>Exceeded Speed</b>	<b>Improper Passing</b>	<b>Disreg Cntl Dev</b>	<b>Erratic/Aggress</b>	<b>Ran off Road</b>	<b>DUI</b>	<b>Wrong Way</b>
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Percent</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>
TOTAL ENTERING VEHICLES/ADT: <b>#DIV/0!</b>									SEGMENT CRASH RATE: <b>#DIV/0!</b> CRASHES PER MILLION VEHICLE MILES							

**State of Florida Department of Transportation  
CRASH SUMMARY**

SECTION: **87260524** STATE ROUTE: **#N/A**  
 ROADWAY LIMITS: **SR 826 Frontage Road at NW 77 Court** M.P. **0.153** TO **0.746** 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)		
876275170	1	0.682	02/22/18	Thu	1018	Guardrail Face				0	0	1	Day	Dry	Careless or Negligent Manner		
	<b>Total No.</b>	<b>Fatal</b>	<b>Injury</b>	<b>PDO</b>	<b>Rear-End</b>	<b>Head-On</b>	<b>Angle</b>	<b>Left-Turn</b>	<b>Right-Turn</b>	<b>Sideswipe</b>	<b>Backed Into</b>	<b>Ped/Bike</b>	<b>Parked Car</b>	<b>Fixed Object</b>	<b>Ran into Water</b>	<b>Other</b>	
	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	
	<b>Percent</b>	<b>0.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>100.00%</b>	<b>0.00%</b>	<b>0.00%</b>	
	<b>Contrib.</b>					<b>Careless Driving</b>	<b>FTYRW</b>	<b>Improper Turn</b>	<b>Ran Red Light</b>	<b>Exceeded Speed</b>	<b>Improper Passing</b>	<b>Disreg Cntl Dev</b>	<b>Erratic/Aggress</b>	<b>Ran off Road</b>	<b>DUI</b>	<b>Wrong Way</b>	
	<b>Total</b>	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
	<b>Percent</b>	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
TOTAL ENTERING VEHICLES/ADT: <b>#DIV/0!</b>										SEGMENT CRASH RATE: <b>#DIV/0!</b> CRASHES PER MILLION VEHICLE MILES							

State of Florida Department of Transportation																
CRASH SUMMARY																
SECTION:		87260524								STATE ROUTE: #N/A						
ROADWAY LIMITS:		SR 826 Frontage Road at NW 77 Court								M.P. 0.153		TO 0.746		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)		
888770840	1	0.201	05/15/19	Wed	1357	Rear-End			0	0	1	Day	Wet	Careless or Negligent Manner		
888659340	2	0.701	02/27/19	Wed	1340	Sideswipe			0	0	1	Night	Dry	Improper Passing		
	Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
	2	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
	Percent	0.00%	0.00%	100.00%	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Aggress	Ran off Road	DUI	Wrong Way
	Total	1	1	1	1	1	0	0	0	0	1	0	0	0	0	0
	Percent	50.00%	50.00%	50.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%
TOTAL ENTERING VEHICLES/ADT: #DIV/0!									SEGMENT CRASH RATE: #DIV/0! CRASHES PER MILLION VEHICLE MILES							

APPENDIX B – RAW CRASH DATA





```
          CCCCCCCCCC      AAAAAAAAAA      RRRRRRRRRR
        CCCCCCCCCC      AAAAAAAAAAAA      RRRRRRRRRRRR
       CCC             AAA      AAA      RRR      RRR
      CCC             AAA      AAA      RRR      RRR
     CCC             AAAAAAAAAA      RRRRRRRRRRRR
    CCC             AAAAAAAAAAAA      RRRRRRRRRRRRRR
   CCC             AAA      AAA      RRR      RRR
  CCC             AAA      AAA      RRR      RRR
 CCCCCCCCCC      AAA      AAA      RRR      RRRR
CCCCCCCCCCCC      AAA      AAA      RRR      RRRRRR
```

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

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

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

REPORT...CARPJ122-01  
DATE...07/27/2022  
TIME...12:04:41

FLORIDA - DEPARTMENT OF TRANSPORTATION  
C A R - CRASH ANALYSIS REPORTING SYSTEM  
CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS

PAGE NO: 1  
USERID: KNCHPCK  
I/O.... CARO213

COMMENT:

1 - SORT BY ROADWAY, MILE POINT

FROM: 01/01/2015 TO 12/31/2019 RAMP INCL  
FROM CO/SEC/SUB: 87 260 524 MP: 000.153 INFL INCL  
TO CO/SEC/SUB: 87 260 524 MP: 000.746 CR/OS INCL

C	ROADWYID	M	N	S	ADT	Y	M	D	H	CRCC	A	H	MO	L	W	R	R	DL	R	A	V	V	VF	VM	VA	V	V	V	VN	VN	N	V	#	#	#					
R	N	C	S	S	I	EN	TR	VAR	E	O	A	O	RALA	L	AE	AF	IC	EC	D	OC	OO	O	C	1	1	1U	1A	1C	1A	2	2N	2N	2M	2M	M	2N				
A	U	O	E	E	L	AO	AO	EIA	A	N	Y	U	ATAT	C	RV	N	GO	AO	AO	TC	A	C		N	N	T	G		M	M					M	V	K	I		
S	M	U	C	SC	E	RD	TA	RLF	R	T		R	SESE		ME	NC	HN	TN	S	DN	A	D		D	B	SC	E	DI	DE	D	B	F	MP	AA	A	D	E	I	N	
H	B	N	T	UT	P	EE	ED	AYF		H		H	SG	I	FN	EO	TD	HD	U	D	ST		L	I	OT	P	U	RO	R	I	OD	UL	NR	CC	C	RA	H	L	J	
E		T	I	BI	O	S		G	I			O	N	UT	RL	IT	ET	R	T	II	S	N	R	DY	E	V	IN	I	R	DE	NO	VI	TT	T	AG	C	L	U		
R		Y	O	O	S	T		E	C			R	V	L	L	NN	RN	F	N	TO	D		YP	C	E	V	V	/S	CC	RO	1N	N	GE	L	E	R				
		N	N	T				Y		1		GS	S		S	EN	#	E		R	R	1	R		C	/	/R	/1	2	E	S	D	D							
*****																																								
850882770	87260524	00.189	7961	826	000000	15	07	02	19	U-OLA	0	14	01	03	01	01	01	01	01	R	1	N	01	01	01	01	02	29	N	01	01	14	01			26	2	0	00	
860009620	87260524	00.744	7963	826	000000	15	11	15	05	U-OLA	0	34	02	04	03	02	01	01	M	M	N	01	01	01	01	02	22											1	0	01

REPORT...CARPJ122-01  
 DATE...07/27/2022  
 TIME...12:04:41

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS

PAGE NO: 2  
 USERID: KNCHPCK  
 I/O.... CARI122

COMMENT: 1 - SORT BY ROADWAY, MILE POINT  
 FROM: 01/01/2015 TO 12/31/2019  
 FROM CO/SEC/SUB: 87 260 524  
 TO CO/SEC/SUB: 87 260 524

MP: 000.153  
 MP: 000.746

RAMPS INCL  
 INFL INCL  
 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2015	0	0	0	1	1	1	2	0	1	0	0
TOTAL	0	0	0	1	1	1	2	0	1	0	0

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REPORT...CARPJ122-01  
 DATE...07/27/2022  
 TIME...12:04:41

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 CRASH DATA (IN 2011 AND LATER) DETAIL FOR STATE-MAINTAINED ROADS  
 \*\*\* REPORT TOTALS \*\*\*

PAGE NO: 3  
 USERID: KNCHPCK  
 I/O.... CARI122

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

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2015	0	0	0	1	1	1	2	0	1	0	0
TOTAL	0	0	0	1	1	1	2	0	1	0	0

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

# **APPENDIX B**

## (Traffic Volume Data)



County: 87  
 Station: 9001  
 Description: NW 77 CT - AT SCHOOL ZONE  
 Start Date: 09/20/2022  
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	23	24	21	18	86	5	10	4	13	32	118
0100	11	8	7	10	36	2	4	3	4	13	49
0200	8	4	3	9	24	2	3	4	4	13	37
0300	5	7	4	5	21	2	11	8	8	29	50
0400	3	0	6	3	12	8	15	18	14	55	67
0500	1	5	11	17	34	16	32	41	35	124	158
0600	14	21	42	50	127	71	115	183	188	557	684
0700	53	65	67	104	289	162	167	168	151	648	937
0800	112	133	75	62	382	156	114	99	132	501	883
0900	54	51	61	54	220	111	84	82	66	343	563
1000	68	57	66	61	252	81	74	64	79	298	550
1100	57	78	75	72	282	59	55	57	46	217	499
1200	68	75	80	78	301	75	51	64	65	255	556
1300	81	84	70	89	324	83	51	73	59	266	590
1400	90	100	100	106	396	50	69	69	53	241	637
1500	162	193	132	130	617	24	60	51	71	206	823
1600	145	144	138	141	568	66	76	71	85	298	866
1700	142	148	159	168	617	80	71	81	92	324	941
1800	172	164	156	136	628	86	79	67	76	308	936
1900	162	147	136	118	563	66	72	59	63	260	823
2000	111	119	85	86	401	60	61	56	43	220	621
2100	95	95	68	78	336	30	37	36	26	129	465
2200	58	44	60	41	203	30	20	25	11	86	289
2300	42	31	30	18	121	20	13	9	14	56	177
<b>24-Hour Totals:</b>	<b>6840</b>					<b>5479</b>					<b>12319</b>

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	424	645	685	730	1005
P.M.	1730	663	1730	338	1730	1001
Daily	1730	663	630	700	730	1005

