APPENDIX J

National Highway System (NHS) Intermodal Connectors Study

DRAFT
January 2018

FDOT

National Highway System (NHS) Intermodal Connectors

Phase 1 - Signal Retiming

FDOT Project Manager: Jacques Defrant, P.E.
Contract No.: C9M95
FPID No.: 437911-1-32-01

Consultant Companies:
Choice Engineering Consultants, Inc.
A&P Consulting Transportation Engineers

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PROJECT OVERVIEW

CHAPTER

1

1.1 INTRODUCTION

The National Highway System (NHS) consists of a network of strategic highways that serves major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. The NHS network represents the largest highway system. **Figure 1** illustrates the U.S. Department of Transportation Federal Highway Administration (FHWA) National Highway System.

The Strategic Intermodal System (SIS) is an intermodal network that provides the necessary connection between significant hubs and corridors on Florida's transportation system. Maintaining adequate mobility on these connectors is critical to the movement of people and goods. Based on the SIS handbook, the Florida Department of Transportation (FDOT) is the agency designating, implementing, and managing the SIS network.

According to the SIS Policy Plan, Florida's Governor and Legislature established the SIS in 2003 to enhance Florida's economic competitiveness by focusing state resources on the transportation facilities most critical for statewide and interregional travel. Although Florida's population and economy have changed over time, the intent of the SIS has remained the same. SIS includes the state's largest and most significant commercial service and general aviation airports, spaceports, public seaports, intermodal freight terminals, interregional passenger terminals, urban fixed guide way transit corridors, rail corridors, waterways, and highways. SIS facilities are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. **Figure 2** depicts the Strategic Intermodal System of Florida.

Based on Florida Transportation Plan Policy the goals of SIS include the following:

- Reduce delays related to bottlenecks, gaps, and crashes and other incidents for all modes of Florida's transportation system
- Increase the reliability of all modes of Florida's transportation system
- Increase customer satisfaction with Florida's transportation system and regulatory processes for residents, visitors, and businesses
- Increase the efficiency of the supply chain for freight moving to, from, and through Florida
- Increase the efficiency and flexibility of transportation related regulatory processes

SIS facilities are vital to Florida's economy, as they are used to transport 99% of all commercial passenger and air cargo, cruise passengers, waterborne freight, and rail freight; while also accounting for movement of 89% of all interregional rail and bus passengers.

Figure 1.1: FHWA National Highway System Network

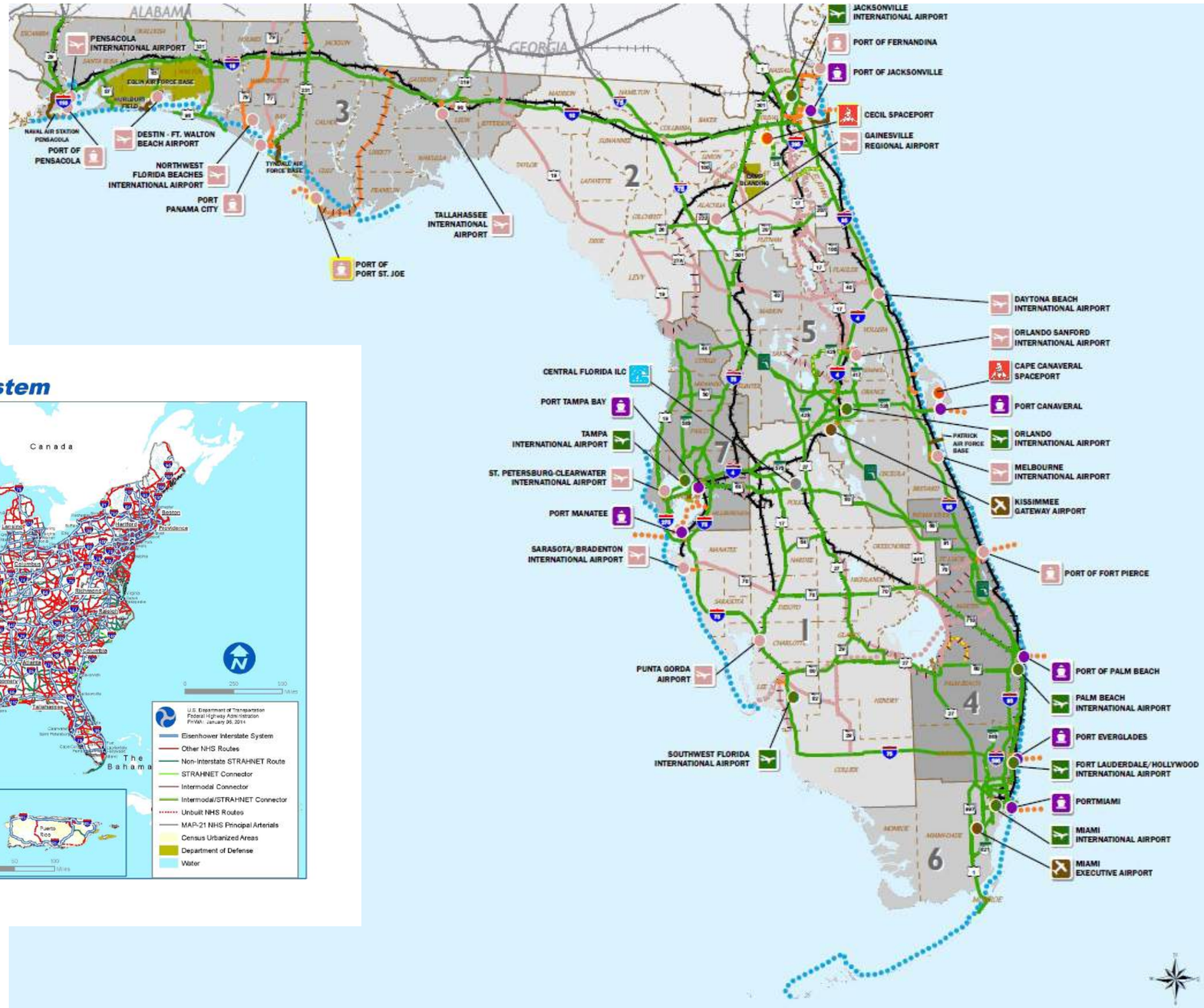


Figure 1.2: Strategic Intermodal System of Florida Network

1.2 PURPOSE

Choice Engineering Consultants (Choice) along with A&P Consulting Transportation Engineers (APCTE) as a sub-consultant, was retained by the Florida Department of Transportation (FDOT), District 6, to perform traffic signal evaluation along the NHS Intermodal Connectors located in Miami-Dade County. This traffic evaluation is intended to improve arterial mobility by analyzing arterial performances for the peak and off-peak times of the day. These routes are part of the SIS, and are of great importance as they enable the passage of trucks, which stimulate the economy of Miami-Dade County. The Purpose of this task work order is to perform an assessment on the existing roadway conditions to identified deficiencies, to evaluate the existing signal timing and signal operations of the coordinated signal sections, and to document a synopsis of the performance measures; travel time and travel speed; for the NHS Intermodal Connector networks. The following NHS networks and associated corridors were assessed during this phase of the contract:

- NHS Intermodal Connector: Parsec North Miami (Facility ID: FL20R) – Prepared by APCTE
- NHS Intermodal Connector: Parsec Miami/Parsec Automobile Terminal (Facility ID: FL19R) – Prepared by APCTE
- NHS Intermodal Connector Port of Miami (Facility ID: FL18P) – Prepared by Choice

1.3 METHODOLOGY

The following steps were performed for the corridors along the National Highway System Intermodal Connectors Networks. (See **Figure 1.3**)

1. Data collected and evaluated included the following:
   - Live traffic congestion and vehicle travel time/speed data was obtained from the Regional Integrated Transportation System (RITIS). RITIS is an automated data sharing system that provides an overall view of a transportation network. RITIS data is archived and allows agencies to query, analyze and derive performance measures for study NHS networks.
   - Signal operation plans, traffic signal data, phase gap-outs from MOE reports, and time space diagrams obtained from Miami-Dade County Kimley-Horn Integrated Transportation System (KITS) advanced traffic management system software.
   - Vehicular travel time, travel speed, and delay data collected by performing travel time runs along the study corridor during the typical weekday morning, midday, and afternoon peak periods using the GPS2LT software and processed using the PC-Travel software.
2. Field reviews were conducted during typical weekday morning, midday, and afternoon peak periods in an effort to document existing corridor traffic conditions and roadway deficiencies.
3. Signal timing recommendations were developed based on a review of the collected data and field observations.
4. Deficiencies along the corridors were identified based on field observations.
5. Strategies to counteract the observed deficiencies were developed.
6. Results of field review and final recommendations were documented.

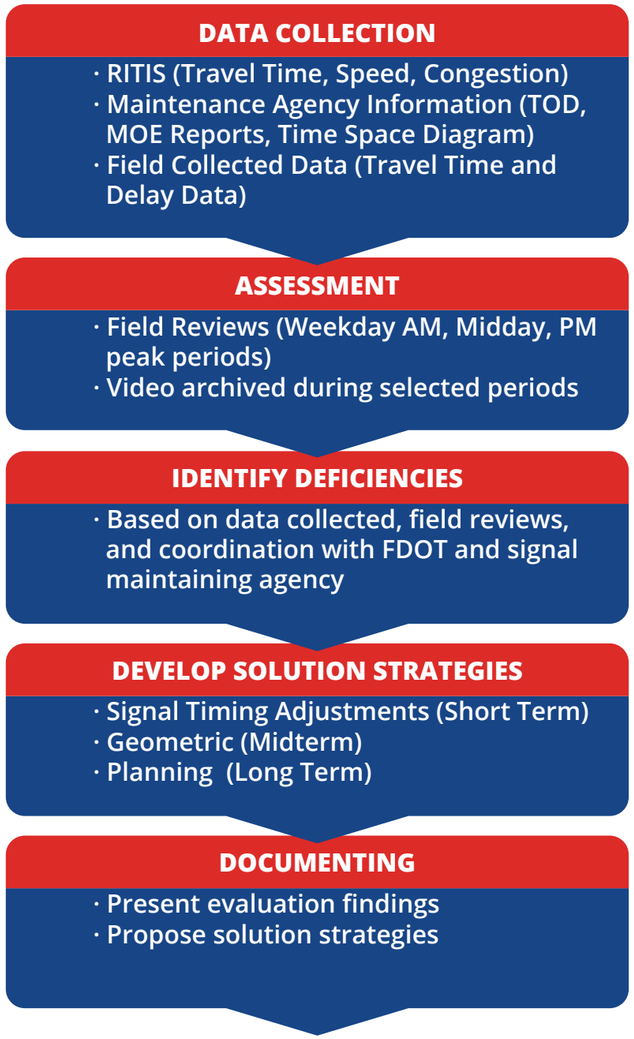


Figure 1.3: NHS Intermodal Connector Assessment Process

Chapter 2

Network One

National Highway System Intermodal Connectors

Parsec North Miami (Facility ID: FL20R)

Prepared By:
A&P Consulting Transportation Engineers

Engineer's Certification

I, Elio R. Espino, P.E. No. 58341, certify that I currently hold an active Professional Engineer's License in the State of Florida and 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 61G15-23.003 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Study Location:

Traffic Signal and Network Evaluation: National Highway System Intermodal Connector - Parsec North Miami (Facility ID: FL20R), Miami-Dade County, Florida.

_____

Elio R. Espino, P.E.
P.E. 58341

_____

Date

NATIONAL HIGHWAY SYSTEM INTERMODAL CONNECTOR PARSEC NORTH MIAMI (FACILITY ID: FL20R) NETWORK ONE

CHAPTER

2

2.0 ROADWAY EXISTING CONDITIONS

The Parsec North SIS network system provides the necessary connections between industrial and passenger terminal hubs and corridor in the Medley area. The Parsec North SIS network consists of three roadway networks; SR-934/Hialeah Expressway from NW 79th Avenue to US-27/Okeechobee Road, SR-969/Milam Dairy Road from SR-934/Hialeah Expressway to US-27/Okeechobee Road, and US-27/Okeechobee Road from SR-969/Milam Dairy Road to W 8th Avenue. **Figure 2.1** shows the location map of the Parsec North SIS network roadways described above.

The SR-934/ Hialeah Expressway is a six-lane divided other principal arterial from NW 79th Avenue to US-27/Okeechobee Road that runs in the east-west direction. The posted speed limit on SR-934/ Hialeah Expressway from NW 79th Avenue to SR-969/Milam Dairy Road and from NW 74th Street to NW South River Drive is 40 mph. SR-969/Milam Dairy Road is a four-lane divided minor arterial that runs in the north-south direction with a posted speed limit of 40 mph. NW 74th Street is a four-lane divided major collector from NW 79th Avenue to NW 82nd Place that runs in the east-west direction with a posted speed limit of 40 mph. NW South River Drive is a two-lane two-way major collector from Milam Dairy Road to NW 74th Street that runs in the northeast-southwest direction with a posted speed limit of 30 mph. US-27/Okeechobee Road is a six-lane divided urban other principal arterial that runs in the northeast-southwest direction. The posted speed limit on US-27/Okeechobee Road from W 19th Street to W 8th Avenue is 40 mph.

SR-934/Hialeah Expressway from NW 79th Place to US-27/Okeechobee Road consists of three Miami Dade County Traffic Signals & Signs signal sections. Section 62, from US-27/Okeechobee Road from SR-969/Milam Dairy Road to W 8th Avenue consists of six signalized intersections on corridor. Section 83, from NW 79th Place at NW 77th Street to NW 74th Street at NW 74th Avenue consists of six signalized intersections on corridor. Section 227, from NW 74th Street at SR-969/Milam Dairy Road to NW 74th Street at NW 69th Avenue consists of three signalized intersection. (See **Table 2.1** and **Figures 2.2A-2.2B**)

The surrounding land use in the immediate vicinity of the Parsec North SIS network system is industrial; **Figure 2.3** illustrates the existing land uses within the Parsec North SIS network. In addition, The Hialeah FEC Intermodal Terminal is located near SR-969/Milam Dairy Road and near the SR-934/Hialeah Expressway facility. Due to the proximity of this facility and the surrounding land uses, the Parsec North SIS network carries high number of heavy vehicles during the weekdays along these roads. **Figure 2.4A** illustrate the 2016 annual truck percentage along the SIS network one facilities.

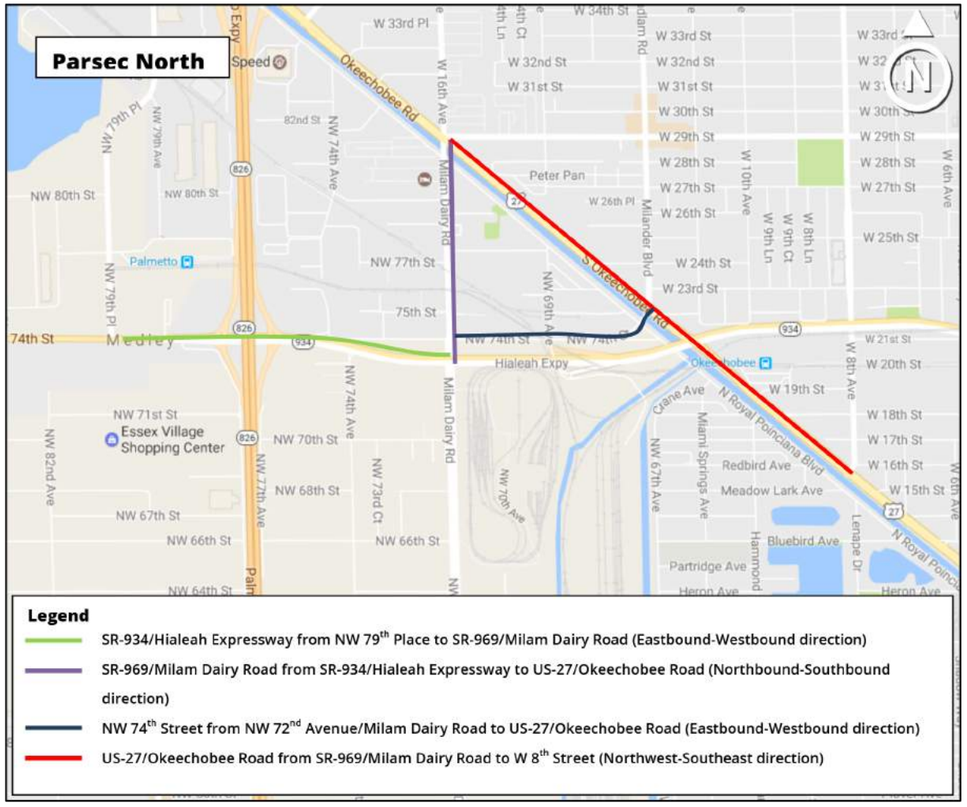


Figure 2.1: Parsec North SIS Network Roadways

No.	Intersections at Corridor	Asset No.	Section	Area Engineer	Zone	Roadway ID
1	US-27/Okeechobee Road at SR-969/Milam Dairy Road	3608	62	Diana Ospina	3	87090000/8702700
2	South River Drive at SR-969/Milam Dairy Road	5492	62	Diana Ospina	3	87027000
3	US-27/Okeechobee Road at NW 74 Street at W 12 Avenue	3520	62	Diana Ospina	3	87090000
4	South River Drive at NW 74 Street	4531	62	Diana Ospina	3	87080900
5	US-27/Okeechobee Road at W 19 Street	4728	62	Diana Ospina	3	87090000
6	US-27/Okeechobee Road at W 8 Avenue	4411	62	Diana Ospina	3	87090000

No.	Intersections at Corridor	Asset No.	Section	Area Engineer	Zone	Roadway ID
1	NW 79 Place at NW 77 Street	6111	83	Yasser Rodriguez	13	-
2	NW 74 Street at NW 79 Place	6110	83	Yasser Rodriguez	13	87080900
3	NW 74 Street at NW 77 Court	5214	83	Yasser Rodriguez	13	87080900
4	SR-934/Hialeah Expressway at SR-826/Palmetto Expressway SB	4534	83	Yasser Rodriguez	13	87080900
5	SR-934/Hialeah Expressway at SR-826/Palmetto Expressway NB	4533	83	Yasser Rodriguez	13	87080900
6	NW 74 Street at NW 74 Avenue	5211	83	Yasser Rodriguez	13	87080900

No.	Intersections at Corridor	Asset No.	Section	Area Engineer	Zone	Roadway ID
1	NW 74 Street at SR-969/Milam Dairy Road	4528	227	Yasser Rodriguez	13	87080900/87027000
2	SR-934/Hialeah Expy at SR-969/Milam Dairy Road	3975	227	Yasser Rodriguez	13	87080900/87027000
3	NW 74 Street at NW 69 Avenue	4903	227	Ray Curras	6	87080900