County: 87  
 Station: 9001  
 Description: NW 77 CT - AT SCHOOL ZONE  
 Start Date: 09/21/2022  
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	27	21	12	8	68	16	9	8	7	40	108		
0100	7	7	7	7	28	3	0	4	1	8	36		
0200	5	6	7	5	23	3	7	0	2	12	35		
0300	2	3	3	1	9	3	4	8	11	26	35		
0400	5	0	3	5	13	5	15	16	23	59	72		
0500	4	7	10	13	34	19	29	42	43	133	167		
0600	13	19	39	47	118	88	109	187	202	586	704		
0700	45	53	50	109	257	173	161	179	152	665	922		
0800	131	121	77	48	377	152	129	101	121	503	880		
0900	49	61	41	49	200	106	85	69	95	355	555		
1000	58	60	64	60	242	83	77	80	82	322	564		
1100	82	70	66	80	298	75	55	67	65	262	560		
1200	81	101	73	82	337	65	61	58	81	265	602		
1300	86	105	101	99	391	75	74	78	20	247	638		
1400	180	144	91	140	555	48	57	49	67	221	776		
1500	143	130	130	139	542	39	60	64	55	218	760		
1600	145	145	150	174	614	76	65	72	85	298	912		
1700	145	162	171	142	620	82	60	98	108	348	968		
1800	172	171	144	168	655	70	70	76	80	296	951		
1900	144	126	143	144	557	88	73	66	60	287	844		
2000	133	127	80	96	436	72	70	56	45	243	679		
2100	95	80	64	70	309	51	60	48	34	193	502		
2200	75	72	60	44	251	22	22	24	24	92	343		
2300	40	28	17	29	114	13	17	9	11	50	164		
<b>24-Hour Totals:</b>						<b>7048</b>						<b>5729</b>	<b>12777</b>

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	438	645	715	730	1023
P.M.	1730	656	1700	348	1730	1002
Daily	1730	656	630	723	730	1023

# **APPENDIX C**

## (Vehicle Speed Data)

## Northbound 15 Minute Summary

GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
Miami Lakes, FL 33016

Site Code: 879001111100  
Station ID: 0000R419E55N  
NW 77 CT - NORTHBOUND

Direction 1

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
09/20/2																
2	0	0	1	0	1	4	6	9	1	1	0	0	0	0	0	23
00:15	0	0	0	0	0	4	6	9	3	2	0	0	0	0	0	24
00:30	0	0	0	0	0	1	7	7	5	0	1	0	0	0	0	21
00:45	0	0	0	0	2	4	2	5	5	0	0	0	0	0	0	18
01:00	0	0	1	0	3	13	21	30	14	3	1	0	0	0	0	86
01:15	0	0	0	0	0	1	4	4	2	0	0	0	0	0	0	11
01:30	0	0	0	0	0	1	0	5	1	1	0	0	0	0	0	8
01:45	0	0	0	0	2	3	1	2	1	1	0	0	0	0	0	7
02:00	0	0	0	0	2	8	6	13	5	2	0	0	0	0	0	36
02:15	0	0	0	0	0	2	4	0	0	1	0	1	0	0	0	8
02:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	1	2	4	2	0	0	0	0	0	0	3
03:00	0	0	0	0	0	3	9	8	2	1	0	1	0	0	0	9
03:15	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	24
03:30	0	0	0	0	1	3	1	0	2	0	0	0	0	0	0	5
03:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	7
04:00	0	0	0	0	2	10	4	3	2	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
05:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	3	6	1	1	0	1	0	0	0	12
05:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	5
06:00	0	0	0	0	1	5	14	10	3	1	0	0	0	0	0	11
06:15	0	0	0	0	0	1	4	7	1	1	0	0	0	0	0	17
06:30	0	0	0	0	0	1	14	10	3	1	0	0	0	0	0	34
06:45	0	0	0	0	0	1	4	7	1	1	0	0	0	0	0	14
07:00	0	0	0	1	1	10	3	4	2	0	0	0	0	0	0	21
07:15	0	0	0	0	3	12	21	3	3	0	0	0	0	0	0	42
07:30	0	0	0	0	4	15	20	8	3	0	0	0	0	0	0	50
07:45	0	0	0	1	8	38	48	22	9	1	0	0	0	0	0	127
08:00	0	0	0	4	3	20	15	9	2	0	0	0	0	0	0	53
08:15	0	0	0	2	13	32	12	4	1	1	0	0	0	0	0	65
08:30	0	1	4	13	35	13	1	0	0	0	0	0	0	0	0	67
08:45	0	0	5	54	35	9	1	0	0	0	0	0	0	0	0	104
09:00	0	1	9	73	86	74	29	13	3	1	0	0	0	0	0	289
09:15	0	0	9	39	48	15	1	0	0	0	0	0	0	0	0	112
09:30	1	6	14	47	50	14	1	0	0	0	0	0	0	0	0	133
09:45	0	0	12	24	30	8	1	0	0	0	0	0	0	0	0	75
10:00	0	0	0	2	14	28	13	5	0	0	0	0	0	0	0	62
10:15	1	6	35	112	142	65	16	5	0	0	0	0	0	0	0	382
10:30	0	0	1	1	8	16	15	10	2	1	0	0	0	0	0	54
10:45	0	0	0	0	3	10	18	12	8	0	0	0	0	0	0	51
11:00	0	0	0	0	0	8	27	19	6	0	1	0	0	0	0	61
11:15	0	0	0	0	1	18	18	12	4	0	1	0	0	0	0	54
11:30	0	0	1	1	12	52	78	53	20	1	2	0	0	0	0	220
11:45	0	0	0	0	3	19	19	10	14	3	0	0	0	0	0	68
12:00	0	0	0	0	4	15	19	13	5	1	0	0	0	0	0	57
12:15	0	0	0	0	1	12	35	13	4	0	0	1	0	0	0	66
12:30	0	0	0	0	1	12	28	12	8	0	0	0	0	0	0	61
12:45	0	0	0	0	9	58	101	48	31	4	0	1	0	0	0	252
13:00	0	0	0	0	0	15	21	13	6	2	0	0	0	0	0	57
13:15	0	1	0	0	2	28	23	19	4	1	0	0	0	0	0	78
13:30	0	0	0	0	0	34	24	13	2	1	1	0	0	0	0	75
13:45	0	0	0	5	3	8	33	12	9	2	0	0	0	0	0	72
Total	0	1	0	5	5	85	101	57	21	6	1	0	0	0	0	282
Total	1	8	46	192	270	411	430	268	111	21	4	3	0	0	0	1765

# GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
Miami Lakes, FL 33016

Site Code: 879001111100  
Station ID: 0000R419E55N  
NW 77 CT - NORTHBOUND

### Direction 1

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
12 PM	0	0	0	0	0	22	28	15	2	1	0	0	0	0	0	68
12:15	0	0	0	3	2	9	35	22	3	1	0	0	0	0	0	75
12:30	0	0	0	0	0	22	25	22	6	3	1	1	0	0	0	80
12:45	0	0	0	0	0	10	25	27	15	1	0	0	0	0	0	78
	0	0	0	3	2	63	113	86	26	6	1	1	0	0	0	301
13:00	0	0	0	0	5	16	33	19	4	1	3	0	0	0	0	81
13:15	0	0	0	1	11	22	33	10	5	2	0	0	0	0	0	84
13:30	0	0	1	1	5	27	19	12	4	0	1	0	0	0	0	70
13:45	0	6	23	24	24	10	2	0	0	0	0	0	0	0	0	89
	0	6	24	26	45	75	87	41	13	3	4	0	0	0	0	324
14:00	0	1	13	28	31	16	1	0	0	0	0	0	0	0	0	90
14:15	0	2	18	32	37	11	0	0	0	0	0	0	0	0	0	100
14:30	0	1	18	43	30	7	1	0	0	0	0	0	0	0	0	100
14:45	0	1	19	46	33	7	0	0	0	0	0	0	0	0	0	106
	0	5	68	149	131	41	2	0	0	0	0	0	0	0	0	396
15:00	2	21	39	63	35	2	0	0	0	0	0	0	0	0	0	162
15:15	0	1	6	88	80	18	0	0	0	0	0	0	0	0	0	193
15:30	0	0	0	15	21	25	42	23	5	1	0	0	0	0	0	132
15:45	0	0	0	0	11	54	31	26	7	0	0	1	0	0	0	130
	2	22	45	166	147	99	73	49	12	1	0	1	0	0	0	617
16:00	0	0	0	0	4	56	53	20	8	4	0	0	0	0	0	145
16:15	0	0	0	0	9	38	64	27	6	0	0	0	0	0	0	144
16:30	0	1	0	0	11	33	63	26	3	1	0	0	0	0	0	138
16:45	0	0	0	3	14	34	63	16	9	2	0	0	0	0	0	141
	0	1	0	3	38	161	243	89	26	7	0	0	0	0	0	568
17:00	0	0	0	1	5	40	44	41	11	0	0	0	0	0	0	142
17:15	0	0	0	0	12	25	63	38	8	1	0	1	0	0	0	148
17:30	0	0	0	0	5	49	64	34	5	2	0	0	0	0	0	159
17:45	0	0	0	0	7	58	64	34	4	1	0	0	0	0	0	168
	0	0	0	1	29	172	235	147	28	4	0	1	0	0	0	617
18:00	0	0	0	3	14	52	59	38	6	0	0	0	0	0	0	172
18:15	0	0	0	0	9	67	56	25	5	2	0	0	0	0	0	164
18:30	0	0	0	0	1	39	72	33	10	0	1	0	0	0	0	156
18:45	0	0	0	7	8	35	63	16	4	1	1	1	0	0	0	136
	0	0	0	10	32	193	250	112	25	3	2	1	0	0	0	628
19:00	0	0	0	0	3	49	75	25	8	1	1	0	0	0	0	162
19:15	0	0	0	0	2	67	53	21	4	0	0	0	0	0	0	147
19:30	0	0	0	0	5	56	44	20	8	3	0	0	0	0	0	136
19:45	0	0	0	0	12	25	57	17	4	2	1	0	0	0	0	118
	0	0	0	0	22	197	229	83	24	6	2	0	0	0	0	563
20:00	0	0	0	0	8	22	57	22	2	0	0	0	0	0	0	111
20:15	0	0	0	0	7	43	46	16	6	1	0	0	0	0	0	119
20:30	0	0	0	0	2	21	38	20	4	0	0	0	0	0	0	85
20:45	0	0	0	0	0	15	50	12	7	2	0	0	0	0	0	86
	0	0	0	0	17	101	191	70	19	3	0	0	0	0	0	401
21:00	0	0	0	0	5	37	38	9	5	0	1	0	0	0	0	95
21:15	0	0	0	0	0	28	37	24	4	1	1	0	0	0	0	95
21:30	0	0	0	0	2	20	22	15	7	1	0	1	0	0	0	68
21:45	0	0	0	0	1	21	35	14	5	1	1	0	0	0	0	78
	0	0	0	0	8	106	132	62	21	3	3	1	0	0	0	336
22:00	0	0	0	1	1	15	20	15	5	1	0	0	0	0	0	58
22:15	0	0	0	0	0	7	15	16	4	0	1	0	0	1	0	44
22:30	0	0	0	0	1	12	25	17	3	2	0	0	0	0	0	60
22:45	0	0	0	0	0	4	15	16	4	1	0	0	0	1	0	41
	0	0	0	1	2	38	75	64	16	4	1	0	0	2	0	203
23:00	0	0	0	0	0	9	16	11	5	1	0	0	0	0	0	42
23:15	0	0	0	0	0	4	14	11	2	0	0	0	0	0	0	31
23:30	0	0	0	0	3	4	8	8	4	1	1	0	1	0	0	30
23:45	0	0	0	0	0	1	7	3	4	2	1	0	0	0	0	18
	0	0	0	0	3	18	45	33	15	4	2	0	1	0	0	121
Total	2	34	137	359	476	1264	1675	836	225	44	15	5	1	2	0	5075



GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
Miami Lakes, FL 33016

Site Code: 879001111100  
Station ID: 0000R419E55N  
NW 77 CT - NORTHBOUND

Direction 1

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
09/21/2																
2	0	0	0	1	0	5	10	8	1	2	0	0	0	0	0	27
00:15	0	0	0	0	1	2	2	10	5	1	0	0	0	0	0	21
00:30	0	0	0	0	1	4	5	1	0	1	0	0	0	0	0	12
00:45	0	1	0	0	0	0	2	0	4	0	0	1	0	0	0	8
01:00	0	1	0	1	2	11	19	19	10	4	0	1	0	0	0	68
01:15	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	7
01:30	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	7
01:45	0	0	0	0	0	0	3	1	2	0	0	0	0	1	0	7
02:00	0	0	0	0	0	2	12	6	6	0	1	0	0	1	0	28
02:15	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5
02:30	0	0	0	0	1	0	2	3	1	0	0	0	0	0	0	6
02:45	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	7
03:00	0	0	0	0	1	2	8	7	3	2	0	0	0	0	0	23
03:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:30	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	2	2	1	2	0	1	1	0	0	0	9
04:15	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5
05:15	0	1	0	0	0	1	0	4	3	1	0	0	0	0	0	13
05:30	0	0	0	0	1	0	2	3	1	0	0	0	0	0	0	4
05:45	0	0	0	0	2	4	3	0	0	1	0	0	0	0	0	7
06:00	0	0	0	0	0	3	5	2	2	1	0	0	0	0	0	10
06:15	0	1	0	0	3	8	10	5	4	3	0	0	0	0	0	34
06:30	0	0	0	0	0	6	3	1	1	1	0	0	1	0	0	13
06:45	0	0	0	0	10	5	3	1	0	0	0	0	0	0	0	19
07:00	0	0	0	4	9	7	15	2	1	1	0	0	0	0	0	39
07:15	0	0	0	2	0	19	20	3	1	2	0	0	0	0	0	47
07:30	0	0	0	6	9	42	43	9	4	4	0	0	1	0	0	118
07:45	0	0	0	4	12	19	19	10	0	0	0	0	0	0	0	45
08:00	0	0	0	1	7	9	23	11	1	0	1	0	0	0	0	53
08:15	0	1	3	19	18	9	0	0	0	0	0	0	0	0	0	50
08:30	0	1	8	49	41	10	0	0	0	0	0	0	0	0	0	109
08:45	0	2	11	69	70	40	42	21	1	0	1	0	0	0	0	257
09:00	0	0	12	50	59	9	1	0	0	0	0	0	0	0	0	131
09:15	0	4	4	49	56	8	0	0	0	0	0	0	0	0	0	121
09:30	2	0	9	30	21	12	3	0	0	0	0	0	0	0	0	77
09:45	0	0	0	5	12	16	11	3	0	1	0	0	0	0	0	48
10:00	2	4	25	134	148	45	15	3	0	1	0	0	0	0	0	377
10:15	0	0	0	0	3	15	15	14	0	2	0	0	0	0	0	49
10:30	0	0	0	0	0	14	24	14	9	0	0	0	0	0	0	61
10:45	0	0	0	0	0	2	19	14	5	1	0	0	0	0	0	41
11:00	0	0	0	0	2	8	23	13	1	1	1	0	0	0	0	49
11:15	0	0	0	0	5	39	81	55	15	4	1	0	0	0	0	200
11:30	0	0	0	0	11	5	21	18	2	1	0	0	0	0	0	58
11:45	0	0	0	0	2	13	25	17	3	0	0	0	0	0	0	60
12:00	0	0	0	0	2	22	18	16	4	2	0	0	0	0	0	64
12:15	0	0	0	0	2	6	26	18	3	3	2	0	0	0	0	60
12:30	0	0	0	0	17	46	90	69	12	6	2	0	0	0	0	242
12:45	0	0	0	4	12	26	23	13	3	0	1	0	0	0	0	82
13:00	0	0	0	0	7	23	19	10	9	2	0	0	0	0	0	70
13:15	0	0	0	0	1	10	25	20	9	1	0	0	0	0	0	66
13:30	0	0	0	0	6	17	24	25	7	1	0	0	0	0	0	80
13:45	0	0	0	4	26	76	91	68	28	4	1	0	0	0	0	298
Total	2	8	36	214	281	313	418	267	88	29	7	2	1	1	0	1667



95th Percentile :	46 MPH
Mean Speed(Average) :	36 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	7766
Percent in Pace :	55.9%
Number of Vehicles > 35 MPH :	7722
Percent of Vehicles > 35 MPH :	55.6%

## Southbound 15 Minute Summary

GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
Miami Lakes, FL 33016

Site Code: 879001511100  
Station ID: 0000r418jx1  
NW 77 CT SOUTHBOUND

SOUTHBOUND

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
09/20/2																
2	0	0	0	0	0	1	1	1	0	1	0	1	0	0	0	5
00:15	0	0	0	0	0	0	1	4	4	0	1	0	0	0	0	10
00:30	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
00:45	0	0	0	0	0	1	0	5	1	3	2	1	0	0	0	13
	0	0	0	0	0	2	3	10	8	4	3	2	0	0	0	32
01:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3
01:45	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	4
	0	0	0	0	0	0	2	4	4	0	2	0	1	0	0	13
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	4
02:45	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	4
	0	0	0	0	0	1	1	6	3	0	1	1	0	0	0	13
03:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:15	0	0	0	0	0	1	4	4	1	1	0	0	0	0	0	11
03:30	0	0	0	0	0	0	2	1	3	1	1	0	0	0	0	8
03:45	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	8
	0	0	0	0	0	1	8	7	7	4	2	0	0	0	0	29
04:00	0	0	0	0	0	0	1	2	2	2	0	1	0	0	0	8
04:15	0	0	0	0	0	0	2	5	6	2	0	0	0	0	0	15
04:30	0	0	0	0	0	0	1	6	5	5	1	0	0	0	0	18
04:45	0	0	0	0	0	0	3	3	3	4	1	0	0	0	0	14
	0	0	0	0	0	0	7	16	16	13	2	1	0	0	0	55
05:00	0	0	0	0	2	0	3	3	4	2	2	0	0	0	0	16
05:15	0	0	0	0	0	1	6	10	7	6	1	1	0	0	0	32
05:30	0	0	0	0	0	4	5	11	9	9	3	0	0	0	0	41
05:45	0	0	0	0	0	2	7	11	9	3	2	1	0	0	0	35
	0	0	0	0	2	7	21	35	29	20	8	2	0	0	0	124
06:00	0	0	0	0	1	6	17	34	10	3	0	0	0	0	0	71
06:15	0	0	0	0	10	22	28	32	15	5	1	0	2	0	0	115
06:30	0	0	0	2	22	70	58	26	4	1	0	0	0	0	0	183
06:45	0	0	0	0	10	78	60	25	13	2	0	0	0	0	0	188
	0	0	0	2	43	176	163	117	42	11	1	0	2	0	0	557
07:00	0	0	4	6	17	34	51	34	11	3	2	0	0	0	0	162
07:15	2	18	7	6	43	42	32	16	0	0	1	0	0	0	0	167
07:30	20	41	44	23	19	13	6	1	1	0	0	0	0	0	0	168
07:45	24	76	35	12	4	0	0	0	0	0	0	0	0	0	0	151
	46	135	90	47	83	89	89	51	12	3	3	0	0	0	0	648
08:00	32	77	30	12	5	0	0	0	0	0	0	0	0	0	0	156
08:15	19	59	30	3	3	0	0	0	0	0	0	0	0	0	0	114
08:30	29	33	22	3	4	4	2	2	0	0	0	0	0	0	0	99
08:45	0	0	0	8	6	34	42	30	8	4	0	0	0	0	0	132
	80	169	82	26	18	38	44	32	8	4	0	0	0	0	0	501
09:00	0	0	1	9	9	7	32	29	13	8	2	1	0	0	0	111
09:15	0	1	0	0	0	9	16	29	21	6	2	0	0	0	0	84
09:30	0	0	0	0	0	6	24	26	19	5	2	0	0	0	0	82
09:45	0	0	0	0	0	2	22	31	6	3	2	0	0	0	0	66
	0	1	1	9	9	24	94	115	59	22	8	1	0	0	0	343
10:00	0	0	0	0	3	10	24	23	12	5	2	2	0	0	0	81
10:15	0	0	0	0	0	0	27	28	15	3	0	1	0	0	0	74
10:30	0	0	0	0	3	1	25	24	8	2	1	0	0	0	0	64
10:45	0	0	0	1	2	8	34	20	8	5	1	0	0	0	0	79
	0	0	0	1	8	19	110	95	43	15	4	3	0	0	0	298
11:00	0	0	0	0	2	4	23	19	7	3	1	0	0	0	0	59
11:15	1	0	0	0	0	6	19	18	9	1	1	0	0	0	0	55
11:30	0	0	0	0	0	5	19	19	10	3	1	0	0	0	0	57
11:45	0	0	0	0	0	3	16	16	8	2	1	0	0	0	0	46
	1	0	0	0	2	18	77	72	34	9	4	0	0	0	0	217
Total	127	305	173	85	165	375	619	560	265	105	38	10	3	0	0	2830

GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
Miami Lakes, FL 33016

Site Code: 879001511100  
Station ID: 0000r418jx1  
NW 77 CT SOUTHBOUND

SOUTHBOUND

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
12 PM	0	0	0	0	0	9	22	24	14	5	1	0	0	0	0	75
12:15	0	0	0	0	0	9	14	15	8	5	0	0	0	0	0	51
12:30	0	0	0	0	0	6	26	20	10	1	0	1	0	0	0	64
12:45	0	0	0	0	3	13	15	21	11	0	2	0	0	0	0	65
13:00	0	0	0	0	3	37	77	80	43	11	3	1	0	0	0	255
13:15	0	0	0	0	5	16	27	23	9	3	0	0	0	0	0	83
13:30	0	0	0	0	1	3	21	19	2	2	3	0	0	0	0	51
13:30	1	2	3	3	7	19	16	13	4	4	0	1	0	0	0	73
13:45	0	4	17	18	13	5	2	0	0	0	0	0	0	0	0	59
14:00	1	6	20	21	26	43	66	55	15	9	3	1	0	0	0	266
14:15	0	0	14	17	12	5	2	0	0	0	0	0	0	0	0	50
14:30	0	11	20	20	14	4	0	0	0	0	0	0	0	0	0	69
14:30	2	12	25	13	15	1	1	0	0	0	0	0	0	0	0	69
14:45	0	11	14	19	7	1	1	0	0	0	0	0	0	0	0	53
15:00	2	34	73	69	48	11	4	0	0	0	0	0	0	0	0	241
15:00	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24
15:15	16	15	6	11	5	4	1	2	0	0	0	0	0	0	0	60
15:30	0	0	0	0	0	3	13	16	14	4	1	0	0	0	0	51
15:45	0	0	0	0	0	12	17	34	4	3	1	0	0	0	0	71
16:00	39	16	6	11	5	19	31	52	18	7	2	0	0	0	0	206
16:15	0	0	0	0	0	6	20	20	15	4	1	0	0	0	0	66
16:30	0	0	0	1	0	14	23	27	7	4	0	0	0	0	0	76
16:30	0	0	0	0	3	14	22	19	12	0	1	0	0	0	0	71
16:45	0	0	0	3	2	9	25	29	15	2	0	0	0	0	0	85
17:00	0	0	0	4	5	43	90	95	49	10	2	0	0	0	0	298
17:15	0	0	0	0	9	5	17	36	9	3	0	1	0	0	0	80
17:15	0	0	0	0	1	8	22	26	12	2	0	0	0	0	0	71
17:30	0	0	1	0	1	8	28	29	7	7	0	0	0	0	0	81
17:45	0	0	0	0	3	23	27	28	9	2	0	0	0	0	0	92
18:00	0	0	1	0	14	44	94	119	37	14	0	1	0	0	0	324
18:15	0	0	0	0	3	19	29	23	9	3	0	0	0	0	0	86
18:30	0	0	0	0	4	6	24	23	13	8	1	0	0	0	0	79
18:30	0	0	0	0	1	6	23	23	8	6	0	0	0	0	0	67
18:45	0	0	0	0	0	9	22	28	11	5	1	0	0	0	0	76
19:00	0	0	0	0	8	40	98	97	41	22	2	0	0	0	0	308
19:00	0	0	0	0	4	8	31	14	8	1	0	0	0	0	0	66
19:15	0	0	0	0	1	22	22	18	9	0	0	0	0	0	0	72
19:30	0	0	0	0	1	14	17	19	7	0	1	0	0	0	0	59
19:45	0	0	0	0	1	18	19	18	6	0	1	0	0	0	0	63
20:00	0	0	0	0	7	62	89	69	30	1	2	0	0	0	0	260
20:15	0	0	0	0	2	5	30	10	9	2	2	0	0	0	0	60
20:30	0	0	0	0	3	17	24	12	2	3	0	0	0	0	0	61
20:30	0	0	0	1	2	6	28	12	3	3	1	0	0	0	0	56
20:45	0	0	1	0	5	8	12	9	6	1	1	0	0	0	0	43
21:00	0	0	1	1	12	36	94	43	20	9	4	0	0	0	0	220
21:15	0	0	0	0	1	4	14	6	0	2	2	0	1	0	0	30
21:15	0	0	0	0	0	10	11	11	3	2	0	0	0	0	0	37
21:30	0	0	0	0	0	2	13	15	5	1	0	0	0	0	0	36
21:45	0	0	0	0	0	2	11	10	2	0	0	1	0	0	0	26
22:00	0	0	0	0	1	18	49	42	10	5	2	1	1	0	0	129
22:15	0	0	0	0	0	7	11	6	3	3	0	0	0	0	0	30
22:30	0	0	0	0	0	2	8	5	4	0	1	0	0	0	0	20
22:30	0	0	0	0	0	5	8	5	4	3	0	0	0	0	0	25
22:45	0	0	0	0	0	2	2	2	4	0	1	0	0	0	0	11
23:00	0	0	0	0	0	16	29	18	15	6	2	0	0	0	0	86
23:00	0	0	0	0	0	2	6	6	5	0	0	0	1	0	0	20
23:15	0	0	0	0	0	2	4	4	0	2	0	0	1	0	0	13
23:30	0	0	0	0	1	1	2	2	1	1	1	0	0	0	0	9
23:45	0	0	1	0	0	1	3	6	1	2	0	0	0	0	0	14
Total	42	56	102	106	130	375	736	688	285	99	23	4	3	0	0	2649



GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
 Miami Lakes, FL 33016

Site Code: 879001511100  
 Station ID: 0000r418jx1  
 NW 77 CT SOUTHBOUND

SOUTHBOUND

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
09/21/2																
2	0	0	0	0	0	2	5	6	1	0	1	0	0	1	0	16
00:15	0	0	0	0	0	0	2	4	1	0	1	1	0	0	0	9
00:30	0	0	0	0	0	0	0	4	2	1	0	0	0	0	1	8
00:45	0	0	0	0	0	1	0	3	1	0	1	1	0	0	0	7
	0	0	0	0	0	3	7	17	5	1	3	2	0	1	1	40
01:00	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	1	0	4	2	1	0	0	0	0	0	8
02:00	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3
02:15	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	7
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
	0	0	0	0	0	1	3	3	3	1	1	0	0	0	0	12
03:00	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3
03:15	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	4
03:30	0	0	0	0	0	1	1	2	3	1	0	0	0	0	0	8
03:45	0	0	0	0	1	0	0	2	2	5	0	1	0	0	0	11
	0	0	0	0	1	1	3	4	7	8	1	1	0	0	0	26
04:00	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	5
04:15	0	0	0	0	0	0	3	5	5	1	1	0	0	0	0	15
04:30	0	0	0	0	0	1	1	6	4	2	2	0	0	0	0	16
04:45	0	0	0	0	0	3	1	5	7	5	2	0	0	0	0	23
	0	0	0	0	0	4	6	17	16	9	6	1	0	0	0	59
05:00	0	0	0	0	0	1	7	7	1	1	0	2	0	0	0	19
05:15	0	0	0	0	1	1	7	8	9	2	1	0	0	0	0	29
05:30	0	0	0	0	0	0	6	20	9	5	1	1	0	0	0	42
05:45	0	0	0	0	0	1	9	19	8	5	0	1	0	0	0	43
	0	0	0	0	1	3	29	54	27	13	2	4	0	0	0	133
06:00	0	0	0	0	3	3	31	30	13	6	1	1	0	0	0	88
06:15	0	0	0	1	9	20	39	27	8	4	1	0	0	0	0	109
06:30	0	0	0	14	16	59	52	30	13	1	2	0	0	0	0	187
06:45	0	0	0	8	61	60	40	18	15	0	0	0	0	0	0	202
	0	0	0	23	89	142	162	105	49	11	4	1	0	0	0	586
07:00	0	0	8	5	19	58	45	34	3	1	0	0	0	0	0	173
07:15	0	1	6	19	37	42	29	18	9	0	0	0	0	0	0	161
07:30	14	86	43	18	12	4	2	0	0	0	0	0	0	0	0	179
07:45	20	56	36	32	8	0	0	0	0	0	0	0	0	0	0	152
	34	143	93	74	76	104	76	52	12	1	0	0	0	0	0	665
08:00	25	75	40	10	2	0	0	0	0	0	0	0	0	0	0	152
08:15	9	59	37	16	8	0	0	0	0	0	0	0	0	0	0	129
08:30	39	46	15	1	0	0	0	0	0	0	0	0	0	0	0	101
08:45	29	44	17	2	0	4	11	8	3	3	0	0	0	0	0	121
	102	224	109	29	10	4	11	8	3	3	0	0	0	0	0	503
09:00	0	0	0	3	5	19	33	24	14	7	1	0	0	0	0	106
09:15	0	0	0	2	18	8	20	17	12	5	0	3	0	0	0	85
09:30	0	1	0	0	3	9	21	15	17	3	0	0	0	0	0	69
09:45	0	0	0	0	4	7	36	24	17	4	3	0	0	0	0	95
	0	1	0	5	30	43	110	80	60	19	4	3	0	0	0	355
10:00	0	0	0	1	0	7	25	25	20	2	2	1	0	0	0	83
10:15	0	0	0	0	0	10	31	15	12	8	1	0	0	0	0	77
10:30	0	0	0	0	2	9	25	33	9	2	0	0	0	0	0	80
10:45	0	0	0	0	2	20	20	27	9	4	0	0	0	0	0	82
	0	0	0	1	4	46	101	100	50	16	3	1	0	0	0	322
11:00	0	0	0	0	0	14	24	18	10	7	2	0	0	0	0	75
11:15	0	0	0	0	0	3	18	20	7	6	0	0	0	1	0	55
11:30	0	0	0	0	8	5	20	23	8	3	0	0	0	0	0	67
11:45	0	0	0	0	1	5	20	27	8	3	1	0	0	0	0	65
	0	0	0	0	9	27	82	88	33	19	3	0	0	1	0	262
Total	136	368	202	132	220	379	590	532	267	102	27	13	0	2	1	2971