Table 2.1: Signals along the Study Corridor

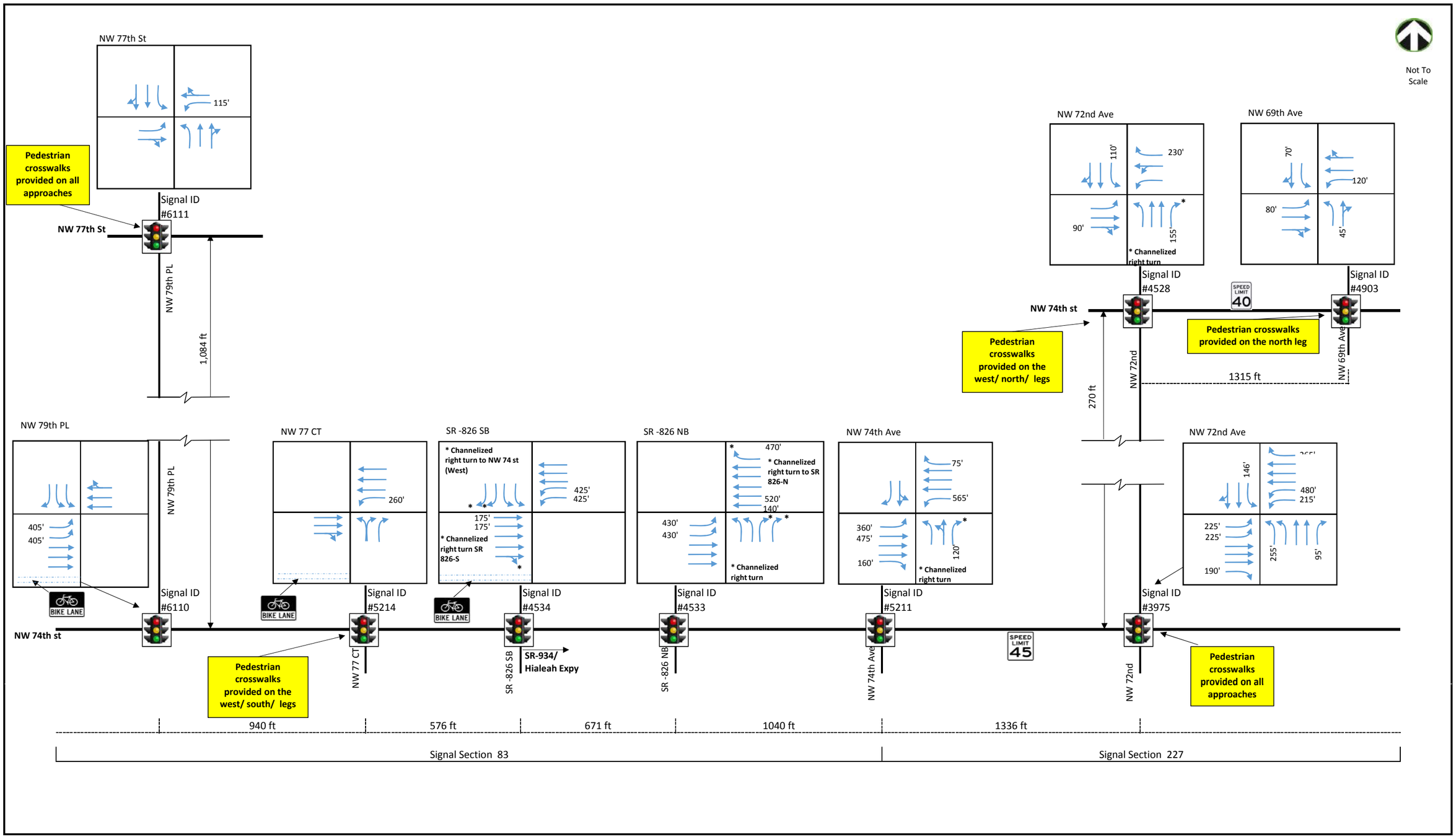


Figure 2.2A- Existing Lane Configuration: Network One

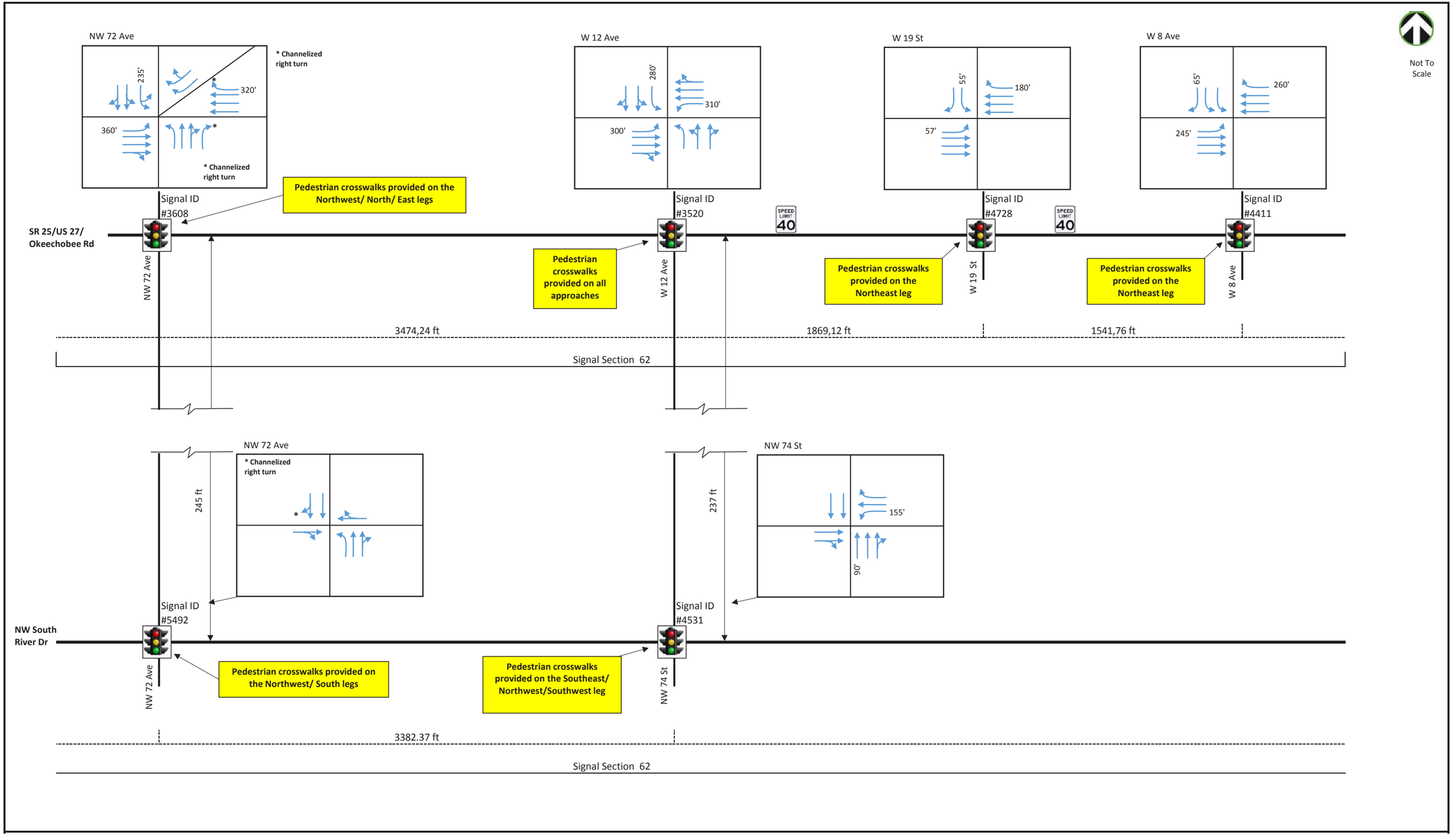


Figure 2.2B- Existing Lane Configuration: Network 1

List of Properties:

1. Chevron
2. Miami Trailer
3. Construction Research Lab
4. Golden State Foods
5. Vinyl Corporation
6. Sears Outlet
7. U-Haul Trailer Hitch
8. Public Storage
9. Wendy's
10. Rechtien International Trucks
11. Forward Fellowship Church
12. Bank of America
13. Burger King
14. Plaza
15. National Lift Truck Service
16. Reinaldo Paint & Body Shop
17. JMG & Sons, Corp
18. Town of Medley/ Zoning Dept
19. Auto Transmission Inc.
20. Public Storage
21. Medley Mobile Home Park
22. Buenisimo Tv Radio
23. Utopia Banquet Mall
24. Shell Gas Station
25. Rainbow Inn
26. Hess Exprexss
27. Que Bararto Store
28. Subway
29. Furniture Mart
30. Cita Auto Sales
31. La Cosecha/ Steakhouse
32. ACB Warehouse
33. Animal General Hospital Miami
34. AWP Windows and Doors
35. MC International Freight Forwarders
36. Express Freight International
37. MC International Trans.
38. A&D Alternative Trucking
39. Sigma Equipment Company
40. Palmetto Rail Station
41. Seaboard Marine Ltd
42. TMC Engine Center
43. Packing Products Corp.
44. Beyond Air
45. Warehouse Plaza
46. CJ Truck Parts
47. AA Florida Pallets
48. American Beverage Depot
49. Nationwide Lift Trucks
50. Big E Trucking
51. A Storage Place
52. Bein Sports America
53. M&M Truck Auto Center
54. New Fortress LNG
55. Florida East Coast Railway

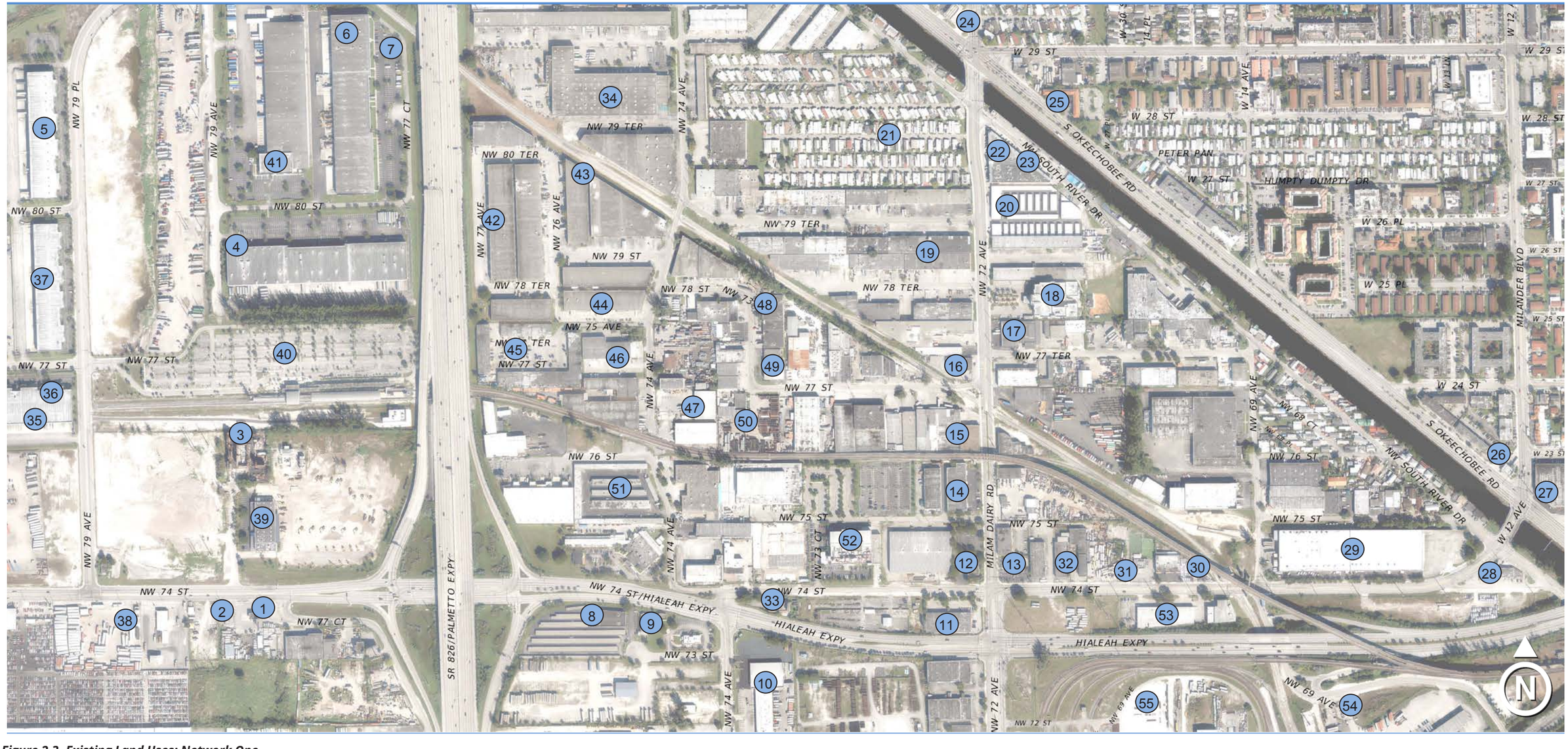


Figure 2.3- Existing Land Uses: Network One

LEGEND	
XX	DAILY TRUCK PERCENTAGE (T)
XX	0%-5%
XX	5%-10%
XX	10%-15%
XX	15%-20%
XX	>20%

Figure 2.4A - Truck Volume Percentage: Network One Facilities

2.1 FIELD OBSERVATIONS

Field reviews along the Parsec North SIS network were conducted during the weekday morning, midday and afternoon traffic periods on the following days:

- Tuesday, May 2nd, 2017 through Thursday, May 4th , 2017

The Parsec North SIS network was divided into two routes for observation purposes due to the multiple intersecting major roadways within the network. The major field observations for the Parsec North SIS network are presented below in **Tables 2.2A and 2.2B**

NW 79th Place to SR-969/Milam Dairy Road through SR-934/NW 74th Street/Hialeah Expressway
Morning Assessment
•At 7:45 AM on NW 79th Place and NW 74th Street only three trucks were observed to turn right in the southbound direction during each cycle
•Between NW 79th Place and NW 77th Court high numbers of trucks were observed to make U-turns in the median opening in the westbound direction
•The westbound queue along SR-934/NW 74th Street extends from NW 79th Place to NW 77th Court
•Heavy westbound left at NW 77th Court. The queue spills back onto through lanes affecting traffic progression
•Many vehicles turn left onto eastbound at NW 77th Court to use the SR-826/Palmetto Expressway Frontage road in order to avoid queue build ups
•Southbound SR-826/Palmetto Expressway westbound left queue extends to SR-826/Palmetto Expressway northbound intersection while the eastbound queue extends beyond NW 74th Avenue
•At the intersection of SR-934/Hialeah Expressway and SR-969/Milam Dairy Road, it was observed that it takes two cycles in order to clear the eastbound approach from the back of queue. It was also observed that the eastbound trucks mostly continue to travel through and or make right turns while the demand on the eastbound left is low. In addition, the westbound traffic extends for approximately ¼ of a mile and the westbound left movement does not clear; signal allows for 11 vehicles to cross intersection
Midday Assessment
•The queue on SR-826/Palmetto Expressway Southbound ramp and SR-934/ Hialeah Expressway intersection extends to the SR-826/Palmetto Expressway Northbound ramp
•During midday police was observed operating the controller at NW 79th Avenue north of NW 74th Street
Afternoon Assessment
•The eastbound queue from teh NW 74th Street and NW 77th Court intersection spills back to NW 79th Place starting ‘at around 4:40PM. Eastbound traffic continues blocking the SR-934/ NW 74th Street and NW 79th Place intersection for the rest of the PM peak period
•Heavy queue build up in the eastbound left turn lane on the SR-826/Palmetto Expressway ramp
•NW 74th Street and NW 79th Place at 5:25 PM is heavy in the eastbound direction spilling back into the next intersection
•SR-826/Palmetto South signal has a heavy eastbound left movement. Heavy queues observed
•The SR-826/Palmetto Expressway and NW 74th Street intersection has a heavy eastbound left. The eastbound left spills back and extends to NW 79th Place
•The SR-934/Hialeah Expressway and NW 74th Avenue intersection eastbound queue reaches SR-826/Palmetto Expressway north ramp. Also, the northbound queue extended past NW 68th Street

Table 2.2A: Parsec North SIS Network Route One Morning/Midday/Afternoon Major Field Observations

From SR-969/Milam Dairy Road to US-27/Okeechobee Road through NW 74th Street
Morning Assessment
•US-27/Okeechobee Road and SR-969/Milam Dairy Road queue reached SR-826/Palmetto Expressway North ramp intersection
•Train was observed to run from 7:48 AM to 7:52 AM blocking traffic on NW 69th Avenue and NW 74th Street; however the delay was not observed to impact vehicles
•The queue on US-27/Okeechobee Road extended beyond NW 29th Street. As a result the back of queue cleared within two cycles
•The southbound queue from US-27/Okeechobee Road and NW 74th Street intersection extended beyond NW 29th Street. As a result the standing queue required two cycles to clear the intersection
Midday Assessment
•SR-969/Milam Dairy Road westbound left queue blocks the intersection at NW 74th Street and it takes more than one cycle to clear
•Heavy northbound queue observed at US-27/Okeechobee Road and Milam Dairy Road
Afternoon Assessment
•NW 74th Street and SR-969 Milam Dairy Road northbound queue reaches NW 66th Street and the eastbound queue reaches SR-826/Palmetto Expressway northbound ramp. Also, blocking of the SR-969/Milam Dairy Road and NW 74th Street intersection was observed by the westbound left and southbound through movements
•Heavy northwest approach queue was observed at South River Drive and NW 74th Street intersection (average of 25 vehicles per lane). Traffic from eastbound NW 74th Street has a queue of 25-30 vehicles by 5:15 PM. Furthermore, poor coordination with US-27/Okeechobee Road was observed causing delay at the intersection
•US-27/Okeechobee Road and NW 74th Street intersection southeast bound movement was observed with queues exceeding 30 vehicles
•US-27/Okeechobee Road and W 18th Avenue Eastbound queue was up to 25 vehicles
•Heavy westbound queue at South River Drive and NW 74th Street

Table 2.2B: Parsec North SIS Network Route Two Morning/Midday/Afternoon Major Field Observations

2.2 DATA COLLECTION

Travel time and travel speed data was retrieved from RITIS for the week of May 1st, 2017 to May 5th, 2017 and May 8th, 2017 to May 12th, 2017 during the morning, midday and afternoon peak periods for the Parsec North SIS network of SR-934/Hialeah Expressway from NW 79th Place to SR-969/Milam Dairy Road, SR-969/Milam Dairy Road from SR-934/Hialeah Expressway to US-27/Okeechobee Road, and NW 74th Street from SR-969/Milam Dairy Road to US-7/Okeechobee Road. The data obtained from RITIS (travel times and travel speeds) for signal section 62, 83 and 227 were summarized for comparison purposes, however please note RITIS data does not provide the delay at each signalized intersection.

The field data was collected using GPS2LT software from PC-Travel. PC-Travel is software that processes the collected field data to generate travel time, travel speed, delay statistics and number of stops for the Parsec North SIS network. The collected field data provides travel time, travel speed, number of stops and delay data at every signalized intersection within the study corridors; during the morning, midday and afternoon peak period according to the time-of-day schedules from Miami-Dade County for a typical weekday. This data was collected during the week of May 1st, 2017 to May 5th, 2017 for route one and from May 8th, 2017 to May 12th, 2017 for route two.

The summarized RITIS data and the field travel times, travel speed, number of stops and delay is presented in **Section 2.2.2 and 2.2.3** of this report. In addition, **Figure 2.5** illustrates the Parsec North SIS network travel time routes.

SR-934/Hialeah Expressway

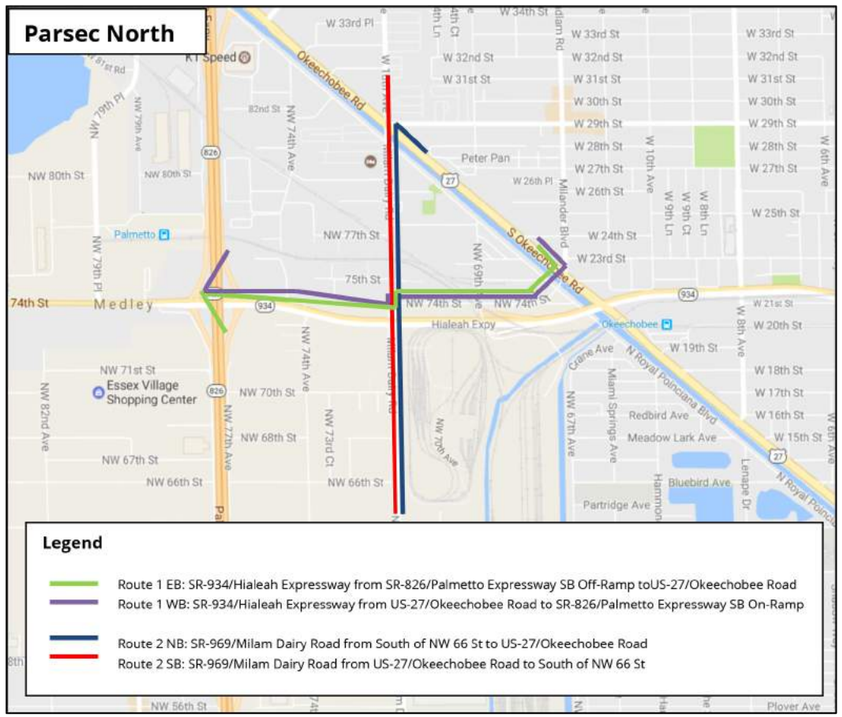


Figure 2.5: Parsec North SIS Network Travel Time Routes

2.2.1 KITS/TRAFFIC SIGNAL PLAN ASSESSMENT

The intersections time-of-day (TOD) schedules for section 62, 83 and 227 were obtained from Miami-Dade County's KITS software for the month of May 2017. The following is a review of the signal timing sheets per each signal section for the SR-934/NW 74 Connector corridor and the NW 74th Street corridor.

Section 62 - US-27/ Okeechobee Road from W 8th Avenue to Milam Dairy Road/NW 72nd Avenue

- Section 62, operates under six time-of-day plans from 5:00 AM to 12:00 AM. The morning and midday peaks operate under Plan 4 from 6:30 AM to 3:30 PM at 160 second cycle length. The afternoon peak operates under Plan 13 from 3:30 PM to 7:15 PM at 180 second cycle length. The post afternoon peak operates at a reduced cycle length of 130 seconds under Plan 14. The South River Drive and SW 72nd Avenue intersection during Plan 4 operates at 65 second cycle length and during Plan 13 operates at 90 second cycle length from 7:15 PM to 8:00 PM. Also, the South River Drive and NW 74th Avenue intersection operates free during all time of days.

Section 83 - NW 74th Street from NW 74th Avenue to NW 114th Avenue

- Section 83, operates under nine time-of-day plans from 6:00 AM to 8:00 PM. The morning peak period operates under Plan 3 from 7:00 AM to 9:00 AM at 140 second cycle length, except for the intersection of NW 74th Street at NW 79th Place which operates at a 150 second cycle length. The post morning operates under Plan 5 from 9:00 AM to 11:00 AM at a reduced cycle length of 120 seconds. Meanwhile, the midday peak operates under Plan 7 from 11:00 AM to 2:00 PM at an increased cycle length of 130 seconds. From 2:00 PM to 8:00 PM this segment operates under five time-of-day plans. Plan 8 operates from 2:00 PM to 3:00 PM at 150 second cycle length, Plan 9 operates from 3:00 PM to 3:30 PM at 170 second cycle length, Plan 10 which is the afternoon peak period plan operates from 3:30 PM to 6:00 PM at 190 second cycle length, Plan 11 operates from 6:00 PM to 7:00 PM at a reduced cycle length of 130 seconds, and Plan 12 operates from 7:00 PM to 8:00 PM at a reduced cycle length of 90 seconds. The NW 79th Place and NW 77th Court intersections with NW 74th Street operate at an increased cycle length of 120 seconds.

Section 227 - SR-969/Milam Dairy Road/NW 72nd Avenue from NW 74th Street to NW 74th Street/ Connector

- Section 227, operates under eight time-of-day plans from 6:00 AM to 9:30 PM. The morning peak operates under Plan 4 from 7:00 AM to 9:00 AM at 140 second cycle length. The post morning plan, Plan 6 operates at a decreased cycle length of 110 seconds from 9:00 AM to 11:30 AM. The midday peak operates under Plan 8 at an increased cycle length of 120 seconds from 11:30 AM to 2:00 PM. The pre afternoon peak operates under Plan 9 from 2:00 PM to 4:00 PM at an increase cycle length of 140 seconds. The afternoon peak operates under Plan 10 at an increased cycle length of 160 seconds from 4:00 PM to 7:15 PM. Meanwhile, the post afternoon peak operates under Plan 16 from 7:15 PM to 8:00 PM at a reduced cycle length of 130 seconds. The NW 69th Avenue and NW 74th Street intersections operate FREE all day.

Table 2.3 illustrates the morning, midday and afternoon peak time-of-day (TOD) plans for the Parsec North SIS network intersections. **Figure 2.6A-C** illustrates the signal timing plans for the length of the Parsec North SIS network.

The existing signal timing sheets are included in **Appendix A**.

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							SEL	NWT	-	-	-	SET	NBT	SBT
62	US-27/Okeechobee Road at SR-969/Milam Dairy Road	6:30 - 3:30	M - F	4	160	67	27	60	-	-	-	93	20	29
		3:30 - 7:15	M - F	13	180	172	31	68	-	-	-	105	37	20
		7:15 - 8:00	M - F	14	130	31	28	28	-	-	-	62	21	29

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							NBL	SBT	-	NWT	-	NBT	-	SET
62	South River Dr at SR-969/Milam Dairy Road	6:30 - 3:30	M - F	4	80	45	7	24	-	30	-	37	-	30
		3:30 - 7:15	M - F	13	90	64	7	34	-	30	-	47	-	30
		7:15 - 8:00	M - F	14	65	5	7	9	-	30	-	22	-	30

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							SEL	NWT	SBT	NBT	NWL	SET	-	-
62	US-27/Okeechobee Road at NW 74 Street and W 12 Avenue	6:30 - 3:30	M - F	4	160	109	7	61	39	25	7	61	-	-
		3:30 - 7:15	M - F	13	180	126	0	103	24	25	10	93	-	-
		7:15 - 9:30	M - F	14	130	66	6	45	26	25	6	45	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							-	-	SWT	NWT	-	NET	-	SET
62	South River Dr at NW 74 Street	6:30 - 3:30	M - F	4	160	25	-	-	38	35	-	69	-	35
		3:30 - 7:15	M - F	13	180	42	-	-	26	40	-	96	-	40
		7:15 - 9:30	M - F	14	130	71	-	-	33	20	-	59	-	20

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							SEL	NWT	-	-	-	SET	-	SWT
62	US-27/ Okeechobee Road at W 19 Street	6:30 - 3:30	M - F	4	160	-	11	81	-	-	-	99	-	48
		3:30 - 7:15	M - F	13	180	131	12	133	-	-	-	152	-	15
		7:15 - 8:00	M - F	14	130	63	9	88	-	-	-	104	-	13

Table 2.3: Parsec North SIS Network Time-of-Day (TOD) Plans

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							SEL	NWT	-	-	-	SET	-	SWT
62	US-27/Okeechobee Road at W 8 Avenue	6:30 - 3:30	M - F	4	160	59	12	109	-	-	-	127	-	20
		3:30 - 7:15	M - F	13	180	63	8	139	-	-	-	153	-	14
		7:15 - 8:00	M - F	14	130	35	8	89	-	-	-	103	-	14

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							-	SBT	-	WBT	-	NBT	-	EBT
83	NW 79 Place at NW 77 Street	-	Su - S	Free	-	-	-	-	-	-	-	-	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							EBL	WBT	-	-	-	EBT	-	SBT
83	NW 74 Street at NW 79 Place	7:00 - 9:00	M - F	3	150	26	18	84	-	-	-	108	-	30
		11:00 - 2:00	M - F	7	130	42	20	72	-	-	-	98	-	20
		3:30 - 6:00	M - F	10	190	61	16	106	-	-	-	128	-	50
		6:00 - 7:00	M - F	11	130	25	10	64	-	-	-	80	-	38

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							-	WBT	-	NBT	WBL	EBT	-	-
83	NW 74 Street at NW 77 Court	7:00 - 9:00	M - F	3	140	26	-	105	-	23	39	60	-	-
		11:00 - 2:00	M - F	7	130	42	-	96	-	22	31	59	-	-
		3:30 - 6:00	M - F	10	190	98	-	152	-	26	44	102	-	-
		6:00 - 7:00	M - F	11	130	64	-	100	-	18	25	69	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							-	WBT	-	-	WBL	EBT	-	SBT
83	NW 74 Street at SR-826/Palmetto Expressway SB	7:00 - 9:00	M - F	3	140	9	-	86	-	-	40	38	-	39
		11:00 - 2:00	M - F	7	130	28	-	76	-	-	26	42	-	39
		3:30 - 6:00	M - F	10	190	63	-	133	-	-	36	89	-	42
		6:00 - 7:00	M - F	11	130	57	-	88	-	-	25	55	-	27

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							EBL	WBT	-	NBT	-	EBT	-	-
83	SR-934/Hialeah Expressway at SR-826/Palmetto Expressway NB	7:00 - 9:00	M - F	3	140	131	24	69	-	24	-	101	-	-
		11:00 - 2:00	M - F	7	130	14	23	58	-	26	-	89	-	-
		3:30 - 6:00	M - F	10	190	29	40	101	-	26	-	149	-	-
		6:00 - 7:00	M - F	11	130	76	30	60	-	17	-	98	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							EBL	WBT	SBT	NBT	WBL	EBT	-	-
83	SR-934/Hialeah Expressway at NW 74 Avenue	7:00 - 9:00	M - F	3	140	65	14	58	16	28	14	58	-	-
		11:00 - 2:00	M - F	7	130	66	10	48	12	36	10	48	-	-
		3:30 - 6:00	M - F	10	190	107	15	77	19	55	15	77	-	-
		6:00 - 7:00	M - F	11	130	58	10	48	13	35	10	48	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							-	SBT	EBT	WBT	-	NBT	-	-
227	NW 74 Street at SR-969/Milam Dairy Road	7:00 - 9:00	M - F	4	140	120	-	66	17	39	-	66	-	-
		11:30 - 2:00	M - F	8	120	22	-	54	17	31	-	54	-	-
		4:00 - 7:15	M - F	10	160	28	-	93	21	28	-	93	-	-
		7:15 - 8:00	M - F	16	130	23	-	66	19	27	-	66	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
227	SR-934/Hialeah Expy at SR-969/Milam Dairy Road	7:00 - 9:00	M - F	4	140	-	28	29	14	41	28	29	9	46
		11:30 - 2:00	M - F	8	120	37	17	29	10	36	17	29	10	36
		4:00 - 7:15	M - F	10	160	36	20	39	21	52	20	39	21	52
		7:15 - 8:00	M - F	16	130	39	15	35	22	30	15	35	12	40

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							EBL	WBT	SBT	NBT	WBL	EBT	-	-
227	NW 74 Street at NW 69 Avnue	-	Su - S	Free	-	-	-	-	-	-	-	-	-	-

Table 2.3: Parsec North SIS Network Time-of-Day (TOD) Plans (...Continued)

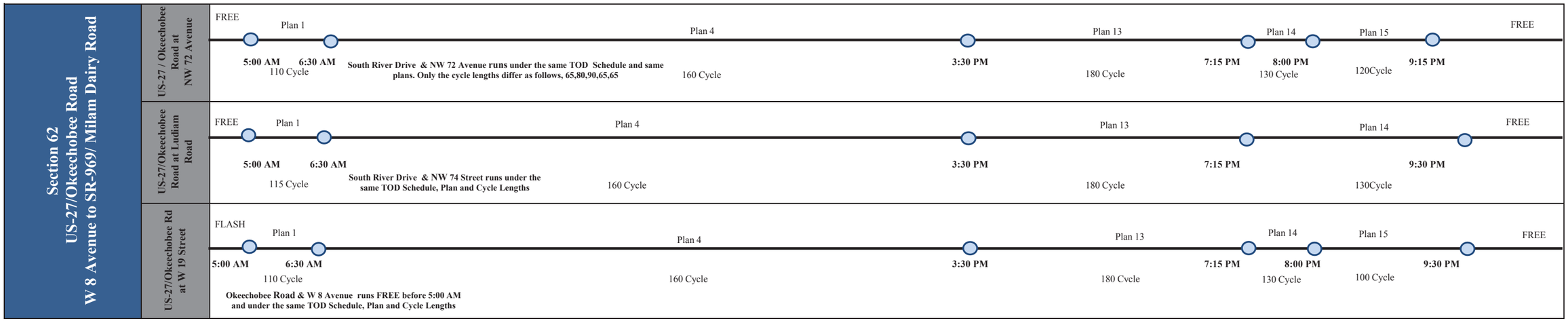


Figure 2.6A: Time-of-Day (TOD) Plans for Section 62

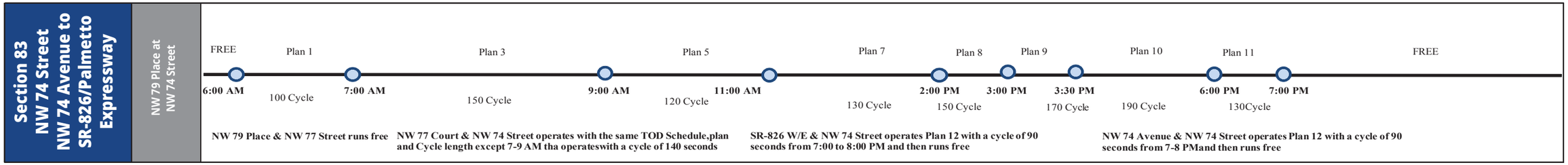


Figure 2.6B: Time-of-Day (TOD) Plans for Section 83

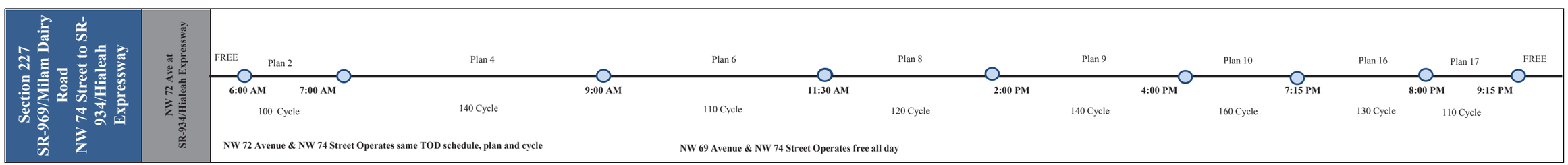


Figure 2.6C: Time-of-Day (TOD) Plans for Section 227

2.2.2 REGIONAL TRANSPORTATION SYSTEM (RITIS)

Average travel time and travel speed data was obtained from RITIS (Regional Integrated Transportation Information System). The RITIS data is based on an average of two-weeks, three-days data collected for typical weekdays from May 1st, 2017 to May 5th, 2017 and from May 8th, 2017 to May 12th, 2017. The RITIS data for the Parsec North SIS network shows the following results.

Based on the RITIS data (See **Table 2.4A**) the Parsec North SIS network route one; SR-934/Hialeah Expressway from SR-826/Palmetto Expressway SB ramp to SR-969/Milam Dairy Road and NW 74th Street from SR-969/Milam Dairy Road to US-27/Okeechobee Road (approximate length of 1.2 miles) during the morning peak (6:30 AM to 9:45 AM) shows that the eastbound and westbound direction has an average travel time of approximately five minutes and an average travel speed of 12 mph. The midday peak (12:00 PM to 2:00 PM) shows that this corridor experiences an average travel time of four minutes for the eastbound direction and approximately five minutes for the westbound direction. During the midday peak period the eastbound and westbound direction experienced an average travel speed of 13 mph. Finally, during the afternoon peak (3:30 PM to 7:00 PM) for route one it experienced an average travel time of six minutes and an average travel speed of 9 mph for the eastbound direction. As for the westbound direction, the afternoon peak experienced an average travel time of approximately five minutes and an average travel speed of 13 mph.

The RITIS data (See **Table 2.4B***)* for the Parsec North SIS network route two; Milam Dairy Road from south of NW 66th Street to US-27/Okeechobee Road (approximate length of 1.5 miles) during the morning peak experiences an average travel time of approximately five minutes for the northbound and southbound direction. Meanwhile, the northbound direction during the morning peak experienced an average travel speed of 19 mph and the southbound direction experienced an average travel speed of 20 mph. During the midday peak, the northbound and southbound direction experienced an average travel time of approximately five minutes and an average travel speed of 19 mph. As for the afternoon peak, the northbound direction experienced an average travel time of approximately seven minutes with an average travel speed of 14 mph. Meanwhile, the southbound direction experienced an average travel time of approximately five minutes with an average travel speed of 20 mph.