95th Percentile :	50 MPH
Mean Speed(Average) :	36 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	5328
Percent in Pace :	47.5%
Number of Vehicles > 35 MPH :	7046
Percent of Vehicles > 35 MPH :	62.9%

## Northbound Hourly Summary

GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
 Miami Lakes, FL 33016

Site Code: 879001111100  
 Station ID: 0000R419E55N  
 NW 77 CT - NORTHBOUND

Direction 1

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
09/20/2																
2	0	0	1	0	3	13	21	30	14	3	1	0	0	0	0	86
01:00	0	0	0	0	2	8	6	13	5	2	0	0	0	0	0	36
02:00	0	0	0	0	0	3	9	8	2	1	0	1	0	0	0	24
03:00	0	0	0	0	2	10	4	3	2	0	0	0	0	0	0	21
04:00	0	0	0	0	0	0	3	6	1	1	0	1	0	0	0	12
05:00	0	0	0	0	1	5	14	10	3	1	0	0	0	0	0	34
06:00	0	0	0	1	8	38	48	22	9	1	0	0	0	0	0	127
07:00	0	1	9	73	86	74	29	13	3	1	0	0	0	0	0	289
08:00	1	6	35	112	142	65	16	5	0	0	0	0	0	0	0	382
09:00	0	0	1	1	12	52	78	53	20	1	2	0	0	0	0	220
10:00	0	0	0	0	9	58	101	48	31	4	0	1	0	0	0	252
11:00	0	1	0	5	5	85	101	57	21	6	1	0	0	0	0	282
12 PM	0	0	0	3	2	63	113	86	26	6	1	1	0	0	0	301
13:00	0	6	24	26	45	75	87	41	13	3	4	0	0	0	0	324
14:00	0	5	68	149	131	41	2	0	0	0	0	0	0	0	0	396
15:00	2	22	45	166	147	99	73	49	12	1	0	1	0	0	0	617
16:00	0	1	0	3	38	161	243	89	26	7	0	0	0	0	0	568
17:00	0	0	0	1	29	172	235	147	28	4	0	1	0	0	0	617
18:00	0	0	0	10	32	193	250	112	25	3	2	1	0	0	0	628
19:00	0	0	0	0	22	197	229	83	24	6	2	0	0	0	0	563
20:00	0	0	0	0	17	101	191	70	19	3	0	0	0	0	0	401
21:00	0	0	0	0	8	106	132	62	21	3	3	1	0	0	0	336
22:00	0	0	0	1	2	38	75	64	16	4	1	0	0	2	0	203
23:00	0	0	0	0	3	18	45	33	15	4	2	0	1	0	0	121
Total	3	42	183	551	746	1675	2105	1104	336	65	19	8	1	2	0	6840

GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
 Miami Lakes, FL 33016

Site Code: 879001111100  
 Station ID: 0000R419E55N  
 NW 77 CT - NORTHBOUND

Direction 1

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
09/21/2																
2	0	1	0	1	2	11	19	19	10	4	0	1	0	0	0	68
01:00	0	0	0	0	0	2	12	6	6	0	1	0	0	1	0	28
02:00	0	0	0	0	1	2	8	7	3	2	0	0	0	0	0	23
03:00	0	0	0	0	0	2	2	1	2	0	1	1	0	0	0	9
04:00	0	0	0	0	0	0	5	4	3	1	0	0	0	0	0	13
05:00	0	1	0	0	3	8	10	5	4	3	0	0	0	0	0	34
06:00	0	0	0	6	9	42	43	9	4	4	0	0	1	0	0	118
07:00	0	2	11	69	70	40	42	21	1	0	1	0	0	0	0	257
08:00	2	4	25	134	148	45	15	3	0	1	0	0	0	0	0	377
09:00	0	0	0	0	5	39	81	55	15	4	1	0	0	0	0	200
10:00	0	0	0	0	17	46	90	69	12	6	2	0	0	0	0	242
11:00	0	0	0	4	26	76	91	68	28	4	1	0	0	0	0	298
12 PM	0	0	0	3	21	83	135	80	9	5	0	0	1	0	0	337
13:00	0	4	28	77	98	93	65	20	4	2	0	0	0	0	0	391
14:00	0	4	36	160	112	94	105	37	7	0	0	0	0	0	0	555
15:00	0	1	1	9	57	145	211	94	21	1	1	0	1	0	0	542
16:00	0	1	0	5	44	162	231	128	36	7	0	0	0	0	0	614
17:00	0	0	1	6	15	139	246	165	41	6	1	0	0	0	0	620
18:00	0	0	0	7	14	141	309	146	34	4	0	0	0	0	0	655
19:00	0	0	0	0	19	164	218	118	32	6	0	0	0	0	0	557
20:00	0	0	0	10	27	155	154	70	15	3	2	0	0	0	0	436
21:00	0	0	0	0	20	66	145	62	12	3	1	0	0	0	0	309
22:00	0	1	0	0	9	58	82	72	20	6	2	0	0	0	1	251
23:00	0	0	0	1	6	15	39	38	13	2	0	0	0	0	0	114
Total	2	19	102	492	723	1628	2358	1297	332	74	14	2	3	1	1	7048
Grand Total	5	61	285	1043	1469	3303	4463	2401	668	139	33	10	4	3	1	13888

Stats	15th Percentile :	27 MPH
	50th Percentile :	35 MPH
	85th Percentile :	42 MPH
	95th Percentile :	46 MPH
	Mean Speed(Average) :	36 MPH
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	7766
	Percent in Pace :	55.9%
	Number of Vehicles > 35 MPH :	7722
	Percent of Vehicles > 35 MPH :	55.6%



## Southbound Hourly Summary

GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
 Miami Lakes, FL 33016

Site Code: 879001511100  
 Station ID: 00000r418jx1  
 NW 77 CT SOUTHBOUND

SOUTHBOUND

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
09/20/2																
2	0	0	0	0	0	2	3	10	8	4	3	2	0	0	0	32
01:00	0	0	0	0	0	0	2	4	4	0	2	0	1	0	0	13
02:00	0	0	0	0	0	1	1	6	3	0	1	1	0	0	0	13
03:00	0	0	0	0	0	1	8	7	7	4	2	0	0	0	0	29
04:00	0	0	0	0	0	0	7	16	16	13	2	1	0	0	0	55
05:00	0	0	0	0	2	7	21	35	29	20	8	2	0	0	0	124
06:00	0	0	0	2	43	176	163	117	42	11	1	0	2	0	0	557
07:00	46	135	90	47	83	89	89	51	12	3	3	0	0	0	0	648
08:00	80	169	82	26	18	38	44	32	8	4	0	0	0	0	0	501
09:00	0	1	1	9	9	24	94	115	59	22	8	1	0	0	0	343
10:00	0	0	0	1	8	19	110	95	43	15	4	3	0	0	0	298
11:00	1	0	0	0	2	18	77	72	34	9	4	0	0	0	0	217
12 PM	0	0	0	0	3	37	77	80	43	11	3	1	0	0	0	255
13:00	1	6	20	21	26	43	66	55	15	9	3	1	0	0	0	266
14:00	2	34	73	69	48	11	4	0	0	0	0	0	0	0	0	241
15:00	39	16	6	11	5	19	31	52	18	7	2	0	0	0	0	206
16:00	0	0	0	4	5	43	90	95	49	10	2	0	0	0	0	298
17:00	0	0	1	0	14	44	94	119	37	14	0	1	0	0	0	324
18:00	0	0	0	0	8	40	98	97	41	22	2	0	0	0	0	308
19:00	0	0	0	0	7	62	89	69	30	1	2	0	0	0	0	260
20:00	0	0	1	1	12	36	94	43	20	9	4	0	0	0	0	220
21:00	0	0	0	0	1	18	49	42	10	5	2	1	1	0	0	129
22:00	0	0	0	0	0	16	29	18	15	6	2	0	0	0	0	86
23:00	0	0	1	0	1	6	15	18	7	5	1	0	2	0	0	56
Total	169	361	275	191	295	750	1355	1248	550	204	61	14	6	0	0	5479