TOD	RITIS Performance Measure	EASTBOUND Existing	WESTBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	4.7	4.9
	Average Travel Speed (mph)	12.0	12.0
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	4.0	4.7
	Average Travel Speed (mph)	13.0	13.0
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	6.2	4.5
	Average Travel Speed (mph)	9.0	13.0

Table 2.4A: RITIS Data Route One

TOD	RITIS Performance Measure	SOUTHBOUND Existing	NORTHBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	4.7	4.6
	Average Travel Speed (mph)	19.0	20.0
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	4.6	4.7
	Average Travel Speed (mph)	19.0	19.0
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	6.8	4.5
	Average Travel Speed (mph)	14.0	20.0

Table 2.4B: RITIS Data Route Two

2.2.3 PC-TRAVEL

Travel time runs were performed for the Parsec North SIS routes using PC-Travel to evaluate the corridors performance measures. The field travel time was also collected during the morning, midday and afternoon peak periods. The travel times were performed on May 5th, 2017 for route one and on May 8th, 2017 for route two, under regular weather conditions.

Table 2.5A shows that route one (approximate length of 1.5 miles) during the morning peak in the eastbound direction experienced an average travel time of approximately eight minutes, an average travel speed of 12 mph, an average number of stops for the length of the corridor of five stops, and a corridor average total delay of six minutes. Meanwhile, the westbound direction during this period experienced an average travel time of eight minutes, an average travel speed of 9 mph, seven stops for the length of the corridor, and approximately seven minutes of average total delay. During the midday peak period, both the eastbound and westbound direction experienced an average travel time of approximately eight minutes. In addition, the eastbound direction had an average travel speed of 12 mph with five stops for the length of the corridor with an average total delay of six minutes. Meanwhile, the westbound direction experienced a lower average travel speed of 10 mph with six number of stops along the corridor and six minutes of average total delay.

Lastly, the Parses North SIS network route one during the afternoon peak experienced an average travel time of 10 minutes, 9 mph of average travel speed and an average of eight minutes of total corridor delay for the eastbound direction. The westbound direction during this period, experienced an average travel time of nine minutes, with an average travel speed of 8 mph and an eight minute corridor average delay.

The Parsec North SIS network route two (approximate length of 1.1 miles) as shows in **Table 2.5B** shows that during the morning peak, the northbound direction experienced an average travel time of four minutes with an average travel speed of 16 mph and an average total corridor delay of two minutes. Meanwhile, the southbound direction during this period experienced an average travel time of five minutes, an average speed of 14 mph with an average total delay of three minutes. The midday peak period, shows that the northbound direction has an average travel time of four minutes, an average speed of 16 mph and a corridor average delay of two minutes. As for the southbound direction, the corridor experienced an average travel time of four minutes, an average travel speed of 14 mph and an average corridor delay of three minutes.

Lastly, during the afternoon peak the northbound direction experienced an average travel time of 11 minutes with an average travel speed of 5 mph and a corridor average delay of 10 minutes. The southbound direction experienced an average travel time of six minutes, an average travel speed of 10 mph and a corridor delay of four minutes.

The RITIS and field collected travel times and travel speed data are included in **Appendix B**.

TOD	Performance Measure	EASTBOUND Existing	WESTBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	7.6	8.2
	Average Travel Speed (mph)	12.0	9.0
	Average Number of Stops	5.0	7.0
	Average Total Delay (min)	5.6	6.5
	Average Time Below 5 mph (min)	4.0	4.5
	Average Time Below 15 mph (min)	4.9	5.8
	Average Time Below 30 mph (min)	6.4	7.7
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	7.8	7.8
	Average Travel Speed (mph)	12.0	10.0
	Average Number of Stops	5.0	6.0
	Average Total Delay (min)	5.7	6.2
	Average Time Below 5 mph (min)	4.1	4.2
	Average Time Below 15 mph (min)	5.0	5.4
	Average Time Below 30 mph (min)	6.7	7.4
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	9.7	9.3
	Average Travel Speed (mph)	9.0	8.0
	Average Number of Stops	7.0	6.0
	Average Total Delay (min)	7.6	7.5
	Average Time Below 5 mph (min)	5.7	5.7
	Average Time Below 15 mph (min)	6.9	6.9
	Average Time Below 30 mph (min)	8.6	8.5

Table 2.5A: Field Collected Data Route One

TOD	Performance Measure	NORTHBOUND Existing	SOUTHBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	3.9	4.5
	Average Travel Speed (mph)	16.0	14.0
	Average Number of Stops	3.0	2.0
	Average Total Delay (min)	2.1	2.8
	Average Time Below 5 mph (min)	1.5	2.4
	Average Time Below 15 mph (min)	2.0	2.7
	Average Time Below 23 mph (min)	2.3	3.0
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	3.2	4.4
	Average Travel Speed (mph)	20.0	14.0
	Average Number of Stops	2.0	2.0
	Average Total Delay (min)	1.4	2.7
	Average Time Below 5 mph (min)	1.0	2.4
	Average Time Below 15 mph (min)	1.3	2.6
	Average Time Below 23 mph (min)	1.8	2.8
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	11.4	6.2
	Average Travel Speed (mph)	5.4	10.0
	Average Number of Stops	11.0	3.0
	Average Total Delay (min)	9.6	4.4
	Average Time Below 5 mph (min)	7.8	4.0
	Average Time Below 15 mph (min)	10.0	4.3
	Average Time Below 23 mph (min)	10.7	4.7

Table 2.5B: Field Collected Data Route Two

2.3 PARSEC NORTH SIS NETWORK DEFICIENCIES AND COUNTERMEASURES

2.3.1 SIGNAL TIMING RECOMMENDATIONS (SHORT TERM)

Section 62- US-27/Okeechobee Road from W 8th Avenue to SR-969/Milam Dairy Road

- Operate the morning peak period under new plan from 6:15 AM to 9:30 AM at 170 second cycle length. In addition, Plan 4 is proposed to operate from 9:30 AM to 2:00 PM and Plan 13 to operate from 2:00 PM to 7:15 PM with the existing cycle length. It is also recommended to increase the cycle length for Plan 14 and Plan 15 by 10 seconds, each. For Plan 15, we recommend to begin operation at 8:45 PM. As for Plan 16, it is recommended to operate under one cycle length of 110 seconds. In addition, the corridor offsets are recommended to be adjusted with the proposed cycle lengths to improve progression.

Section 83- NW 74th Street from NW 74th Avenue to SR-826/Florida's Turnpike

- For signal section 83, it is recommended to operate the pre-morning peak under Plan 1 from 4:45 AM to 6:30 AM at an increased cycle length of 110 seconds. The morning peak is recommended to operate from 6:30 AM to 9:30 AM at an increased cycle length of 150 seconds. Plan 5 is recommended to operate as the midday plan from 9:30 AM to 1:30 PM at the existing cycle length and remove Plan 7. The post midday is to be operated under Plan 8 from 1:30 PM to 3:30 PM. Plan 9 is recommended to be removed from the current schedule. The afternoon peak is recommended to remain under the same time of day but to operate at a decreased cycle length of 180 seconds. The post afternoon peak is recommended to operate from 7:30 PM to 10:00 PM under Plan 11 and Plan 12 is proposed to operate from 10:00 PM to 11:30 PM at an increased cycle length of 110 seconds. An adjustment to offsets and green splits is needed in order to implement these recommendations and improve the arterial mobility.

Section 227- SR-934/Milam Dairy Road from NW 74th Street to NW 74th Street/Connector

- It is recommended to operate the pre-morning plan, Plan 2 from 4:45 AM to 6:30 AM at an increased cycle length of 110 seconds. The morning peak plan, Plan 4 is recommended to operate from 6:30 AM to 9:30 AM at 150 second cycle length. It is recommended to remove Plan 6 and operate the midday peak under Plan 8 from 9:30 AM to 1:30 PM at the existing cycle length. The post midday plan, Plan 9 is recommended to operate from 1:30 PM to 3:30 PM at an increased cycle length of 150 seconds. The afternoon peak to operate from 3:30 PM to 7:30 PM under Plan 10 at an increased cycle length of 180 seconds. As for the post PM peak plans, operate Plan 16 from 7:30 PM to 10:00 PM and Plan 17 from 10:00 PM to 11:30 PM at the existing cycle lengths. Lastly, the corridor progression is recommended to be adjusted with the proposed cycle lengths to improve mobility.

2.3.2 GEOMETRIC MODIFICATIONS (MID TERM)

NW 77th Court and NW 74th Street

- During the field observations it was observed that the northbound left movement is heavy during the peak period at the NW 74th Street and NW 77th Court intersection. This leg of the intersection is one lane that opens up at the approach to an exclusive right turn lane and a shared right/left turn lane. It is recommended to asses changing the lane configuration of the south leg of NW 77th Court from a shared right/left turn lane to an exclusive left and exclusive right turn lane in order to maximize capacity for the northbound left turning vehicles. **Figure 2.7** illustrates the location of the NW 77th Court and NW 74th Street intersection.

Figure 2.7: NW 77th Court at NW 74th Street

SR-934/Hialeah Expressway and SR-969/Milam Dairy Road

- At SR-934/Hialeah Expressway and SR-969/Milam Dairy Road it was observed that the east leg has high demand of right turning vehicles spilling out of the turning bay. In addition, the eastbound left turn movement is also heavy during the peak periods spilling out onto the through lanes. Furthermore, the northbound right turn lane has approximately 90 feet of storage length. During the peak periods this movement is very heavy and there is not sufficient storage for more than one heavy vehicle and the queue spills back into the northbound through lane extending to NW 68th Street. Due to high demand of the westbound right, eastbound left, and northbound right turn movements it is recommended to assess the feasibility of extending the right turn bays on the east and south legs, and the left turn bay of the west leg in order to unblock the through lanes which will improve the traffic progression in this area. **Figure 2.8** depicts the location of the eastbound left, northbound right and westbound right turn bay at the SR-934/Hialeah Expressway and SR-969/Milam Dairy Road intersection. Please note that there is an intersection improvement project scheduled within the FDOT Five Year Work Program in this area(Item Number: 436479-1); and perhaps consideration of the observations of this study can be addressed in the final design.

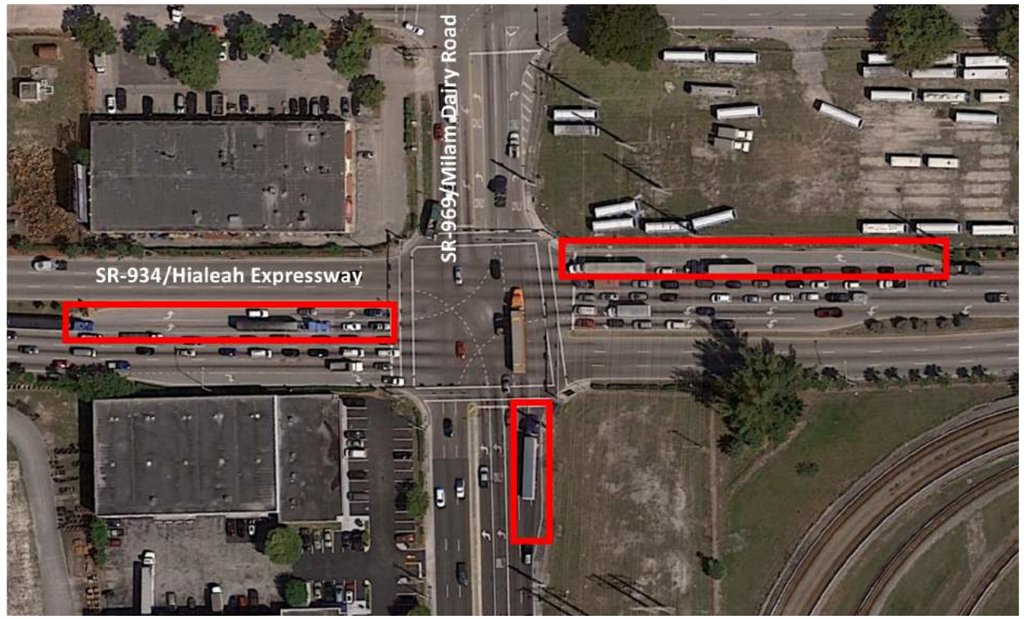


Figure 2.8: SR-934/Hialeah Expressway at SR-969/Milam Dairy Road

NW 74th Street at NW 69th Avenue

- The northbound direction at the NW 74th Street and NW 69th Avenue intersection has one through lane that opens up at the approach but the pavement markings do not define which movements are assigned to this leg. The approach currently has two sets of vehicle detection loops at this approach. It is recommended to provide pavement markings indicating the lane configuration provided at this approach to prevent incidents, and to check the feasibility of creating a full right turn bay instead of a tapered lane. **Figure 2.9** depicts the northbound location at the NW 74th Street and NW 69th Avenue intersection. Please note that there is an intersection improvement project scheduled within the FDOT Five Year Work Program in this area(Item Number: 436479-1); and perhaps consideration of the observations of this study can be addressed in the final design.

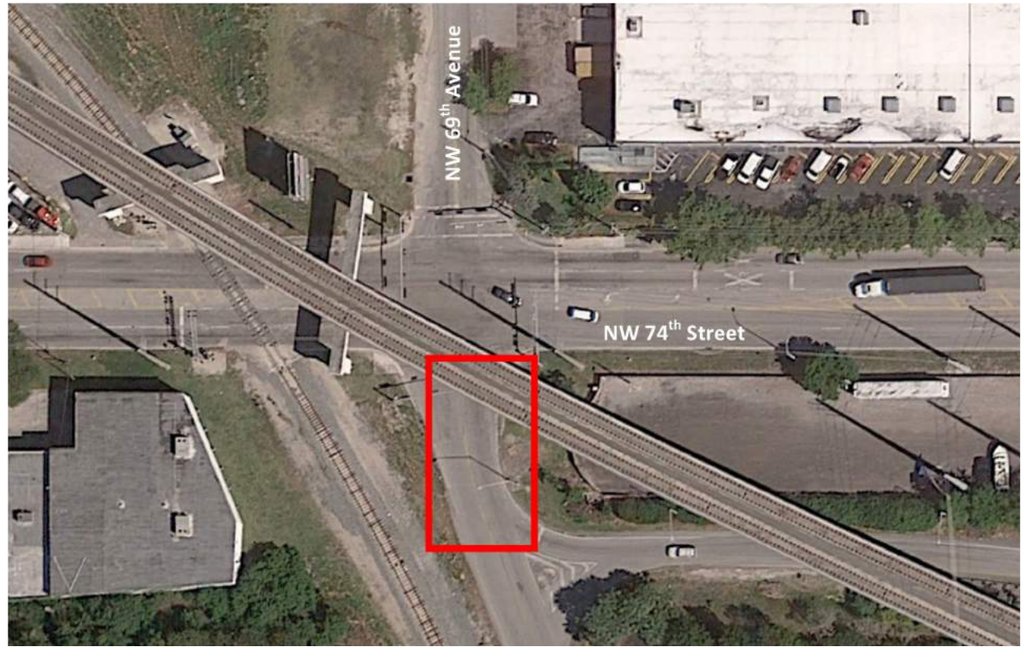


Figure 2.9: NW 74th Street at NW 69th Avenue

2.3.3 PLANNING CONSIDERATIONS (LONG TERM)

SR-934/Hialeah Expressway and SR-969/Milam Dairy Road

- During the peak hours, there is heavy queue build up for the northbound direction along SR-969/Milam Dairy Road at SR-934/Hialeah Expressway. From NW 58th Street to SR-934/Hialeah Expressway there are nine median openings. Due to the median opening just south of the SR-969/Milam Dairy Road at SR-934/Hialeah Expressway intersection the northbound left at this intersection does not have enough storage and vehicles spill back onto the secondary northbound left turn lane causing high delay. It is recommended to analyze the access management on this length of the corridor to potentially increase the inside northbound left turn bay at this intersection.

2.3.4 DATA NEEDS

During the field observations key locations along the Parsec North SIS network were identified for future analysis to improve traffic conditions along the corridor for vehicles and heavy trucks. Every effort shall be given to reuse exiting resources for data collection, however the data should have been collected recently (i.e. within the past two years). The following locations for further analysis are listed below:

- At the SR-934/Hialeah Expressway and SR-826/Palmetto Expressway northbound/southbound ramp it is recommended to perform a traffic capacity study to assess roadway capacity along these ramps due to the constant vehicle congestion with major spill back during the peak hours. Turning movement and approach vehicular traffic counts will be needed along the SR-934/Hialeah Expressway roadway and along the SR-826/Palmetto Expressway ramps.
- Turning movement counts are recommended at the NW 74th Street and Milam Dairy Road intersection to test alternative lane configurations for the east leg due to heavy westbound left turning traffic demand. This leg of the intersection currently has an exclusive right turn lane, an exclusive left turn lane and a shared through left turning lane. The westbound queue currently extends to NW 69th Avenue during the peak periods. **Figure 2.10** depicts the east leg of the NW 74th Street and Milam Dairy Road intersection.
- Turning movement and approach counts are recommended to be collected for the US-27/Okeechobee Road and W 12th Avenue/Milander Boulevard intersection in order to assess the existing signal operations plans since this intersection currently operates as split phase which increases delays on the mainline.

Figure 2.10: NW 74th Street at SR-969/Milam Dairy Road

Figure 2.11: W 16th Avenue/NW 72nd Avenue and US-27/S Okeechobee Road intersection

- Turning movement counts and origin destination (O-D) data collection is recommended at the W 16th Avenue/NW 72nd Avenue and US-27/S Okeechobee Road intersection. The intersection operates as a five leg intersection which increase signal delay to the US-27/Okeechobee Road approaches. During field observations it was observed that the W 29th Street leg and the US-27/Okeechobee Road approaches have a high number of turning vehicles causing spill back. **Figure 2.11** depicts the W 16th Avenue/NW 72nd Avenue and US-27/S Okeechobee Road intersection.

2.3.5 INSTALLATION LOCATIONS OF BLUETOOTH DEVICES AND CAMERAS

In addition to the data needs, installation of video cameras and/or Bluetooth devices may further help identify bottlenecks, congestion during other times of the day, geometric constraints, and allow for general monitoring of the SIS connector. These devices may also be used in the process of data collection and may be levied towards active arterial monitoring type projects. For the Parsec North SIS network there are eight potential locations for Bluetooth deployment and six locations for camera installation. The following **Table 2.6** lists the intersections in which Bluetooth and/or camera devices may potentially be installed:

No.	Intersection Location	Asset No.	Section	Camera (Y/N?)	Bluetooth (Y/N?)
1	US-27/Okeechobee Road at SR-969/Milam Dairy Road	3608	62	Y	Y
2	South River Drive at SR-969/Milam Dairy Road	5492	62	N	N
3	US-27/Okeechobee Road at NW 74 Street at W 12 Avenue	3520	62	Y	Y
4	South River Drive at NW 74 Street	4531	62	N	N
5	US-27/Okeechobee Road at W 19 Street	4728	62	Y	Y
6	US-27/Okeechobee Road at W 8 Avenue	4411	62	N	Y
7	NW 79 Place at NW 77 Street	6111	83	N	Y
8	NW 74 Street at NW 79 Place	6110	83	N	Y
9	NW 74 Street at NW 77 Court	5214	83	Y	N
10	SR-934/Hialeah Expressway at SR-826/Palmetto Expressway SB	4534	83	N	N
11	SR-934/Hialeah Expressway at SR-826/Palmetto Expressway NB	4533	83	N	N
12	NW 74 Street at NW 74 Avenue	5211	83	Y	Y
13	NW 74 Street at SR-969/Milam Dairy Road	4528	227	Y	N
14	SR-934/Hialeah Expy at SR-969/Milam Dairy Road	3975	227	N	Y

Table 2.6: Potential Bluetooth/Camera Device Installation Locations

Chapter 2

APPENDICES

Signal Timing Sheets-**Appendix A**

RITIS and Field Collected Performance Measures Travel Time and Travel Speed Data-**Appendix B**

A

APPENDIX

Signal Timing Sheets

TOD Schedule Report
for 3608: Okeechobee Rd&NW 72 Av

Print Date: 4/11/2017 **Print Time:** 11:47 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3608	Okeechobee Rd&NW 72 Av	DOW-3	TOD	[04] HEAVY AM PEAK	160	67	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SEL+WB	NWT	-	-	-	SET	NBT	SBT
27	60	0	0	0	93	20	29

N/A

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 SEL+	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	4 - 3 - 3	15 - 12 - 10	34 - 34 - 34	4.4	2
2 NWT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	40 - 30 - 25	0 - 45 - 45	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SET	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	40 - 30 - 25	0 - 45 - 45	4.4	2
7 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	5 - 3 - 3	18 - 60 - 10	60 - 40 - 45	4	2.4
8 SBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	4 - 4 - 4	18 - 20 - 10	45 - 45 - 45	4	2.4

Last In Service Date: 07/07/2010 12:10

Permitted Phases

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

TOD Schedule Report
for 3608: Okeechobee Rd&NW 72 Av

Print Date: 4/11/2017 **Print Time:** 11:47 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 SEL	2 NWT	3 -	4 -	5 -	6 SET	7 NBT	8 SBT	Ring Offset	Offset
	Free											
0500	1	110	23	21	0	0	0	50	13	29	0	40
0630	4	160	27	60	0	0	0	93	20	29	0	67
1530	13	180	31	68	0	0	0	105	37	20	0	172
1915	14	130	28	28	0	0	0	62	21	29	0	31
2000	15	120	20	31	0	0	0	57	16	29	0	31
2130	16	110	15	36	0	0	0	57	13	22	0	40
	2	110	19	31	0	0	0	56	17	19	0	67
	5	140	21	48	0	0	0	75	18	29	0	14
	8	130	20	42	0	0	0	68	15	29	0	120
	12	150	24	49	0	0	0	79	26	27	0	14
	18	130	19	42	0	0	0	67	16	29	0	120
	19	110	18	22	0	0	0	46	17	29	0	31
	20	140	19	49	0	0	0	74	19	29	0	120
	22	110	18	23	0	0	0	47	16	29	0	31
	25	130	10	25	0	0	0	41	57	14	0	13

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	1	M T W Th F
0630	4	M T W Th F
0630	18	Su S
0900	19	Su S
1000	20	Su S
1530	13	M T W Th F
1915	14	M T W Th F
1930	22	Su S
2000	15	M T W Th F
2130	16	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1215	VEH MAX RECALL	-7------	M T W ThF
1315	VEH MAX RECALL	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1215	VEH MAX RECALL	-7------	M T W ThF
1315	VEH MAX RECALL	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5492: Milam Dairy Rd&South River Dr

Print Date: 4/11/2017 **Print Time:** 2:22 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5492	Milam Dairy Rd&South River Dr	DOW-3	TOD	[04] HEAVY AM PEAK	80	45	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	-	NWT	-	NBT	-	SET
7	24	0	30	0	37	0	30

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 15 - 5	10 - 10 - 10	4	2
2 SBT	7 - 7 - 7	13 - 11 - 11	7 - 7 - 7	1 - 1 - 1	30 - 0 - 30	0 - 41 - 41	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NWT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	15 - 45 - 15	43 - 41 - 41	4	2.9
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	13 - 11 - 11	7 - 7 - 7	1 - 1 - 1	30 - 0 - 30	0 - 41 - 41	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SET	7 - 10 - 10	23 - 18 - 18	7 - 7 - 7	3 - 3 - 3	15 - 45 - 15	43 - 41 - 41	4	2.9

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-4-6-8
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report
for 5492: Milam Dairy Rd&South River Dr

Print Date: 4/11/2017 **Print Time:** 2:22 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 NWT	5 -	6 NBT	7 -	8 SET	Ring Offset	Offset
	Free											
0500	1	65	5	11	0	30	0	22	0	30	0	28
0630	4	80	7	24	0	30	0	37	0	30	0	45
1530	13	90	7	34	0	30	0	47	0	30	0	64
1915	14	65	7	9	0	30	0	22	0	30	0	5
2000	15	65	5	11	0	30	0	22	0	30	0	15
2130	16	50	0	7	0	30	0	7	0	30	0	16
	2	110	9	49	0	33	0	64	0	33	0	28
	5	70	5	20	0	26	0	31	0	26	0	55
	8	65	5	11	0	30	0	22	0	30	0	32
	12	75	3	36	0	17	0	45	0	17	0	65
	18	65	3	27	0	16	0	36	0	16	0	32
	19	110	6	55	0	30	0	67	0	30	0	0
	20	70	5	16	0	30	0	27	0	30	0	32
	22	100	6	45	0	24	0	57	0	30	0	94
	25	130	5	90	0	16	0	101	0	16	0	73

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	1	M T W Th F
0630	4	M T W Th F
0630	18	Su S
0900	19	Su S
1000	20	Su S
1530	13	M T W Th F
1915	14	M T W Th F
1930	22	Su S
2000	15	M T W Th F
2130	16	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3520: Ludlam Rd&Okeechobee Rd

Print Date: 4/11/2017 **Print Time:** 2:29 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3520	Ludlam Rd&Okeechobee Rd	DOW-3	TOD	[04] HEAVY AM PEAK	160	109	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SEL	NWT	SBT	NBT	NWL	SET	-	-
7	61	39	25	7	61	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 SEL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 3 - 3	5 - 10 - 10	15 - 15 - 15	4.4	2.2
2 NWT	5 - 5 - 5	14 - 14 - 14	5 - 5 - 5	1 - 1 - 1	35 - 25 - 25	0 - 70 - 70	4.4	2
3 SBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2 - 3 - 3	15 - 10 - 10	41 - 45 - 45	4.4	3
4 NBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	3 - 3 - 3	15 - 10 - 10	40 - 35 - 35	4.4	3
5 NWL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	10 - 7 - 7	15 - 12 - 12	4.4	2.2
6 SET	5 - 5 - 5	14 - 14 - 14	5 - 5 - 5	1 - 1 - 1	35 - 25 - 25	0 - 70 - 70	4.4	2.2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 3520: Ludlam Rd&Okeechobee Rd

Print Date: 4/11/2017 **Print Time:** 2:29 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 SEL	2 NWT	3 SBT	4 NBT	5 NWL	6 SET	7 -	8 -	Ring Offset	Offset
	Free											
0500	1	115	6	30	26	25	6	30	0	0	0	62
0630	4	160	7	61	39	25	7	61	0	0	0	109
1530	13	180	0	103	24	25	10	93	0	0	0	126
1915	14	130	6	45	26	25	6	45	0	0	0	66
2130	16	115	6	22	31	28	6	22	0	0	0	48
	2	110	6	38	24	14	6	38	0	0	0	2
	5	140	7	58	31	16	7	58	0	0	0	76
	8	130	9	45	26	22	9	45	0	0	0	48
	12	150	9	66	31	16	9	66	0	0	0	76
	15	105	9	30	14	24	9	30	0	0	0	48
	18	130	9	34	31	28	9	34	0	0	0	48
	19	115	6	22	31	28	6	22	0	0	0	66
	20	130	9	34	31	28	9	34	0	0	0	48
	22	115	6	22	31	28	6	22	0	0	0	48

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	1	M T W Th F
0630	4	M T W Th F
0630	18	Su S
0900	19	Su S
1000	20	Su S
1530	13	M T W Th F
1915	14	M T W Th F
1930	22	Su S
2130	16	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0700	VEH MAX RECALL	-----3--	M T W ThF
0930	VEH MAX RECALL	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0700	VEH MAX RECALL	-----3--	M T W ThF
0930	VEH MAX RECALL	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4531: South River Dr&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:30 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4531	South River Dr&NW 74 St	DOW-3	TOD	[04] HEAVY AM PEAK	160	25	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	SWT	NWT	-	NET	-	SET
0	0	38	35	0	69	0	35

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 SWT	0 - 0 - 0	0 - 0 - 0	8 - 8 - 8	1 - 1 - 1	8 - 8 - 8	45 - 34 - 34	4.4	2
4 NWT	4 - 4 - 4	13 - 13 - 13	7 - 7 - 7	5 - 5 - 5	15 - 15 - 15	45 - 41 - 41	4	2.4
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NET	7 - 7 - 7	11 - 11 - 11	4 - 4 - 4	1 - 1 - 1	30 - 30 - 30	0 - 41 - 41	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SET	4 - 4 - 4	13 - 13 - 13	7 - 7 - 7	5 - 5 - 5	15 - 15 - 15	45 - 41 - 41	4	2.4

Last In Service Date: unknown

Permitted Phases

	12345678
Default	--34-6-8
External Permit 0	---4-6-8
External Permit 1	---4-6-8
External Permit 2	---4-6-8

TOD Schedule Report
for 4531: South River Dr&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:30 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	SWT	NWT	-	NET	-	SET		
	Free											
0500	1	115	0	0	28	19	0	50	0	19	0	5
0630	4	160	0	0	38	35	0	69	0	35	0	25
1530	13	180	0	0	26	40	0	96	0	40	0	42
1915	14	130	0	0	33	20	0	59	0	20	0	71
2130	16	115	0	0	14	22	0	61	0	22	0	70
	2	110	0	0	28	35	0	29	0	35	0	5
	5	140	0	0	29	34	0	59	0	34	0	8
	8	130	0	0	27	38	0	47	0	38	0	52
	12	150	0	0	27	38	0	67	0	38	0	108
	15	105	0	0	33	20	0	34	0	20	0	70
	18	130	0	0	27	38	0	47	0	38	0	52
	19	115	0	0	33	20	0	44	0	20	0	70
	20	130	0	0	27	38	0	47	0	38	0	52
	22	100	0	0	33	20	0	29	0	20	0	70

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	1	M T W Th F
0630	4	M T W Th F
0630	18	Su S
0900	19	Su S
1000	20	Su S
1530	13	M T W Th F
1915	14	M T W Th F
1930	22	Su S
2130	16	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	M T W ThF
0500	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	---5----	M T W ThF
1115	TOD OUTPUTS	--------	M T W ThF
2100	TOD OUTPUTS	---5----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	M T W ThF
0000	TOD OUTPUTS	---5----	Su S
0500	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	---5----	M T W ThF
1000	TOD OUTPUTS	--------	Su S
1115	TOD OUTPUTS	--------	M T W ThF
1930	TOD OUTPUTS	---5----	Su S
2100	TOD OUTPUTS	---5----	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4728: Okeechobee Rd&W 19 St

Print Date: 4/11/2017 **Print Time:** 2:31 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4728	Okeechobee Rd&W 19 St	DOW-3	TOD	[04] HEAVY AM PEAK	160	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SEL	NWT	-	-	-	SET	-	SWT
11	81	0	0	0	99	0	48

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 SEL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	20 - 20 - 20	30 - 20 - 20	4.4	2.6
2 NWT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	4 - 4 - 4	40 - 40 - 40	0 - 110 - 11	4.4	2.6
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SET	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	4 - 4 - 4	40 - 40 - 40	0 - 110 - 11	4.4	2.6
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SWT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 4 - 4	25 - 25 - 25	60 - 25 - 25	4	2.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	-2---6-8
External Permit 1	-2---6-8
External Permit 2	-2---6-8

TOD Schedule Report
for 4728: Okeechobee Rd&W 19 St

Print Date: 4/11/2017 **Print Time:** 2:31 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 SEL	2 NWT	3 -	4 -	5 -	6 SET	7 -	8 SWT	Ring Offset	Offset
	Flash											
0500	1	110	10	73	0	0	0	90	0	7	0	79
0630	4	160	11	81	0	0	0	99	0	48	0	0
1530	13	180	12	133	0	0	0	152	0	15	0	131
1915	14	130	9	88	0	0	0	104	0	13	0	63
2000	15	100	9	58	0	0	0	74	0	13	0	22
2130	16	80	8	41	0	0	0	56	0	11	0	38
	2	110	4	79	0	0	0	90	0	7	0	101
	5	140	9	61	0	0	0	77	0	50	0	22
	8	130	12	83	0	0	0	102	0	15	0	61
	12	150	5	75	0	0	0	87	0	50	0	22
	18	130	5	90	0	0	0	102	0	15	0	18
	19	100	4	71	0	0	0	82	0	5	0	63
	20	130	5	90	0	0	0	102	0	15	0	18
	22	100	5	25	0	0	0	37	0	50	0	22

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0500	1	M T W Th F
0630	4	M T W Th F
0630	18	Su S
0900	19	Su S
1000	20	Su S
1530	13	M T W Th F
1915	14	M T W Th F
1930	22	Su S
2000	15	M T W Th F
2130	16	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4411: Okeechobee Rd&W 8 Av

Print Date: 4/11/2017

Print Time: 2:31 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4411	Okeechobee Rd&W 8 Av	DOW-3	TOD	[04] HEAVY AM PEAK	160	59	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SEL	NWT	-	-	-	SET	-	SWT
12	109	0	0	0	127	0	20

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 SEL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	7 - 7 - 7	15 - 10 - 10	4.4	2
2 NWT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	42 - 42 - 42	0 - 110 - 11	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SET	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	42 - 42 - 42	0 - 110 - 11	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SWT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 4 - 4	45 - 45 - 45	91 - 91 - 91	4	2.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	-2---6-8
External Permit 1	-2---6-8
External Permit 2	-2---6-8

TOD Schedule Report
for 4411: Okeechobee Rd&W 8 Av

Print Date: 4/11/2017

Print Time: 2:31 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 SEL	2 NWT	3 -	4 -	5 -	6 SET	7 -	8 SWT	Ring Offset	Offset
	Free											
0500	1	110	8	74	0	0	0	88	0	9	0	58
0630	4	160	12	109	0	0	0	127	0	20	0	59
1530	13	180	8	139	0	0	0	153	0	14	0	63
1915	14	130	8	89	0	0	0	103	0	14	0	35
2000	15	100	7	57	0	0	0	70	0	17	0	5
2130	16	80	7	42	0	0	0	55	0	12	0	42
	2	110	8	74	0	0	0	88	0	9	0	80
	5	140	10	94	0	0	0	110	0	17	0	5
	8	130	7	87	0	0	0	100	0	17	0	32
	12	150	6	108	0	0	0	120	0	17	0	5
	18	130	6	88	0	0	0	100	0	17	0	32
	19	100	4	63	0	0	0	73	0	14	0	35
	20	130	6	88	0	0	0	100	0	17	0	32
	22	100	6	58	0	0	0	70	0	17	0	5

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	1	M T W Th F
0630	4	M T W Th F
0630	18	Su S
0900	19	Su S
1000	20	Su S
1530	13	M T W Th F
1915	14	M T W Th F
1930	22	Su S
2000	15	M T W Th F
2130	16	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	M T W ThF
0500	TOD OUTPUTS	--------	M T W ThF
2230	TOD OUTPUTS	---5----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	M T W ThF
0000	TOD OUTPUTS	---5----	Su S
0500	TOD OUTPUTS	--------	M T W ThF
0930	TOD OUTPUTS	--------	Su S
1930	TOD OUTPUTS	---5----	Su S
2230	TOD OUTPUTS	---5----	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 6111: NW 79 Pl&NW 77 St

Print Date: 4/11/2017 **Print Time:** 2:32 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6111	NW 79 Pl&NW 77 St	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	35 - 40 - 35	0 - 25 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	22 - 27 - 22	25 - 13 - 0	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	35 - 40 - 35	0 - 25 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	22 - 27 - 22	25 - 13 - 0	4	2

Last In Service Date: unknown

Permitted Phases

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

Green Time

Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	WBT	-	NBT	-	EBT		
	Flash											
0600	Free											

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	Free	Su M T W Th F S

TOD Schedule Report
for 6111: NW 79 Pl&NW 77 St

Print Date: 4/11/2017 **Print Time:** 2:32 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	TOD OUTPUTS	------2-	SuM T W ThF S
0700	TOD OUTPUTS	-------1	SuM T W ThF S
0900	TOD OUTPUTS	--------	SuM T W ThF S
1600	TOD OUTPUTS	------2-	SuM T W ThF S
1800	TOD OUTPUTS	--------	SuM T W ThF S
1830	TOD OUTPUTS	-----3--	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	TOD OUTPUTS	------2-	SuM T W ThF S
0700	TOD OUTPUTS	-------1	SuM T W ThF S
0900	TOD OUTPUTS	--------	SuM T W ThF S
1600	TOD OUTPUTS	------2-	SuM T W ThF S
1800	TOD OUTPUTS	--------	SuM T W ThF S
1830	TOD OUTPUTS	-----3--	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 6110: NW 79 PI&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:33 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6110	NW 79 PI&NW 74 St	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	15 - 15 - 10	24 - 10 - 10	4.4	2
2 WBT	5 - 5 - 5	20 - 20 - 20	16 - 16 - 16	1 - 1 - 1	45 - 45 - 40	0 - 23 - 20	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	45 - 45 - 40	0 - 26 - 20	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	5 - 5 - 5	23 - 23 - 23	7 - 7 - 7	4 - 4 - 3.5	20 - 16 - 35	40 - 18 - 10	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report
for 6110: NW 79 PI&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:33 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	Flash											
0500	Free											
0600	1	100	10	51	0	0	0	67	0	21	0	39
0700	3	150	18	84	0	0	0	108	0	30	0	26
0900	5	120	20	62	0	0	0	88	0	20	0	65
1100	7	130	20	72	0	0	0	98	0	20	0	42
1400	8	150	18	80	0	0	0	104	0	34	0	40
1500	9	170	18	96	0	0	0	120	0	38	0	42
1530	10	190	16	106	0	0	0	128	0	50	0	61
1800	11	130	10	64	0	0	0	80	0	38	0	25
1900	Free											
	2	90	10	47	0	0	0	63	0	15	0	28
	4	110	11	61	0	0	0	78	0	20	0	40
	25	130	7	53	0	0	0	66	0	52	0	42