GOAL ASSOCIATES

14750 NW 77th Court, Suite 320  
Miami Lakes, FL 33016

Site Code: 879001511100  
Station ID: 00000r418jx1  
NW 77 CT SOUTHBOUND

SOUTHBOUND

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	
09/21/2																
2	0	0	0	0	0	3	7	17	5	1	3	2	0	1	1	40
01:00	0	0	0	0	0	1	0	4	2	1	0	0	0	0	0	8
02:00	0	0	0	0	0	1	3	3	3	1	1	0	0	0	0	12
03:00	0	0	0	0	1	1	3	4	7	8	1	1	0	0	0	26
04:00	0	0	0	0	0	4	6	17	16	9	6	1	0	0	0	59
05:00	0	0	0	0	1	3	29	54	27	13	2	4	0	0	0	133
06:00	0	0	0	23	89	142	162	105	49	11	4	1	0	0	0	586
07:00	34	143	93	74	76	104	76	52	12	1	0	0	0	0	0	665
08:00	102	224	109	29	10	4	11	8	3	3	0	0	0	0	0	503
09:00	0	1	0	5	30	43	110	80	60	19	4	3	0	0	0	355
10:00	0	0	0	1	4	46	101	100	50	16	3	1	0	0	0	322
11:00	0	0	0	0	9	27	82	88	33	19	3	0	0	1	0	262
12 PM	1	2	0	3	20	47	80	65	31	10	6	0	0	0	0	265
13:00	10	6	15	41	62	63	35	13	1	0	0	1	0	0	0	247
14:00	40	32	7	9	12	18	48	38	14	3	0	0	0	0	0	221
15:00	0	0	2	1	2	24	72	71	34	8	3	1	0	0	0	218
16:00	0	0	0	0	5	31	80	109	55	11	4	1	2	0	0	298
17:00	0	0	0	1	3	31	118	123	54	12	5	0	1	0	0	348
18:00	0	0	0	0	3	35	88	105	46	15	3	1	0	0	0	296
19:00	0	0	0	1	11	50	94	87	25	13	5	1	0	0	0	287
20:00	0	0	0	0	8	40	98	57	27	10	2	0	1	0	0	243
21:00	0	0	0	0	1	29	61	61	25	13	2	1	0	0	0	193
22:00	0	0	0	1	3	7	26	36	12	6	1	0	0	0	0	92
23:00	0	0	0	0	1	6	14	9	6	8	2	4	0	0	0	50
Total	187	408	226	189	351	760	1404	1306	597	211	60	23	4	2	1	5729
Grand Total	356	769	501	380	646	1510	2759	2554	1147	415	121	37	10	2	1	11208

Stats	15th Percentile :	21 MPH
	50th Percentile :	37 MPH
	85th Percentile :	45 MPH
	95th Percentile :	50 MPH
	Mean Speed(Average) :	36 MPH
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	5328
	Percent in Pace :	47.5%
	Number of Vehicles > 35 MPH :	7046
	Percent of Vehicles > 35 MPH :	62.9%

# **APPENDIX D**

## (Vehicle Gap Data)

**GAP STUDY - DAY 1**  
**NW 77 CT - SEPTEMBER 20, 2022**

TIME	GAP SIZE															TOTAL VOLUME		
	3	7	9	12	16	19	21	24	28	31	36	41	46	70	9999			
	1-3	3-7	7-9	9-12	12-16	16-19	19-21	21-24	24-28	28-31	31-36	36-41	41-46	46-51	<51			
15	36	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37	
30	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
45	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
100	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
115	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
130	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
145	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
200	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
215	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
230	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
245	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
300	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
315	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
330	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
345	7	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4	13	
400	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
415	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
430	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
445	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
500	10	0	0	0	1	1	1	2	0	0	0	0	2	1	4	22	22	
515	7	1	0	0	3	2	0	1	0	0	0	0	1	0	12	27	27	
530	12	4	2	0	3	4	4	1	1	2	2	0	0	0	14	49	49	
545	11	8	2	3	3	2	3	2	4	2	0	1	1	0	8	50	50	
600	40	1	0	2	2	1	1	1	1	1	1	0	1	0	3	55	55	
615	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	108
630	161	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	162	162
645	190	15	7	6	8	7	3	2	4	0	1	0	1	0	0	244	244	
700	173	20	9	10	10	4	3	1	1	1	1	2	0	1	4	240	240	
715	145	13	9	6	3	4	3	4	2	1	1	0	0	1	5	197	197	
730	168	26	10	14	8	4	5	2	2	1	0	0	0	1	1	242	242	
745	195	23	11	3	12	5	2	4	0	0	0	0	1	0	1	257	257	
800	220	31	16	8	6	6	3	1	4	0	1	0	1	0	1	298	298	
815	241	20	7	2	10	4	4	1	1	1	1	0	0	0	0	292	292	
830	207	22	14	5	11	2	2	3	1	1	1	0	0	0	1	270	270	
845	124	14	12	10	9	5	2	2	1	4	1	0	0	0	3	187	187	
900	150	3	6	0	5	1	1	0	0	1	0	0	0	0	0	167	167	
915	98	15	11	5	8	8	3	6	6	4	0	1	1	1	3	170	170	
930	105	4	1	2	4	2	3	1	2	0	0	1	2	0	1	128	128	
945	80	5	2	1	4	5	3	4	2	2	1	2	0	1	6	118	118	
1000	116	3	4	2	3	0	2	1	0	0	0	0	1	0	3	135	135	
1015	65	11	7	7	10	10	4	3	5	4	3	2	1	1	4	137	137	
1030	85	11	5	4	10	10	4	4	3	0	0	0	0	1	7	144	144	
1045	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	140	
1100	109	6	3	7	1	7	4	0	1	2	2	2	1	1	7	151	151	
1115	112	9	6	2	5	3	4	2	3	2	0	0	1	0	4	153	153	
1130	78	8	8	9	2	9	1	6	3	1	1	2	1	2	3	134	134	
1145	117	0	1	1	0	1	1	0	0	0	0	0	0	0	2	123	123	
1200	103	10	5	5	5	5	4	2	1	1	2	2	0	1	6	152	152	
1215	129	6	3	4	1	1	2	0	0	1	1	0	2	0	2	152	152	
1230	127	6	2	1	6	2	1	2	1	2	2	0	1	0	1	154	154	
1245	108	8	1	6	4	0	0	3	0	3	0	1	2	0	4	140	140	

**GAP STUDY - DAY 1**  
**NW 77 CT - SEPTEMBER 20, 2022**

TIME	GAP SIZE															TOTAL VOLUME
	3	7	9	12	16	19	21	24	28	31	36	41	46	70	9999	
	1-3	3-7	7-9	9-12	12-16	16-19	19-21	21-24	24-28	28-31	31-36	36-41	41-46	46-51	<51	
1300	98	16	11	3	7	5	5	2	3	5	3	0	3	1	5	167
1315	119	18	5	1	7	5	3	2	4	1	1	0	1	0	5	172
1330	122	12	5	4	7	5	1	1	1	2	2	1	1	1	3	168
1345	118	4	2	4	8	4	3	2	0	3	1	0	0	0	2	151
1400	91	21	14	11	15	3	3	3	4	2	2	0	0	2	2	173
1415	189	20	10	7	6	3	3	0	1	0	1	0	0	0	0	240
1430	131	13	13	8	7	4	1	2	0	1	1	0	0	1	1	183
1445	141	7	7	1	5	3	2	2	0	0	1	0	0	0	0	169
1500	170	2	1	2	4	4	2	1	2	0	0	0	1	0	2	191
1515	182	2	0	0	0	0	0	0	0	0	0	0	0	0	0	184
1530	117	23	9	2	9	8	3	6	5	1	2	1	0	0	3	189
1545	124	19	5	7	7	5	7	2	1	0	3	0	0	1	3	184
1600	183	14	5	3	4	2	2	1	0	1	0	1	0	0	1	217
1615	145	17	6	7	9	3	2	3	3	0	1	0	0	3	2	201
1630	168	6	10	0	16	2	6	1	0	3	2	1	0	1	0	216
1645	139	22	12	11	10	11	2	6	1	3	4	0	0	0	0	221
1700	141	34	22	12	14	9	4	2	3	2	4	2	0	1	2	252
1715	221	0	1	1	3	0	2	0	0	0	0	0	0	0	1	229
1730	159	11	8	11	4	12	6	4	1	0	0	1	0	1	4	222
1745	230	11	12	6	6	4	3	1	0	1	2	0	0	1	1	278
1800	214	2	2	4	4	4	1	1	0	0	0	0	0	0	1	233
1815	196	14	8	12	3	2	5	3	1	0	0	0	1	1	1	247
1830	183	13	2	3	11	5	2	2	0	1	0	0	0	0	3	225
1845	198	12	3	1	5	1	3	3	1	2	0	0	1	0	0	230
1900	162	20	13	7	11	10	5	7	3	0	1	1	1	0	0	241
1915	168	15	8	11	9	3	5	2	0	2	1	0	1	1	1	227
1930	95	16	20	8	14	15	7	4	2	3	2	0	3	0	3	192
1945	107	26	14	12	17	17	5	4	5	2	3	1	0	0	4	217
2000	137	18	9	8	7	2	10	3	4	0	1	0	2	0	3	204
2015	96	29	18	6	19	13	4	2	5	2	4	0	2	1	4	205
2030	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175
2045	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118
2100	154	0	0	0	1	0	0	0	0	0	0	0	0	0	0	155
2115	58	15	19	8	9	7	6	7	7	3	3	0	2	2	3	149
2130	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140
2145	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99
2200	86	1	1	3	2	1	2	0	0	0	0	0	0	2	2	100
2215	51	7	3	2	5	2	3	5	1	1	1	0	1	1	6	89
2230	35	11	4	2	10	3	5	5	6	3	2	0	2	3	10	101
2245	44	1	3	1	5	6	4	2	1	1	1	0	2	1	10	82
2300	49	1	1	1	1	1	2	0	1	2	1	0	0	0	3	63
2315	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
2330	27	2	0	0	0	0	0	1	0	1	1	0	0	0	9	41
2345	3	2	1	0	0	2	4	0	2	1	1	0	1	0	14	31
2400	2	2	2	1	1	2	3	2	2	3	1	0	0	1	11	33
Total	9617	782	454	316	441	303	209	155	119	88	75	25	46	38	240	12908
Percent	75%	6%	4%	2%	3%	2%	2%	1%	1%	1%	1%	0%	0%	0%	2%	
AM Peak Period	883	53	29	35	24	28	17	15	8	11	8	7	8	4	29	1159
AM Period Percent	76%	5%	3%	3%	2%	2%	1%	1%	1%	1%	1%	1%	1%	0%	3%	
PM Peak Period	1417	107	59	38	53	30	21	16	13	4	10	1	1	4	11	1785
PM Period Percent	79%	6%	3%	2%	3%	2%	1%	1%	1%	0%	1%	0%	0%	0%	1%	