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0500	Free	M T W Th F
0600	1	M T W Th F
0600	Free	Su
0700	Free	S
0700	3	M T W Th F
0900	5	M T W Th F
1100	7	M T W Th F
1400	8	M T W Th F
1500	9	M T W Th F
1530	10	M T W Th F
1800	11	M T W Th F
1900	Free	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5214: NW 77 Ct&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:34 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5214	NW 77 Ct&NW 74 St	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	45 - 40 - 30	0 - 50 - 35	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	5 - 5 - 5	21 - 21 - 21	7 - 7 - 7	4 - 4 - 4	20 - 20 - 10	36 - 20 - 10	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	4 - 4 - 4	18 - 18 - 12	56 - 16 - 16	4.4	2
6 EBT	5 - 5 - 5	29 - 29 - 29	16 - 16 - 16	1 - 1 - 1	45 - 40 - 30	0 - 50 - 35	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	-2-4-6--
External Permit 1	-2-4-6--
External Permit 2	-2-4-6--

TOD Schedule Report
for 5214: NW 77 Ct&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:34 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	Flash											
0500	Free											
0600	1	100	0	71	0	17	21	44	0	0	0	36
0700	3	140	0	105	0	23	39	60	0	0	0	26
0900	5	120	0	92	0	16	27	59	0	0	0	49
1100	7	130	0	96	0	22	31	59	0	0	0	42
1400	8	150	0	117	0	21	37	74	0	0	0	31
1500	9	170	0	137	0	21	40	91	0	0	0	45
1530	10	190	0	152	0	26	44	102	0	0	0	98
1800	11	130	0	100	0	18	25	69	0	0	0	64
1900	Free											
	2	90	0	63	0	15	21	36	0	0	0	33
	4	110	0	81	0	17	27	48	0	0	0	42
	25	130	0	105	0	13	64	35	0	0	0	42

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0500	Free	M T W Th F
0600	1	M T W Th F
0630	Free	Su S
0700	3	M T W Th F
0900	5	M T W Th F
1100	7	M T W Th F
1400	8	M T W Th F
1500	9	M T W Th F
1530	10	M T W Th F
1800	11	M T W Th F
1900	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0500	TOD OUTPUTS	---5---1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
1830	TOD OUTPUTS	-----3--	M T W ThF
1900	TOD OUTPUTS	---5--2-	M T W ThF
2000	TOD OUTPUTS	---5---1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	TOD OUTPUTS	--------	Su S
0500	TOD OUTPUTS	---5---1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	---5---1	Su S
0900	TOD OUTPUTS	---54---	S
1000	TOD OUTPUTS	---54---	Su
1700	TOD OUTPUTS	---5---1	Su S
1830	TOD OUTPUTS	-----3--	M T W ThF
1900	TOD OUTPUTS	---5--2-	M T W ThF
2000	TOD OUTPUTS	---5---1	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4534: SR- 826 W&NW 74 St

Print Date: 4/11/2017

Print Time: 2:34 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4534	SR- 826 W&NW 74 St	DOW-3	TOD	[08] EARLY AFTERNOON	150	53	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	-	WBL	EBT	-	SBT
0	97	0	0	32	57	0	38

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 25 - 25	0 - 0 - 25	4.4	3.6
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 -3.5 - 3.5	35 - 15 - 15	40 - 0 - 90	4.4	3.6
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	35 - 25 - 25	0 - 0 - 25	4.4	3.6
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	50 - 11 - 11	42 - 0 - 11	4.4	2.2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 4534: SR- 826 W&NW 74 St

Print Date: 4/11/2017

Print Time: 2:34 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	-	WBL	EBT	-	SBT		
	Flash											
0500	Free											
0600	1	100	0	65	0	0	20	37	0	20	0	35
0700	3	140	0	86	0	0	40	38	0	39	0	9
0900	5	120	0	75	0	0	25	42	0	30	0	40
1100	7	130	0	76	0	0	26	42	0	39	0	28
1400	8	150	0	97	0	0	32	57	0	38	0	53
1500	9	170	0	114	0	0	34	72	0	41	0	57
1530	10	190	0	133	0	0	36	89	0	42	0	63
1800	11	130	0	88	0	0	25	55	0	27	0	57
1900	12	90	0	56	0	0	16	32	0	19	0	31
2000	Free											
	2	90	0	53	0	0	25	20	0	22	0	24
	4	110	0	65	0	0	22	35	0	30	0	34
	18	60	0	37	0	0	12	17	0	8	0	25
	21	70	0	42	0	0	13	21	0	13	0	20

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0500	Free	M T W Th F
0600	1	M T W Th F
0700	3	M T W Th F
0700	Free	Su S
0900	2	S
0900	5	M T W Th F
1000	2	Su
1100	7	M T W Th F
1400	8	M T W Th F
1500	9	M T W Th F
1530	10	M T W Th F
1700	Free	Su S
1800	11	M T W Th F
1900	12	M T W Th F
2000	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0500	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	Su S
0000	TOD OUTPUTS	--------	M T W ThF
0500	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	-------1	Su S
0900	TOD OUTPUTS	--------	S
1000	TOD OUTPUTS	--------	Su
1700	TOD OUTPUTS	-------1	Su S
2000	TOD OUTPUTS	-------1	M T W ThF
2100	TOD OUTPUTS	--------	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4533: SR- 826 E&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:35 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4533	SR- 826 E&NW 74 St	DOW-3	TOD	[08] EARLY AFTERNOON	150	91	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	NBT	-	EBT	-	-
28	72	0	27	0	108	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	12 - 8 - 12	41 - 40 - 41	4.4	3.7
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 25 - 30	0 - 30 - 40	4.4	3.7
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 11 - 12	70 - 30 - 70	4	2.9
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	4.4	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 25 - 30	0 - 30 - 40	4.4	3.7
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-4-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report
for 4533: SR- 826 E&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:35 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	Flash											
0500	Free											
0600	1	100	14	43	0	20	0	65	0	0	0	27
0700	3	140	24	69	0	24	0	101	0	0	0	131
0900	5	120	20	54	0	23	0	82	0	0	0	26
1100	7	130	23	58	0	26	0	89	0	0	0	14
1400	8	150	28	72	0	27	0	108	0	0	0	91
1500	9	170	32	90	0	25	0	130	0	0	0	107
1530	10	190	40	101	0	26	0	149	0	0	0	29
1800	11	130	30	60	0	17	0	98	0	0	0	76
1900	12	90	14	39	0	14	0	61	0	0	0	44
2000	Free											
	2	90	16	34	0	17	0	58	0	0	0	45
	4	110	17	49	0	21	0	74	0	0	0	56
	18	60	7	21	0	9	0	36	0	0	0	29
	21	70	9	27	0	11	0	44	0	0	0	29
	25	130	15	30	0	62	0	53	0	0	0	76

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0500	Free	M T W Th F
0600	1	M T W Th F
0700	3	M T W Th F
0700	Free	Su S
0900	18	S
0900	5	M T W Th F
1000	18	Su
1100	7	M T W Th F
1400	8	M T W Th F
1500	9	M T W Th F
1530	10	M T W Th F
1700	Free	Su S
1800	11	M T W Th F
1900	12	M T W Th F
2000	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0500	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	TOD OUTPUTS	--------	Su S
0500	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	-------1	Su S
0900	TOD OUTPUTS	--------	S
1000	TOD OUTPUTS	--------	Su
1700	TOD OUTPUTS	-------1	Su S
2000	TOD OUTPUTS	-------1	M T W ThF
2100	TOD OUTPUTS	--------	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5211: NW 74 Av&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:36 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5211	NW 74 Av&NW 74 St	DOW-3	TOD	[08] EARLY AFTERNOON	150	70	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	NBT	WBL	EBT	-	-
12	56	16	42	12	56	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	15 - 15 - 15	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	27 - 26 - 26	0 - 22 - 22	4.4	2
3 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 4 - 4	20 - 9 - 9	20 - 9 - 9	4	2
4 NBT	5 - 5 - 5	22 - 22 - 22	7 - 7 - 7	4 - 4 - 4	12 - 12 - 12	55 - 11 - 11	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 0 - 5	2 - 0 - 2	6 - 0 - 6	15 - 0 - 15	4.4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	27 - 26 - 26	0 - 22 - 22	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 5211: NW 74 Av&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:36 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	Free											
0500	Free											
0600	1	100	0	48	12	22	0	48	0	0	0	80
0700	3	140	14	58	16	28	14	58	0	0	0	65
0900	5	120	8	46	11	31	8	46	0	0	0	72
1100	7	130	10	48	12	36	10	48	0	0	0	66
1400	8	150	12	56	16	42	12	56	0	0	0	70
1500	9	170	14	67	17	48	14	67	0	0	0	87
1530	10	190	15	77	19	55	15	77	0	0	0	107
1800	11	130	10	48	13	35	10	48	0	0	0	58
1900	12	90	7	29	10	20	7	29	0	0	0	26
2000	Free											
2200	Free											
	2	90	6	33	10	17	6	33	0	0	0	34
	4	110	8	44	10	24	8	44	0	0	0	35
	18	60	0	23	8	11	0	23	0	0	0	11
	21	70	0	30	9	13	0	30	0	0	0	15

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	Free	M T W Th F
0600	1	M T W Th F
0700	3	M T W Th F
0700	Free	Su S
0900	18	S
0900	5	M T W Th F
1000	18	Su
1100	7	M T W Th F
1400	8	M T W Th F
1500	9	M T W Th F
1530	10	M T W Th F
1700	Free	Su S
1800	11	M T W Th F
1900	12	M T W Th F
2000	Free	M T W Th F
2100	Free	Su S
2200	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5--2-	M T W ThF
0500	TOD OUTPUTS	---5---1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	---5----	M T W ThF
2000	TOD OUTPUTS	---5---1	M T W ThF
2200	TOD OUTPUTS	---5--2-	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5--2-	Su S
0000	TOD OUTPUTS	---5--2-	M T W ThF
0500	TOD OUTPUTS	---5---1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	---5---1	Su S
0900	TOD OUTPUTS	--------	S
1000	TOD OUTPUTS	--------	Su
1700	TOD OUTPUTS	---5---1	Su S
1900	TOD OUTPUTS	---5----	M T W ThF
2000	TOD OUTPUTS	---5---1	M T W ThF
2100	TOD OUTPUTS	---5--2-	Su S
2200	TOD OUTPUTS	---5--2-	M T W ThF

*** Settings**

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

TOD Schedule Report
for 4528: Milam Dairy Rd&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:37 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4528	Milam Dairy Rd&NW 74 St	DOW-3	TOD	[09] MID-AFT./AFTNOO	140	25	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	EBT	WBT	-	NBT	-	-
0	73	18	31	0	73	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	1 - 1 - 1	60 - 30 - 30	0 - 41 - 41	4.4	2
3 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 15 - 15	43 - 41 - 41	4	2
4 WBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	4 - 4 - 4	30 - 15 - 15	43 - 41 - 41	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	1 - 1 - 1	60 - 30 - 30	0 - 41 - 41	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: 07/09/2010 16:16

Permitted Phases

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

TOD Schedule Report
for 4528: Milam Dairy Rd&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:37 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	EBT	WBT	-	NBT	-	-		
	Flash											
0500	Free											
0600	2	100	0	38	14	30	0	38	0	0	0	12
0700	4	140	0	66	17	39	0	66	0	0	0	120
0900	6	110	0	47	16	29	0	47	0	0	0	19
1130	8	120	0	54	17	31	0	54	0	0	0	22
1400	9	140	0	73	18	31	0	73	0	0	0	25
1600	10	160	0	93	21	28	0	93	0	0	0	28
1915	16	130	0	66	19	27	0	66	0	0	0	23
2000	17	110	0	52	14	26	0	52	0	0	0	19
2130	Free											
	18	90	0	33	14	25	0	33	0	0	0	11
	25	130	0	74	14	24	0	74	0	0	0	6

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Free	Su S
0100	Flash	Su S
0500	Free	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	Free	Su S
0900	6	M T W Th F
1130	8	M T W Th F
1400	9	M T W Th F
1600	10	M T W Th F
1915	16	M T W Th F
2000	17	M T W Th F
2130	Free	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3975: Milam Dairy Rd&NW 74 St Conn

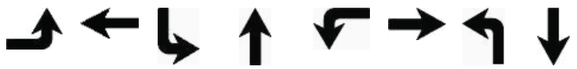
Print Date: 4/11/2017

Print Time: 2:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3975	Milam Dairy Rd&NW 74 St Conn	DOW-3	TOD	[09] MID-AFT./AFTNOO	140	41	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
18	37	11	46	18	37	11	46



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	10 - 9 - 8	55 - 10 - 60	5.1	2
2 WBT	0 - 0 - 0	0 - 0 - 0	17 - 17 - 17	1 - 1 - 1	26 - 26 - 25	0 - 26 - 25	5.1	2
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	8 - 8 - 7	24 - 8 - 11	5.1	2
4 NBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	3.5 - 3.5 - 3.5	80 - 21 - 19	72 - 21 - 20	5.1	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	10 - 9 - 8	35 - 10 - 15	5.1	2
6 EBT	0 - 0 - 0	0 - 0 - 0	17 - 17 - 17	1 - 1 - 1	26 - 26 - 25	0 - 26 - 25	5.1	2
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	8 - 8 - 7	23 - 8 - 11	5.1	2
8 SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	9 - 3.5 - 3.5	80 - 21 - 19	72 - 21 - 20	5.1	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 3975: Milam Dairy Rd&NW 74 St Conn

Print Date: 4/11/2017

Print Time: 2:40 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	Free											
0500	Free											
0600	2	100	12	24	11	25	12	24	8	28	0	36
0700	4	140	28	29	14	41	28	29	9	46	0	0
0900	6	110	14	25	12	31	14	25	9	34	0	31
1130	8	120	17	29	10	36	17	29	10	36	0	37
1400	9	140	18	37	11	46	18	37	11	46	0	41
1600	10	160	20	39	21	52	20	39	21	52	0	36
1915	16	130	15	35	22	30	15	35	12	40	0	39
2000	17	110	13	28	20	21	13	28	10	31	0	32
2130	Free											
	18	90	11	22	7	22	11	22	7	22	0	26
	25	130	51	26	9	16	13	64	9	16	0	32

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	Free	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	Free	Su S
0900	6	M T W Th F
1130	8	M T W Th F
1400	9	M T W Th F
1600	10	M T W Th F
1915	16	M T W Th F
2000	17	M T W Th F
2130	Free	M T W Th F
2130	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	SuM T W ThF S
0500	TOD OUTPUTS	------2-	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0700	VEH MAX RECALL	8-------	M T W ThF
0900	VEH MAX RECALL	--------	M T W ThF
2200	TOD OUTPUTS	-----3--	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	SuM T W ThF S
0500	TOD OUTPUTS	------2-	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	-------1	Su S
0700	VEH MAX RECALL	8-------	M T W ThF
0900	VEH MAX RECALL	--------	M T W ThF
2200	TOD OUTPUTS	-----3--	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4903: NW 69 Av&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:41 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4903	NW 69 Av&NW 74 St	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 8 - 8	8 - 8 - 8	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 30 - 30	0 - 25 - 25	4.4	2
3 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	25 - 30 - 30	40 - 40 - 40	4	2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	20 - 20 - 20	22 - 22 - 22	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 8 - 8	8 - 8 - 8	4.4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 30 - 30	0 - 25 - 25	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	Free											

Local TOD Schedule

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

TOD Schedule Report
for 4903: NW 69 Av&NW 74 St

Print Date: 4/11/2017 **Print Time:** 2:41 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0700	TOD OUTPUTS	-------1	SuM T W ThF S
0900	TOD OUTPUTS	--------	SuM T W ThF S
1530	TOD OUTPUTS	------2-	SuM T W ThF S
1830	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0700	TOD OUTPUTS	-------1	SuM T W ThF S
0900	TOD OUTPUTS	--------	SuM T W ThF S
1530	TOD OUTPUTS	------2-	SuM T W ThF S
1830	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

B

APPENDIX

RITIS and Field Collected Performance Measures Travel Time and Travel Speed Data

Speed (mph) for NW 74TH ST and SR-934 between SR-286/Palmetto Expy and SR-969/Nw 72Nd Ave/Milam Dairy Rd		
	Eastbound	Westbound
	HERE	HERE
	May 01, 2017 through May 05, 2017	May 01, 2017 through May 05, 2017
12:00 AM	24.51	26.22
12:15 AM	24.58	25.9
12:30 AM	24.99	26.04
12:45 AM	25.48	26.52
1:00 AM	25.09	25.93
1:15 AM	24.83	25.62
1:30 AM	25.72	24.88
1:45 AM	26.15	25.16
2:00 AM	25.5	26.92
2:15 AM	23.93	26.53
2:30 AM	23.92	24.78
2:45 AM	22.85	25.32
3:00 AM	22.13	25.11
3:15 AM	21.66	23.91
3:30 AM	21.2	21.8
3:45 AM	21	20.54
4:00 AM	20.33	20.24
4:15 AM	19.88	20.74
4:30 AM	20.31	19.93
4:45 AM	19.86	18.01
5:00 AM	15.51	17.45
5:15 AM	13.63	16.98
5:30 AM	13.13	16.01
5:45 AM	11.32	15.16
6:00 AM	11.58	14.65
6:15 AM	10.54	13.07
6:30 AM	14.9	12.97
6:45 AM	13.6	12.6
7:00 AM	12.56	10.96
7:15 AM	11.73	11.61
7:30 AM	11.06	11.88
7:45 AM	10.84	11.52
8:00 AM	9.15	11.51
8:15 AM	8.26	10.55
8:30 AM	9.67	11.12
8:45 AM	11.22	12.33
9:00 AM	10.69	12.53
9:15 AM	11.62	13.1
9:30 AM	11.23	13.49
9:45 AM	10.8	13.41
Average	11.24	12.11
10:00 AM	10.24	14.04
10:15 AM	9.2	14.33
10:30 AM	9.22	14.17
10:45 AM	10.39	13.73
11:00 AM	11.05	13.57
11:15 AM	11.44	12.85
11:30 AM	11.29	13.29
11:45 AM	12.48	12.71
12:00 PM	13.39	12.61
12:15 PM	13.16	13.65
12:30 PM	12.77	12.55
12:45 PM	12.85	12.63
1:00 PM	13.6	12.94
1:15 PM	12.82	12.18
1:30 PM	12.97	12.22
1:45 PM	12.87	12.78
2:00 PM	10.89	13.35
Average	12.81	12.77
2:15 PM	10.23	13.21
2:30 PM	12.52	14.1
2:45 PM	13.17	15.87
3:00 PM	12.03	14.4
3:15 PM	10.55	13.07
3:30 PM	10.94	13.28
3:45 PM	9.38	13.12
4:00 PM	7.35	12.77
4:15 PM	8.07	11.76
4:30 PM	8.58	12.84
4:45 PM	8.08	13.66
5:00 PM	7.02	12.02
5:15 PM	6.37	10.8
5:30 PM	7.34	11.38
5:45 PM	8.98	11.96
6:00 PM	7.14	13.29
6:15 PM	7.75	16.36
6:30 PM	9.13	15.47
6:45 PM	9.97	16.8
7:00 PM	12.98	16.24
Average	8.61	13.45
7:15 PM	13.01	17.22
7:30 PM	12.72	18.15
7:45 PM	11.79	18.22
8:00 PM	13.92	18.83
8:15 PM	15.36	18.06
8:30 PM	14.4	16.58
8:45 PM	14.98	17.27
9:00 PM	15.96	19.2
9:15 PM	14.27	18.81
9:30 PM	14.38	18.23
9:45 PM	15.23	17.39
10:00 PM	16.22	17.82
10:15 PM	15.97	20.47
10:30 PM	15.63	19.06
10:45 PM	15.47	18.92
11:00 PM	18.86	19.26
11:15 PM	22.94	21.44
11:30 PM	23	24.94
11:45 PM	23.07	26.18

Travel time (minutes) for NW 74TH ST and SR-934 between SR-286/Palmetto Expy and SR-969/Nw 72Nd Ave/Milam Dairy Rd		
	Eastbound	Westbound
	HERE	HERE
	May 01, 2017 through May 05, 2017	May 01, 2017 through May 05, 2017
12:00 AM	2.1	2.26
12:15 AM	2.1	2.29
12:30 AM	2.06	2.28
12:45 AM	2.02	2.24
1:00 AM	2.05	2.29
1:15 AM	2.07	2.31
1:30 AM	2	2.38
1:45 AM	1.97	2.36
2:00 AM	2.02	2.2
2:15 AM	2.15	2.23
2:30 AM	2.15	2.39
2:45 AM	2.25	2.34
3:00 AM	2.33	2.36
3:15 AM	2.38	2.48
3:30 AM	2.43	2.72
3:45 AM	2.45	2.89
4:00 AM	2.53	2.93
4:15 AM	2.59	2.86
4:30 AM	2.53	2.97
4:45 AM	2.59	3.29
5:00 AM	3.32	3.4
5:15 AM	3.78	3.49
5:30 AM	3.92	3.7
5:45 AM	4.55	3.91
6:00 AM	4.45	4.05
6:15 AM	4.89	4.54
6:30 AM	3.46	4.57
6:45 AM	3.78	4.7
7:00 AM	4.1	5.41
7:15 AM	4.39	5.11
7:30 AM	4.65	4.99
7:45 AM	4.75	5.15
8:00 AM	5.63	5.15
8:15 AM	6.23	5.62
8:30 AM	5.32	5.33
8:45 AM	4.59	4.81
9:00 AM	4.82	4.73
9:15 AM	4.43	4.52
9:30 AM	4.58	4.4
9:45 AM	4.77	4.42
Average	4.68	4.92
10:00 AM	5.03	4.22
10:15 AM	5.6	4.14
10:30 AM	5.59	4.18
10:45 AM	4.96	4.32
11:00 AM	4.66	4.37
11:15 AM	4.5	4.61
11:30 AM	4.56	4.46
11:45 AM	4.13	4.66
12:00 PM	3.84	4.7
12:15 PM	3.91	4.34
12:30 PM	4.03	4.72
12:45 PM	4.01	4.69
1:00 PM	3.79	4.58
1:15 PM	4.02	4.87
1:30 PM	3.97	4.85
1:45 PM	4	4.64
2:00 PM	4.73	4.44
Average	4.03	4.65
2:15 PM	5.03	4.49
2:30 PM	4.11	4.21
2:45 PM	3.91	3.74
3:00 PM	4.28	4.12
3:15 PM	4.88	4.53
3:30 PM	4.71	4.46
3:45 PM	5.49	4.52
4:00 PM	7.01	4.64
4:15 PM	6.38	5.04
4:30 PM	6	4.62
4:45 PM	6.38	4.34
5:00 PM	7.34	4.93
5:15 PM	8.09	5.49
5:30 PM	7.02	5.21
5:45 PM	5.73	4.96
6:00 PM	7.22	4.46
6:15 PM	6.64	3.62
6:30 PM	5.64	3.83
6:45 PM	5.16	3.53
7:00 PM	3.97	3.65
Average	6.19	4.49
7:15 PM	3.96	3.44
7:30 PM	4.05	3.27
7:45 PM	4.37	3.25
8:00 PM	3.7	3.15
8:15 PM	3.35	3.28
8:30 PM	3.58	3.58
8:45 PM	3.44	3.43
9:00 PM	3.23	3.09
9:15 PM	3.61	3.15
9:30 PM	3.58	3.25
9:45 PM	3.38	3.41
10:00 PM	3.17	3.33
10:15 PM	3.23	2.9
10:30 PM	3.3	3.11
10:45 PM	3.33	3.13
11:00 PM	2.73	3.08
11:15 PM	2.24	2.76
11:30 PM	2.24	2.38
11:45 PM	2.23	2.26

Speed (mph) for NW 72ND AVE/MILAM DAIRY RD		
	Northbound	Southbound
	HERE	HERE
	May 08, 2017 through May 12, 2017	May 08, 2017 through May 12, 2017
12:00 AM	27.43	28.75
12:15 AM	28.01	29.35
12:30 AM	27.55	30.46
12:45 AM	28.12	30.44
1:00 AM	28.42	30.39
1:15 AM	28.26	29.87
1:30 AM	27.69	29.95
1:45 AM	27.7	30.38
2:00 AM	28.03	28.49
2:15 AM	27.76	29.3
2:30 AM	27.69	29.8
2:45 AM	27.91	29.14
3:00 AM	28.36	28.54
3:15 AM	27.86	29.15
3:30 AM	28.55	29.99
3:45 AM	26.81	29.73
4:00 AM	26.07	28.6
4:15 AM	26.48	29.44
4:30 AM	26.86	29.41
4:45 AM	25.84	28.33
5:00 AM	21.8	28.09
5:15 AM	20.59	26.84
5:30 AM	20.91	25.57
5:45 AM	20.94	24.49
6:00 AM	21.87	22.8
6:15 AM	20.05	21.73
6:30 AM	18.3	21.23
6:45 AM	17.96	20.62
7:00 AM	17.58	20
7:15 AM	18.94	19.12
7:30 AM	18.55	18.63
7:45 AM	17.66	17.94
8:00 AM	18.11	18.32
8:15 AM	18.47	19.34
8:30 AM	21.05	18.94
8:45 AM	21.52	20.61
9:00 AM	21.11	21.3
9:15 AM	20.06	19.49
9:30 AM	20.31	18.81
9:45 AM	19.33	18.45
Average	19.21	19.49
10:00 AM	19.56	19.29
10:15 AM	21.26	18.31
10:30 AM	21.02	18.88
10:45 AM	20.52	20.41
11:00 AM	19.78	20.07
11:15 AM	20.55	19.43
11:30 AM	22.1	19.05
11:45 AM	19.92	18.05
12:00 PM	17.88	18.32
12:15 PM	19.56	18.53
12:30 PM	20.4	19.46
12:45 PM	20.11	18.52
1:00 PM	19.47	19.39
1:15 PM	18.43	18.66
1:30 PM	18.49	19.79
1:45 PM	20.28	18.93
2:00 PM	20.06	18.15
Average	19.41	18.86
2:15 PM	19.22	19.3
2:30 PM	19.37	20.32
2:45 PM	18.52	19.38
3:00 PM	17.78	18.68
3:15 PM	17.69	18.86
3:30 PM	17.24	18.58
3:45 PM	17.62	18.72
4:00 PM	17.46	20.33
4:15 PM	17.84	19.65
4:30 PM	16.23	18.92
4:45 PM	13.83	19.09
5:00 PM	12.54	18.5
5:15 PM	10.08	18.48
5:30 PM	7.86	19.3
5:45 PM	10.57	18.6
6:00 PM	11.65	20.56
6:15 PM	12.03	21.67
6:30 PM	12.23	21.92
6:45 PM	15.89	23.3
7:00 PM	20.06	24.4
Average	14.21	20.13
7:15 PM	19.72	23.8
7:30 PM	20.94	22.17
7:45 PM	21.66	20.66
8:00 PM	20.18	22.07
8:15 PM	18.67	23.89
8:30 PM	19.13	23.59
8:45 PM	21.42	22.81
9:00 PM	20.23	21.2
9:15 PM	19.07	20.3
9:30 PM	18.46	20.31
9:45 PM	20.8	20.01
10:00 PM	22.56	23.58
10:15 PM	21.52	25.36
10:30 PM	21.75	25.48
10:45 PM	20.2	23.98
11:00 PM	23.28	24.6
11:15 PM	25.9	26.81
11:30 PM	26.23	28.35
11:45 PM	26.92	29.21

Travel time (minutes) for NW 72ND AVE/MILAM DAIRY RD		
	Northbound	Southbound
	HERE	HERE
	May 08, 2017 through May 12, 2017	May 08, 2017 through May 12, 2017
12:00 AM	3.28	3.09
12:15 AM	3.21	3.03
12:30 AM	3.26	2.92
12:45 AM	3.2	2.92
1:00 AM	3.16	2.93
1:15 AM	3.18	2.98
1:30 AM	3.25	2.97
1:45 AM	3.25	2.93
2:00 AM	3.21	3.12
2:15 AM	3.24	3.04
2:30 AM	3.25	2.99
2:45 AM	3.22	3.05
3:00 AM	3.17	3.12
3:15 AM	3.23	3.05
3:30 AM	3.15	2.97
3:45 AM	3.35	2.99
4:00 AM	3.45	3.11
4:15 AM	3.4	3.02
4:30 AM	3.35	3.03
4:45 AM	3.48	3.14
5:00 AM	4.12	3.17
5:15 AM	4.37	3.32
5:30 AM	4.3	3.48
5:45 AM	4.29	3.63
6:00 AM	4.11	3.9
6:15 AM	4.48	4.09
6:30 AM	4.92	4.19
6:45 AM	5.01	4.31
7:00 AM	5.12	4.45
7:15 AM	4.75	4.65
7:30 AM	4.85	4.78
7:45 AM	5.09	4.96
8:00 AM	4.97	4.86
8:15 AM	4.87	4.6
8:30 AM	4.27	4.7
8:45 AM	4.18	4.32
9:00 AM	4.26	4.18
9:15 AM	4.48	4.56
9:30 AM	4.43	4.73
9:45 AM	4.65	4.82
Average	4.70	4.58
10:00 AM	4.6	4.61
10:15 AM	4.23	4.86
10:30 AM	4.28	4.71
10:45 AM	4.38	4.36
11:00 AM	4.55	4.43
11:15 AM	4.38	4.58
11:30 AM	4.07	4.67
11:45 AM	4.52	4.93
12:00 PM	5.03	4.86
12:15 PM	4.6	4.8
12:30 PM	4.41	4.57
12:45 PM	4.47	4.8
1:00 PM	4.62	4.59
1:15 PM	4.88	4.77
1:30 PM	4.86	4.5
1:45 PM	4.43	4.7
2:00 PM	4.48	4.9
Average	4.64	4.72
2:15 PM	4.68	4.61
2:30 PM	4.64	4.38
2:45 PM	4.86	4.59
3:00 PM	5.06	4.76
3:15 PM	5.08	4.72
3:30 PM	5.22	4.79
3:45 PM	5.1	4.75
4:00 PM	5.15	4.38
4:15 PM	5.04	4.53
4:30 PM	5.54	4.7
4:45 PM	6.5	4.66
5:00 PM	7.17	4.81
5:15 PM	8.92	4.81
5:30 PM	11.45	4.61
5:45 PM	8.51	4.78
6:00 PM	7.72	4.33
6:15 PM	7.48	4.11
6:30 PM	7.35	4.06
6:45 PM	5.66	3.82
7:00 PM	4.48	3.65
Average	6.75	4.45
7:15 PM	4.56	3.74
7:30 PM	4.3	4.01
7:45 PM	4.15	4.31
8:00 PM	4.46	4.03
8:15 PM	4.82	3.73
8:30 PM	4.7	3.77
8:45 PM	4.2	3.9
9:00 PM	4.45	4.2
9:15 PM	4.72	4.38
9:30 PM	4.87	4.38
9:45 PM	4.32	4.45
10:00 PM	3.99	3.77
10:15 PM	4.18	3.51
10:30 PM	4.13	3.49
10:45 PM	4.45	3.71
11:00 PM	3.86	3.62
11:15 PM	3.47	3.32
11:30 PM	3.43	3.14
11:45 PM	3.34	3.05

A&P Consulting Transportation Engineers
SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp
Eastbound AM Peak Period

PC-Travel Reports for study: Network 1_Route 1_EB_AM

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SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp
Eastbound AM Peak Period

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 1_EB_AM-R001TN	05/04/17	07:30	7938	Before	Primary
Network 1_Route 1_EB_AM-R002TN	05/04/17	07:43	7906	Before	Primary
Network 1_Route 1_EB_AM-R003TN	05/04/17	08:02	7954	Before	Primary
Network 1_Route 1_EB_AM-R004TN	05/04/17	08:15	7927	Before	Primary
Network 1_Route 1_EB_AM-R005TN	05/04/17	08:29	7916	Before	Primary
Network 1_Route 1_EB_AM-R006TN	05/04/17	08:42	7987	Before	Primary
Network 1_Route1_EB_AM-R007TN	05/04/17	08:55	7888	Before	Primary
Network1_Route1_EB_AM-R008TN	05/04/17	09:13	7937	Before	Primary

Node Info

#	Len	Name
1	0	[Start]
2	151	SB SR 826 off ramp
3	1729	NW 74 St & SR-826 SB
4	422	NW 74 St & SR- 826
5	1147	NW 74 St & NW 74 Ave
6	1343	Hialeah Expy & NW 72
7	333	NW 74 St & NW 72 Ave
8	1225	NW 74 St & NW 69 Ave
9	1173	South River Dr & NW 74
10	339	Okeechobee & NW 74
11	69	NW of W 12 Ave
12	0	[End]

Length of Study Route = 7,931 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound AM Peak Period

Study Name : **Network 1_Route 1_EB_AM**
Study Date : **5/4/2017**
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Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 30 MPH
1	0	[Start]							
2	151	SB SR 826 off ramp	3.0	0.0	34.3	0.1	0.0	0.0	0.0
3	1729	NW 74 St & SR-826 SB	103.3	1.1	11.4	77.3	64.8	74.5	81.6
4	422	NW 74 St & SR- 826 NB	13.9	0.0	20.7	7.0	0.4	2.8	12.9
5	1147	NW 74 St & NW 74 Ave	40.9	0.6	19.1	23.4	14.3	18.1	25.0
6	1343	Hialeah Expy & NW 72 Ave	86.3	1.3	10.6	65.9	41.3	56.6	80.6
7	333	NW 74 St & NW 72 Ave	30.0	0.3	7.6	25.0	15.3	21.8	30.0
8	1225	NW 74 St & NW 69 Ave	70.5	0.4	11.8	51.5	37.3	44.5	57.9
9	1173	South River Dr & NW 74 St	37.8	0.5	21.2	19.8	10.8	13.8	23.3
10	339	Okeechobee & NW 74 St/W	69.9	0.9	3.3	64.8	55.8	63.6	69.9
11	69	NW of W 12 Ave	2.5	0.0	18.8	1.5	0.0	0.3	2.0
12	0	[End]							
Total	**7,931**		**458.4**	**5.0**	**11.8**	**336.3**	**239.6**	**295.9**	**383.3**

Stats based on 8 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 45 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound AM Peak Period

Study Name : **Network 1_Route 1_EB_AM**
Study Date : **5/4/2017**
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Detailed Statistics By Run

Travel Time (sec) by Section

Network 1_Route 1_EB_AM-R001TN
Network 1_Route 1_EB_AM-R002TN
Network 1_Route 1_EB_AM-R003TN
Network 1_Route 1_EB_AM-R004TN
Network 1_Route 1_EB_AM-R005TN
Network 1_Route 1_EB_AM-R006TN
Network 1_Route1_EB_AM-R007TN
Network1_Route1_EB_AM

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	[Start]								
2	151	SB SR 826 off ramp	3	3	3	3	3	3	3	3
3	1729	NW 74 St & SR-826 SB	59	143	138	47	55	90	177	117
4	422	NW 74 St & SR- 826 NB	15	11	15	11	17	16	13	13
5	1147	NW 74 St & NW 74 Ave	55	55	41	23	23	26	56	48
6	1343	Hialeah Expy & NW 72	90	81	101	109	23	56	84	146
7	333	NW 74 St & NW 72 Ave	12	16	15	14	79	71	15	18
8	1225	NW 74 St & NW 69 Ave	31	316	37	35	28	31	58	28
9	1173	South River Dr & NW 74	47	24	28	24	70	62	26	21
10	339	Okeechobee & NW 74	34	51	13	112	48	10	283	8
11	69	NW of W 12 Ave	3	2	3	3	2	3	2	2
12	0	[End]	1	0	1	0	0	1	0	1
Totals	**7931**		**350**	**702**	**395**	**381**	**348**	**369**	**717**	**405**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound AM Peak Period

Study Name : **Network 1_Route 1_EB_AM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	[Start]								
2	151	SB SR 826 off ramp	0	0	0	0	0	0	0	0
3	1729	NW 74 St & SR-826 SB	2	1	1	1	1	1	1	1
4	422	NW 74 St & SR- 826 NB	0	0	0	0	0	0	0	0
5	1147	NW 74 St & NW 74 Ave	1	1	1	0	0	0	1	1
6	1343	Hialeah Expy & NW 72	1	1	2	2	0	1	1	2
7	333	NW 74 St & NW 72 Ave	0	0	0	0	1	1	0	0
8	1225	NW 74 St & NW 69 Ave	0	1	1	0	0	0	1	0
9	1173	South River Dr & NW 74	1	0	0	0	2	1	0	0
10	339	Okeechobee & NW 74	1	1	0	2	1	0	2	0
11	69	NW of W 12 Ave	0	0	0	0	0	0	0	0
12	0	[End]	0	0	0	0	0	0	0	0
Totals	**7931**		**6**	**5**	**5**	**5**	**5**	**4**	**6**	**4**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound AM Peak Period