**GAP STUDY - DAY 2**  
**NW 77 CT - SEPTMBER 21, 2022**

TIME	GAP SIZE															TOTAL VOLUME
	3	7	9	12	16	19	21	24	28	31	36	41	46	70	9999	
	1-3	3-7	7-9	9-12	12-16	16-19	19-21	21-24	24-28	28-31	31-36	36-41	41-46	46-51	<51	
15	2	0	0	2	2	2	1	1	1	2	3	1	0	1	11	29
30	17	2	0	2	1	1	1	2	1	0	0	0	0	0	10	37
45	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
100	5	0	2	0	1	1	1	0	0	2	1	0	1	0	9	23
115	0	1	1	0	0	1	1	0	0	1	0	0	0	0	8	13
130	0	1	1	0	1	1	0	0	0	0	0	0	0	0	8	12
145	0	2	0	0	2	0	1	0	0	0	0	0	0	0	8	13
200	0	0	0	0	1	1	0	0	0	0	2	0	0	0	7	11
215	0	0	0	0	0	0	1	1	0	0	0	0	0	0	8	10
230	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	8
245	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5	7
300	1	2	1	0	1	0	1	0	0	0	0	0	1	0	6	13
315	1	0	0	0	0	0	1	0	0	0	0	0	0	1	4	7
330	1	1	3	0	1	2	0	0	1	0	0	1	0	0	8	18
345	0	1	0	0	1	0	0	1	0	0	0	0	1	0	9	13
400	1	0	0	1	0	1	0	0	0	1	0	0	0	1	8	13
415	0	0	2	1	0	1	0	0	0	0	0	0	0	0	8	12
430	2	1	1	0	0	0	2	0	0	0	0	0	0	0	9	15
445	4	0	0	0	1	1	2	1	1	0	0	1	0	1	9	21
500	2	2	2	0	3	1	1	0	0	1	1	1	1	1	6	22
515	2	1	0	0	1	0	1	1	0	0	1	2	1	2	11	23
530	6	3	2	2	3	1	6	2	1	0	0	0	2	0	14	42
545	36	0	1	0	3	0	1	2	0	1	2	0	0	0	4	50
600	53	0	1	3	0	2	1	0	1	1	0	0	0	0	2	64
615	63	9	2	2	3	3	0	0	0	1	0	0	0	1	5	89
630	90	8	8	5	13	5	2	3	1	1	2	0	3	1	6	148
645	164	29	14	7	7	7	6	2	2	2	1	2	0	0	7	250
700	161	26	17	9	7	7	2	4	2	2	1	0	0	0	3	241
715	179	9	4	5	6	3	3	4	3	0	1	0	0	0	2	219
730	193	21	7	5	3	1	1	5	0	0	0	0	1	0	3	240
745	188	26	20	9	8	6	2	4	5	0	0	1	0	0	1	270
800	198	29	7	5	3	1	2	0	2	0	0	0	0	0	2	249
815	212	27	27	9	5	2	5	1	0	2	3	0	0	0	0	293
830	152	28	21	14	13	5	2	2	3	1	0	1	0	2	0	244
845	154	16	10	7	7	1	5	1	0	2	0	2	0	1	1	207
900	166	0	0	0	1	2	1	0	0	0	0	0	0	0	1	171
915	74	14	11	6	12	12	5	3	3	4	3	1	2	1	5	156
930	107	7	4	3	5	3	3	0	1	1	1	0	1	1	4	141
945	89	4	2	3	9	2	0	0	1	3	0	1	0	0	8	122
1000	55	16	6	5	10	7	8	4	4	3	1	0	1	1	12	133
1015	92	11	6	6	7	8	4	2	2	3	1	2	1	0	5	150
1030	72	15	4	3	6	13	8	1	4	2	2	0	0	0	6	136
1045	101	4	3	1	8	7	3	1	1	3	1	3	2	0	4	142
1100	63	16	9	7	9	1	4	4	3	2	2	1	2	1	9	133
1115	86	5	5	2	5	3	2	1	0	1	3	0	1	0	5	119
1130	87	8	5	5	3	2	2	3	4	3	0	1	0	0	4	127
1145	108	1	3	2	1	1	1	0	2	1	0	2	2	0	0	124
1200	78	11	5	5	5	4	3	1	3	0	5	0	2	2	2	126
1215	79	8	4	6	11	10	2	2	5	2	0	2	0	1	8	140
1230	70	10	11	6	9	7	2	4	2	2	2	1	0	1	8	135
1245	104	10	7	2	9	5	4	3	1	0	1	0	0	1	3	150

**GAP STUDY - DAY 2**  
**NW 77 CT - SEPTMBER 21, 2022**

TIME	GAP SIZE															TOTAL VOLUME
	3	7	9	12	16	19	21	24	28	31	36	41	46	70	9999	
	1-3	3-7	7-9	9-12	12-16	16-19	19-21	21-24	24-28	28-31	31-36	36-41	41-46	46-51	<51	
1300	94	8	12	1	8	5	11	0	0	1	5	0	0	1	6	152
1315	112	11	2	6	6	6	3	1	3	1	0	0	0	0	5	156
1330	102	4	5	1	3	2	1	0	3	2	1	0	0	0	1	125
1345	119	5	3	4	5	5	0	1	2	1	1	1	1	0	4	152
1400	128	0	0	4	3	2	0	1	1	1	0	1	1	1	0	143
1415	64	19	13	9	14	12	7	4	5	4	3	0	0	1	5	160
1430	103	15	4	4	9	4	2	3	4	2	1	0	0	1	4	156
1445	56	29	23	8	13	19	8	2	3	1	2	2	3	0	6	175
1500	97	17	9	5	5	5	2	5	2	4	1	1	1	1	0	155
1515	191	22	12	9	9	3	2	2	1	2	0	0	1	0	0	254
1530	134	36	17	11	10	7	8	2	4	1	1	0	0	2	0	233
1545	155	5	3	2	4	4	2	0	0	0	0	0	0	0	2	177
1600	128	18	12	3	9	12	3	2	2	2	2	1	2	1	2	199
1615	199	4	0	2	1	1	3	1	0	1	0	0	0	0	0	212
1630	159	17	6	5	14	1	7	3	3	1	2	0	0	0	2	220
1645	154	6	10	5	7	5	2	4	0	1	0	0	2	0	4	200
1700	167	20	10	7	5	11	2	3	3	1	1	0	1	0	2	233
1715	113	21	16	6	17	12	12	5	4	0	3	0	0	2	1	212
1730	171	14	13	7	7	4	3	0	2	1	1	0	1	1	4	229
1745	210	14	4	1	6	5	1	3	1	1	1	0	1	1	0	249
1800	169	22	12	10	17	7	2	1	2	2	1	1	4	1	2	253
1815	133	42	30	7	19	15	3	6	2	2	1	1	0	1	2	264
1830	166	11	11	3	14	5	4	1	0	1	1	2	1	0	3	223
1845	146	16	18	13	8	7	5	1	1	2	0	1	0	1	2	221
1900	181	11	5	7	7	4	2	2	2	1	0	0	0	0	2	224
1915	161	14	11	6	3	3	2	2	3	1	1	1	1	0	3	212
1930	131	15	18	14	13	8	3	6	3	5	2	1	0	2	3	224
1945	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176
2000	145	4	4	5	5	3	4	1	0	0	0	0	0	0	4	175
2015	189	0	1	1	0	1	0	1	0	0	0	0	0	0	0	193
2030	49	24	15	7	11	8	7	6	5	1	3	2	1	0	11	150
2045	49	18	12	12	8	5	5	4	3	6	4	2	4	0	8	140
2100	91	8	4	3	4	4	2	2	1	1	1	1	2	1	5	130
2115	128	0	0	0	1	0	0	0	0	0	0	0	0	0	0	129
2130	56	10	8	2	8	3	6	5	2	3	2	1	1	1	7	115
2145	31	11	8	16	6	12	4	4	4	1	2	0	3	2	9	113
2200	27	11	9	3	6	11	4	4	4	4	1	1	3	1	10	99
2215	35	5	1	3	5	2	1	3	4	2	0	2	3	1	9	76
2230	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
2245	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
2300	58	0	0	0	1	0	0	0	0	0	0	0	0	0	0	59
2315	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
2330	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
2345	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
2400	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
Total	8439	892	581	363	498	367	238	157	139	110	84	48	62	45	420	12443
Percent	68%	7%	5%	3%	4%	3%	2%	1%	1%	1%	1%	0%	0%	0%	3%	
AM Peak Period	675	69	49	35	52	33	20	18	20	11	13	7	7	6	39	1054
AM Period Percent	64%	7%	5%	3%	5%	3%	2%	2%	2%	1%	1%	1%	1%	1%	4%	
PM Peak Period	1342	143	81	52	67	56	31	19	20	15	8	4	6	6	17	1867
PM Period Percent	72%	8%	4%	3%	4%	3%	2%	1%	1%	1%	0%	0%	0%	0%	1%	

DAY 1 - AM PEAK PERIOD

	GAP SIZE	AM %	Cummulative
3	1-3	76%	76%
7	3-7	5%	81%
9	7-9	3%	83%
12	9-12	3%	86%
16	12-16	2%	88%
19	16-19	2%	91%
21	19-21	1%	92%
24	21-24	1%	94%
28	24-28	1%	94%
31	28-31	1%	95%
36	31-36	1%	96%
41	36-41	1%	96%
46	41-46	1%	97%
51	46-51	0%	97%
70	>51	3%	100%

DAY 2 - AM PEAK PERIOD

	GAP SIZE	AM %	Cummulative
3	1-3	64%	64%
7	3-7	7%	71%
9	7-9	5%	75%
12	9-12	3%	79%
16	12-16	5%	83%
19	16-19	3%	87%
21	19-21	2%	89%
24	21-24	2%	90%
28	24-28	2%	92%
31	28-31	1%	93%
36	31-36	1%	94%
41	36-41	1%	95%
46	41-46	1%	96%
51	46-51	1%	96%
70	>51	4%	100%

AM Peak Period (Average)

	GAP SIZE	AM %	Cummulative
3	1-3	70%	70%
7	3-7	6%	76%
9	7-9	4%	79%
12	9-12	3%	82%
16	12-16	4%	86%
19	16-19	3%	89%
21	19-21	2%	90%
24	21-24	2%	92%
28	24-28	1%	93%
31	28-31	1%	94%
36	31-36	1%	95%
41	36-41	1%	96%
46	41-46	1%	96%
51	46-51	0%	97%
70	>51	3%	100%

DAY 1 - PM PEAK PERIOD

	GAP SIZE	PM %	Cummulative
3	1-3	79%	79%
7	3-7	6%	85%
9	7-9	3%	89%
12	9-12	2%	91%
16	12-16	3%	94%
19	16-19	2%	95%
21	19-21	1%	97%
24	21-24	1%	98%
28	24-28	1%	98%
31	28-31	0%	98%
36	31-36	1%	99%
41	36-41	0%	99%
46	41-46	0%	99%
51	46-51	0%	99%
70	>51	1%	100%

DAY 2 - PM PEAK PERIOD

	GAP SIZE	PM %	Cummulative
3	1-3	72%	72%
7	3-7	8%	80%
9	7-9	4%	84%
12	9-12	3%	87%
16	12-16	4%	90%
19	16-19	3%	93%
21	19-21	2%	95%
24	21-24	1%	96%
28	24-28	1%	97%
31	28-31	1%	98%
36	31-36	0%	98%
41	36-41	0%	98%
46	41-46	0%	99%
51	46-51	0%	99%
70	<51	1%	100%

PM Peak Period (Average)

	GAP SIZE	AM %	Cummulative
3	1-3	76%	76%
7	3-7	7%	82%
9	7-9	4%	86%
12	9-12	2%	89%
16	12-16	3%	92%
19	16-19	2%	94%
21	19-21	1%	96%
24	21-24	1%	97%
28	24-28	1%	98%
31	28-31	1%	98%
36	31-36	0%	99%
41	36-41	0%	99%
46	41-46	0%	99%
51	46-51	0%	99%
70	>51	1%	100%

# **APPENDIX E**

## (Target Speed Recommendation)

# MEMORANDUM

To: Kenneth Jeffries – FDOT District 6  
From: Jessica Josselyn and Spencer Maddox, EI – Kittelson & Associates, Inc.  
Date: July 22, 2022  
Subject: FM# 446239-1 – SR 826 Frontage Road at NW 77<sup>th</sup> Court RRR Scoping Report Project-level Context Classification (PLCC) and Target Speed Review

City/Town:	<u>Miami Lakes</u>	County:	<u>Miami-Dade</u>
Road Name:	<u>NW 77 Court</u>	State Road Number:	<u>826</u>
Section Number:	<u>87260524</u>		
Begin Mile Point:	<u>0.153</u>	End Mile Point:	<u>0.746</u>
FM Number:	<u>446239-1</u>		

Per your request, we have completed our Project-level Context Classification (PLCC) and Target Speed review for the above-mentioned project. Below is a summary of our findings:

**Begin Mile Post:** 0.153 (North of NW 154 Street)

**End Mile Post:** 0.746

**Current Context Classification:**

***No Current Classification***

**Project-level Context Classification (PLCC) Recommendation:**

***C4 – Urban General***

## **Project-level Context Classification Review**

From review of FDOT GIS Database and the FDOT SLD, the segment of SR 826 Frontage Road/NW 77th Court under evaluation currently does not have a CC and is an active, but off-system roadway. Off-system roadways typically do not get a PLCC designated, but in this case PLEMO has identified one for the project team's consideration. Based on the land uses along the corridor, SR 826 Frontage Road/NW 77th Court within the project limits most closely resembles a C4 – Urban General CC. Justifications for this review are provided below:

### **1. *C4-Urban General* – SR 826/NW 77 Court**

- Distinguishing characteristics are consistent with C4 – Urban General:
  - Mixed uses along the corridor including single family and multifamily residential houses, neighborhood scale retail, and institutional uses.
- Primary and secondary measures are consistent with C4 – Urban General, including:
  - Both attached and detached buildings are present along the corridor.
  - Medium setbacks along the corridor which encourage pedestrian activity.
  - Parking is located primarily on the side and the rear with some businesses having parking in front.

## **Conclusion**

From review of FDOT GIS Database and the FDOT SLD, the segment of SR 826 Frontage Road/NW 77th Court under evaluation currently does not have a CC and is an active, but off-system roadway. Off-system roadways typically do not get a PLCC designated, but in this case PLEMO has identified one for the project team's consideration. Based on the land uses along the corridor, the roadway segment under evaluation most closely resembles a C4 – Urban General CC.

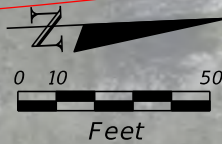
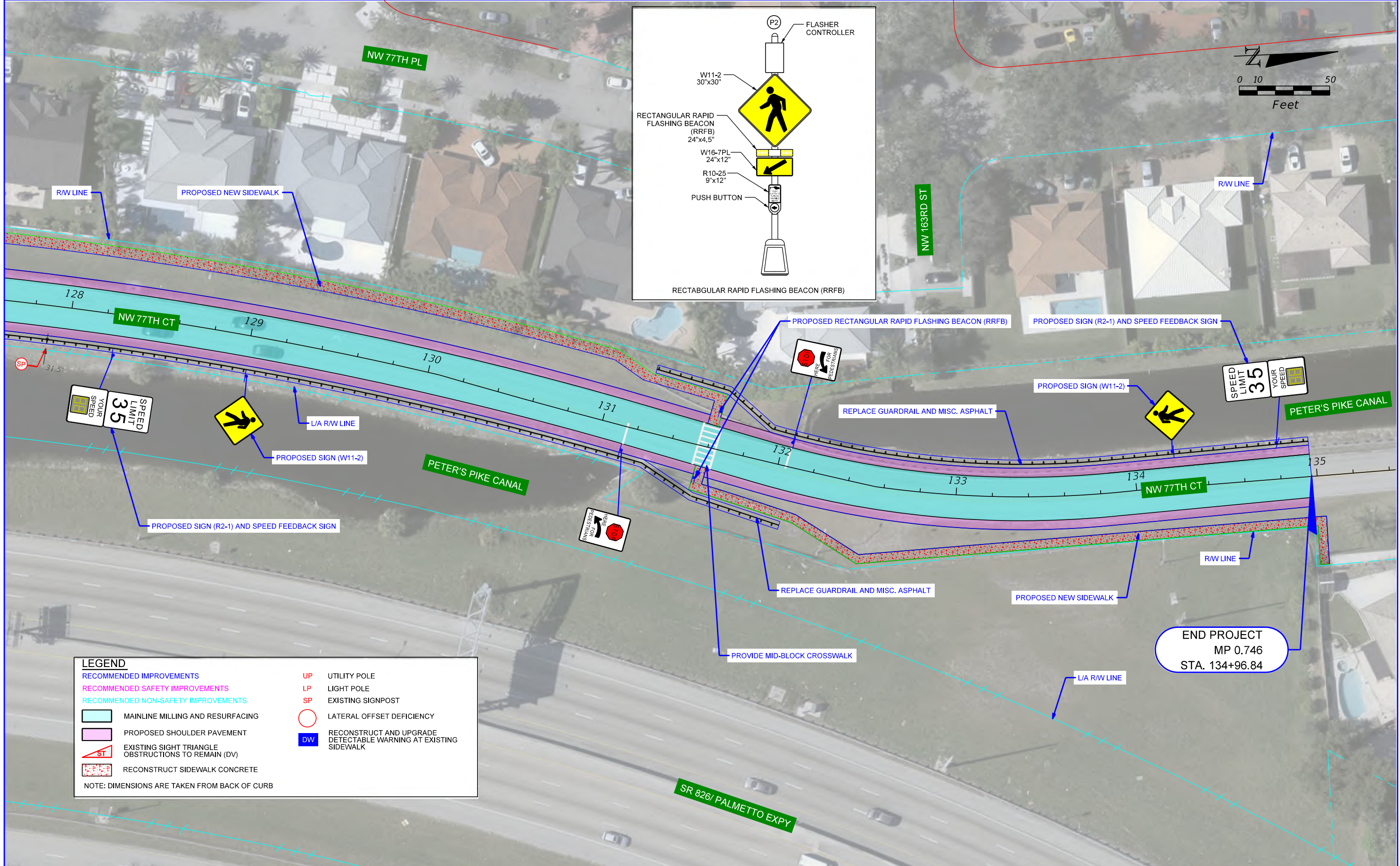
**Target Speed Review**

Given the surrounding land uses, a Target Speed of 30 mph is appropriate for the segment and within the allowable range of the C4 – Urban General CC.

# **APPENDIX F**

## (Proposed Mid-Block Concept Plan)





**LEGEND**

<span style="background-color: #e0f0ff; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> RECOMMENDED IMPROVEMENTS	UP UTILITY POLE
<span style="background-color: #e0ffe0; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> RECOMMENDED SAFETY IMPROVEMENTS	LP LIGHT POLE
<span style="background-color: #e0e0ff; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> RECOMMENDED NON-SAFETY IMPROVEMENTS	SP EXISTING SIGNPOST
<span style="background-color: #e0ffe0; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> MAINLINE MILLING AND RESURFACING	<span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> LATERAL OFFSET DEFICIENCY
<span style="background-color: #ffe0ff; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> PROPOSED SHOULDER PAVEMENT	<span style="border: 2px solid blue; width: 10px; height: 10px; display: inline-block;"></span> RECONSTRUCT AND UPGRADE DETECTABLE WARNING AT EXISTING SIDEWALK
<span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block;"></span> EXISTING SIGHT TRIANGLE OBSTRUCTIONS TO REMAIN (DV)	
<span style="background-color: #ffe0e0; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> RECONSTRUCT SIDEWALK CONCRETE	

NOTE: DIMENSIONS ARE TAKEN FROM BACK OF CURB

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