Study Name : **Network 1_Route 1_EB_AM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	[Start]								
2	151	SB SR 826 off ramp	44.0	35.3	49.3	42.3	37.7	40.7	39.7	42.3
3	1729	NW 74 St & SR-826 SB	19.4	8.3	8.3	24.9	21.4	12.9	6.6	9.9
4	422	NW 74 St & SR- 826 NB	19.7	25.6	20.1	25.5	17.8	17.8	22.2	23.7
5	1147	NW 74 St & NW 74 Ave	14.2	14.4	18.7	34.9	33.2	30.2	13.8	16.0
6	1343	Hialeah Expy & NW 72	10.1	11.2	9.2	8.2	40.1	16.4	10.9	6.3
7	333	NW 74 St & NW 72 Ave	18.9	14.6	14.3	16.3	3.0	3.3	15.6	12.4
8	1225	NW 74 St & NW 69 Ave	26.9	2.6	22.8	24.1	29.3	26.4	14.4	30.8
9	1173	South River Dr & NW 74	17.3	33.1	28.5	33.1	11.5	13.0	30.8	37.5
10	339	Okeechobee & NW 74	6.5	4.7	17.0	2.1	5.0	22.6	0.8	27.0
11	69	NW of W 12 Ave	14.7	20.0	19.7	17.0	19.0	20.0	17.0	20.0
12	0	[End]	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0
Totals	**7931**		**15.5**	**7.7**	**13.8**	**14.2**	**15.6**	**14.7**	**7.5**	**13.4**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound AM Peak Period

Study Name : **Network 1_Route 1_EB_AM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
			Network 1_Route 1_EB_AM-R001TN	Network 1_Route 1_EB_AM-R002TN	Network 1_Route 1_EB_AM-R003TN	Network 1_Route 1_EB_AM-R004TN	Network 1_Route 1_EB_AM-R005TN	Network 1_Route 1_EB_AM-R006TN	Network 1_Route1_EB_AM-R007TN	Network1_Route1_EB_AM
1	0	[Start]								
2	151	SB SR 826 off ramp	0	1	0	0	0	0	0	0
3	1729	NW 74 St & SR-826 SB	33	117	112	21	29	64	151	91
4	422	NW 74 St & SR- 826 NB	8	4	8	4	10	10	6	6
5	1147	NW 74 St & NW 74 Ave	37	37	24	5	6	9	38	31
6	1343	Hialeah Expy & NW 72	70	61	80	89	2	36	64	125
7	333	NW 74 St & NW 72 Ave	7	11	10	9	74	66	10	13
8	1225	NW 74 St & NW 69 Ave	12	297	18	16	9	12	39	9
9	1173	South River Dr & NW 74	29	6	10	6	52	44	8	3
10	339	Okeechobee & NW 74	29	46	8	107	42	5	278	3
11	69	NW of W 12 Ave	2	1	2	2	1	2	1	1
12	0	[End]	1	0	0	0	0	0	0	0
Totals	**7931**		**228**	**581**	**272**	**259**	**225**	**248**	**595**	**282**

Total Delay based on a Normal Speed of 45 MPH.

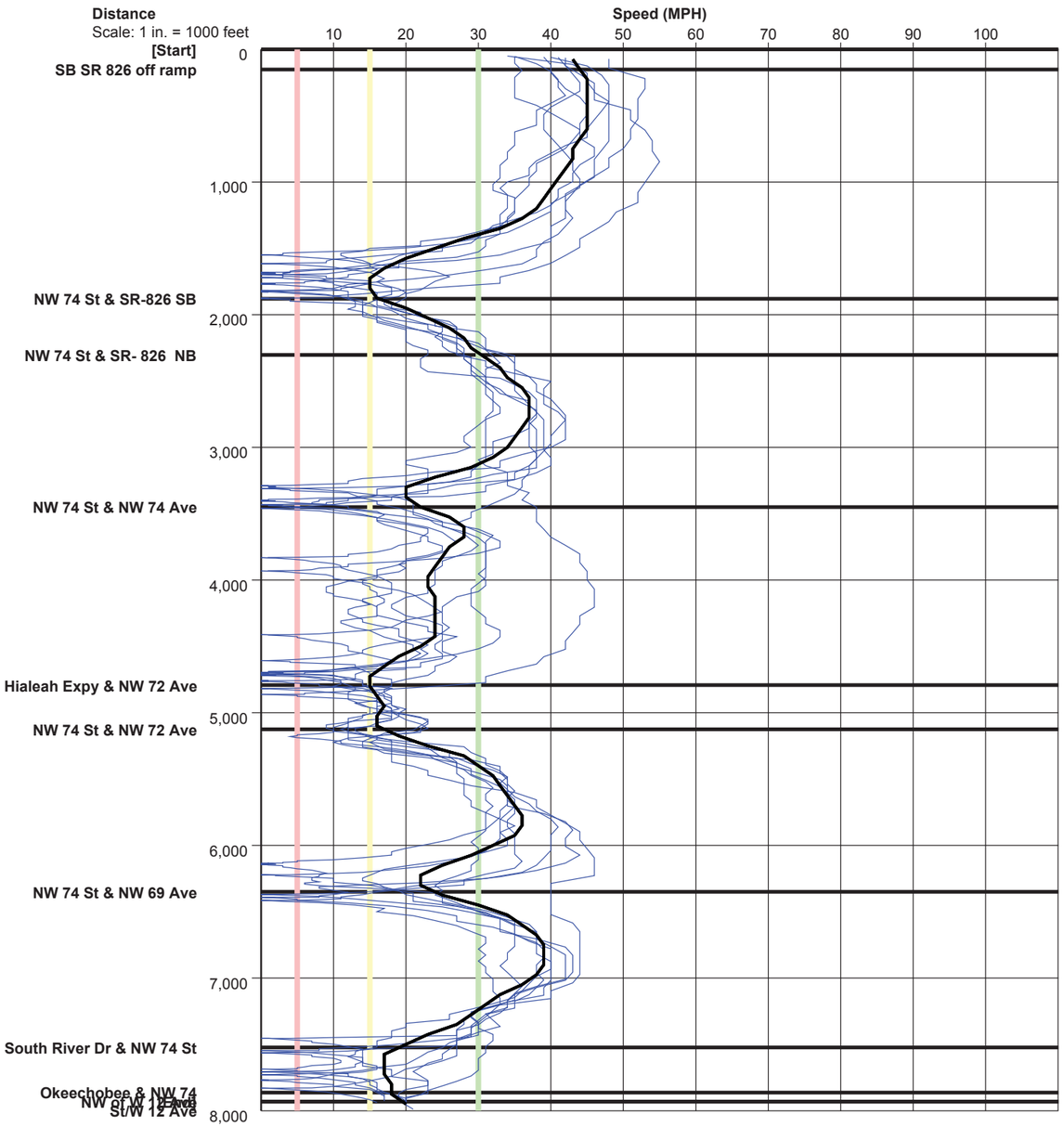
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound AM Peak Period

Study Name : **Network 1_Route 1_EB_AM**
Study Date : **5/4/2017**

Speed/Distance Profiles of All Runs



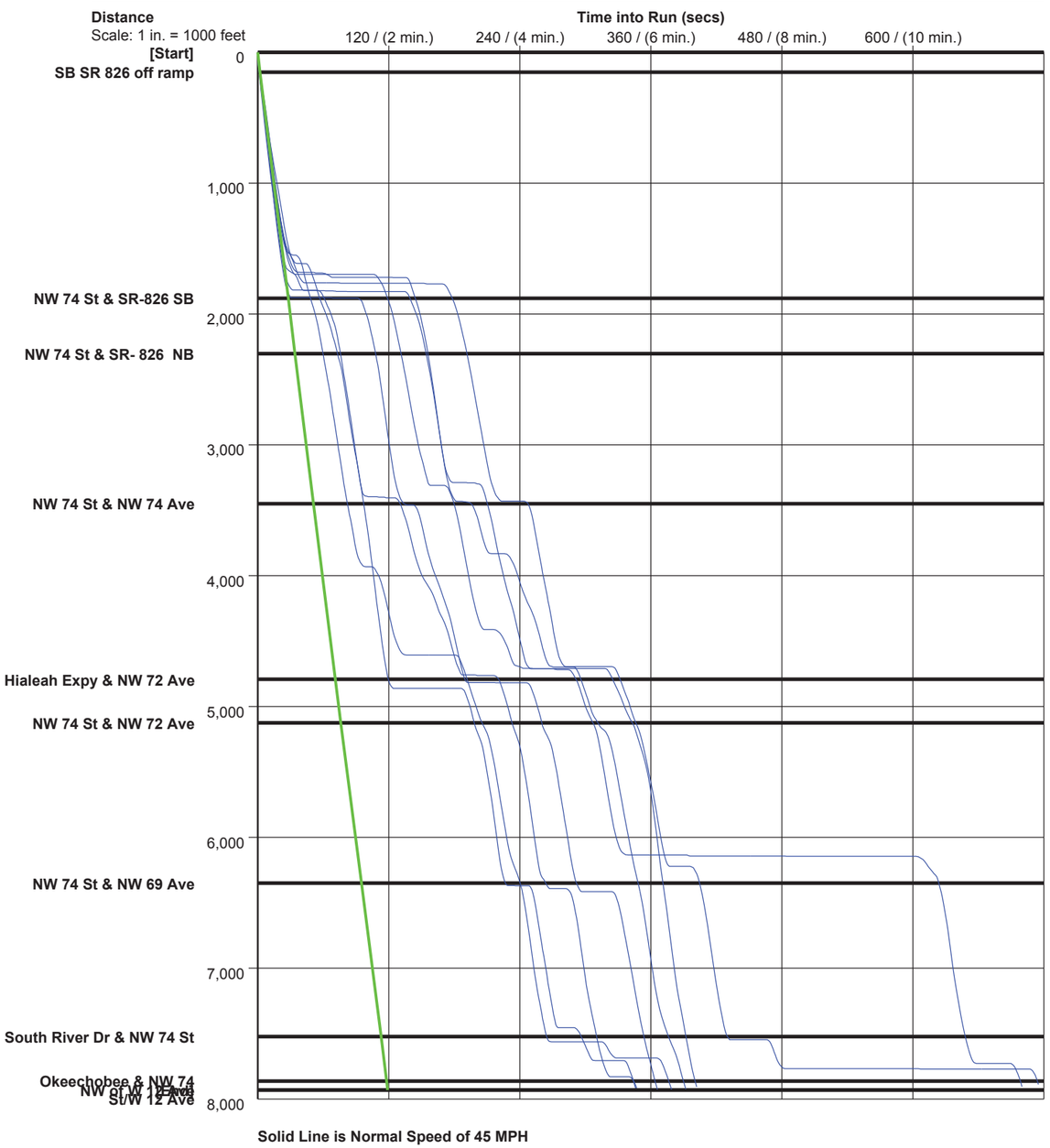
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound AM Peak Period

Study Name **: Network 1_Route 1_EB_AM**
Study Date **: 5/4/2017**
Page No. **: 9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 45 MPH

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound Mid-Day Peak Period

PC-Travel Reports for study: Network 1_Route 1_EB_MidDay

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Consulting Transportation Engineers
SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp
Eastbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_EB_MidDay**
Study Date : **5/4/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Netowrk 1_Route 1_EB_MidDay-R008	05/04/17	14:38	7954	Before	Primary
Network 1_Route 1_EB_MidDay-R001	05/04/17	12:51	8029	Before	Primary
Network 1_Route 1_EB_MidDay-R002	05/04/17	13:06	7982	Before	Primary
Network 1_Route 1_EB_MidDay-R003	05/04/17	13:25	7905	Before	Primary
Network 1_Route 1_EB_MidDay-R005	05/04/17	13:58	7925	Before	Primary
Network 1_Route 1_EB_MidDay-R006	05/04/17	14:09	7897	Before	Primary
Network 1_Route 1_EB_MidDay-R007	05/04/17	14:22	7914	Before	Primary

Node Info

#	Len	Name
1	0	
2	173	SB SR 826 off ramp
3	1740	NW 74 St & SR-826 SB
4	430	NW 74 St & SR-826 NB
5	1119	NW 74 St & NW 74 Ave
6	1356	Hialeah Expy & NW 72
7	332	NW 74 St & NW 72 Ave
8	1215	NW 74 St & NW 69 Ave
9	1188	South River Dr & NW 74
10	332	Okeechobee &NW 74
11	54	NW of W 12 Ave
12	4	

Length of Study Route = 7,943 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp
Eastbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_EB_MidDay**
Study Date : **5/4/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 30 MPH
1	0								
2	173	SB SR 826 off ramp	3.0	0.0	39.3	0.0	0.0	0.0	0.0
3	1740	NW 74 St & SR-826 SB	90.9	0.9	13.1	64.4	53.6	63.0	71.3
4	430	NW 74 St & SR-826 NB	18.6	0.3	15.8	11.6	4.0	8.3	16.9
5	1119	NW 74 St & NW 74 Ave	43.6	0.7	17.5	26.6	14.4	20.1	32.3
6	1356	Hialeah Expy & NW 72 Ave	104.1	1.0	8.9	83.1	62.9	73.6	98.3
7	332	NW 74 St & NW 72 Ave	35.1	0.3	6.4	30.1	19.6	28.3	35.1
8	1215	NW 74 St & NW 69 Ave	33.4	0.4	24.8	14.7	1.7	4.4	23.4
9	1188	South River Dr & NW 74 St	36.7	0.3	22.1	18.7	7.6	10.6	23.9
10	332	Okeechobee &NW 74 St/ W	98.7	1.4	2.3	93.7	83.0	93.0	98.7
11	54	NW of W 12 Ave	1.9	0.0	19.8	0.9	0.0	0.6	1.3
12	4		0.4	0.0	6.4	0.0	0.0	0.0	0.3
Total	**7,943**		**466.4**	**5.3**	**11.6**	**343.9**	**246.7**	**301.9**	**401.4**

Stats based on 7 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 45 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_EB_MidDay**
Study Date : **5/4/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0								
2	173	SB SR 826 off ramp	3	3	3	3	3	3	3
3	1740	NW 74 St & SR-826 SB	65	93	113	37	73	138	117
4	430	NW 74 St & SR-826 NB	49	15	14	14	11	13	14
5	1119	NW 74 St & NW 74 Ave	40	59	26	34	57	20	69
6	1356	Hialeah Expy & NW 72	140	37	50	221	60	93	128
7	332	NW 74 St & NW 72 Ave	49	95	34	19	12	17	20
8	1215	NW 74 St & NW 69 Ave	41	31	31	31	25	42	33
9	1188	South River Dr & NW 74	35	52	39	28	22	26	55
10	332	Okeechobee &NW 74 St/	137	75	56	118	132	44	129
11	54	NW of W 12 Ave	2	3	3	1	2	1	1
12	4		1	1	1	0	0	0	0
Totals	**7943**		**562**	**464**	**370**	**506**	**397**	**397**	**569**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_EB_MidDay**
Study Date : **5/4/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0								
2	173	SB SR 826 off ramp	0	0	0	0	0	0	0
3	1740	NW 74 St & SR-826 SB	1	1	1	0	1	1	1
4	430	NW 74 St & SR-826 NB	2	0	0	0	0	0	0
5	1119	NW 74 St & NW 74 Ave	0	1	1	1	1	0	1
6	1356	Hialeah Expy & NW 72	2	0	0	2	1	1	1
7	332	NW 74 St & NW 72 Ave	0	1	1	0	0	0	0
8	1215	NW 74 St & NW 69 Ave	1	0	0	0	0	1	1
9	1188	South River Dr & NW 74	0	1	1	0	0	0	0
10	332	Okeechobee &NW 74 St/	1	2	2	2	1	1	1
11	54	NW of W 12 Ave	0	0	0	0	0	0	0
12	4		0	0	0	0	0	0	0
Totals	**7943**		**7**	**6**	**6**	**5**	**4**	**4**	**5**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_EB_MidDay**

Study Date : **5/4/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0								
2	173	SB SR 826 off ramp	56.0	51.3	52.7	52.0	55.0	48.3	45.3
3	1740	NW 74 St & SR-826 SB	17.7	12.4	10.2	31.0	15.7	8.4	10.1
4	430	NW 74 St & SR-826 NB	5.9	20.2	22.6	22.3	27.6	22.3	21.6
5	1119	NW 74 St & NW 74 Ave	19.1	13.0	28.5	22.1	13.3	39.0	11.2
6	1356	Hialeah Expy & NW 72	6.6	24.6	18.6	4.2	15.3	9.8	7.1
7	332	NW 74 St & NW 72 Ave	4.9	2.4	6.9	11.7	19.7	13.5	11.0
8	1215	NW 74 St & NW 69 Ave	20.1	27.5	26.4	26.8	32.8	19.9	25.1
9	1188	South River Dr & NW 74	22.9	15.2	20.7	28.9	37.3	31.1	15.1
10	332	Okeechobee &NW 74 St/	1.7	3.1	4.0	2.0	1.7	5.1	1.8
11	54	NW of W 12 Ave	20.0	12.3	15.3	0.0	22.0	0.0	0.0
12	4		0.0	18.0	18.0	0.0	0.0	0.0	0.0
Totals	**7943**		**9.7**	**11.7**	**14.7**	**10.7**	**13.6**	**13.6**	**9.5**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_EB_MidDay**

Study Date : **5/4/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0								
2	173	SB SR 826 off ramp	0	0	0	0	0	0	0
3	1740	NW 74 St & SR-826 SB	38	67	87	11	46	112	90
4	430	NW 74 St & SR-826 NB	42	8	7	7	4	6	7
5	1119	NW 74 St & NW 74 Ave	23	42	9	17	40	3	52
6	1356	Hialeah Expy & NW 72	119	16	29	200	39	72	107
7	332	NW 74 St & NW 72 Ave	44	90	29	14	7	12	15
8	1215	NW 74 St & NW 69 Ave	22	12	12	12	7	23	15
9	1188	South River Dr & NW 74	17	34	21	10	4	8	37
10	332	Okeechobee &NW 74 St/	132	70	51	113	127	39	124
11	54	NW of W 12 Ave	1	2	2	0	1	0	0
12	4		0	0	0	0	0	0	0
Totals	**7943**		**438**	**341**	**247**	**384**	**275**	**275**	**447**

Total Delay based on a Normal Speed of 45 MPH.

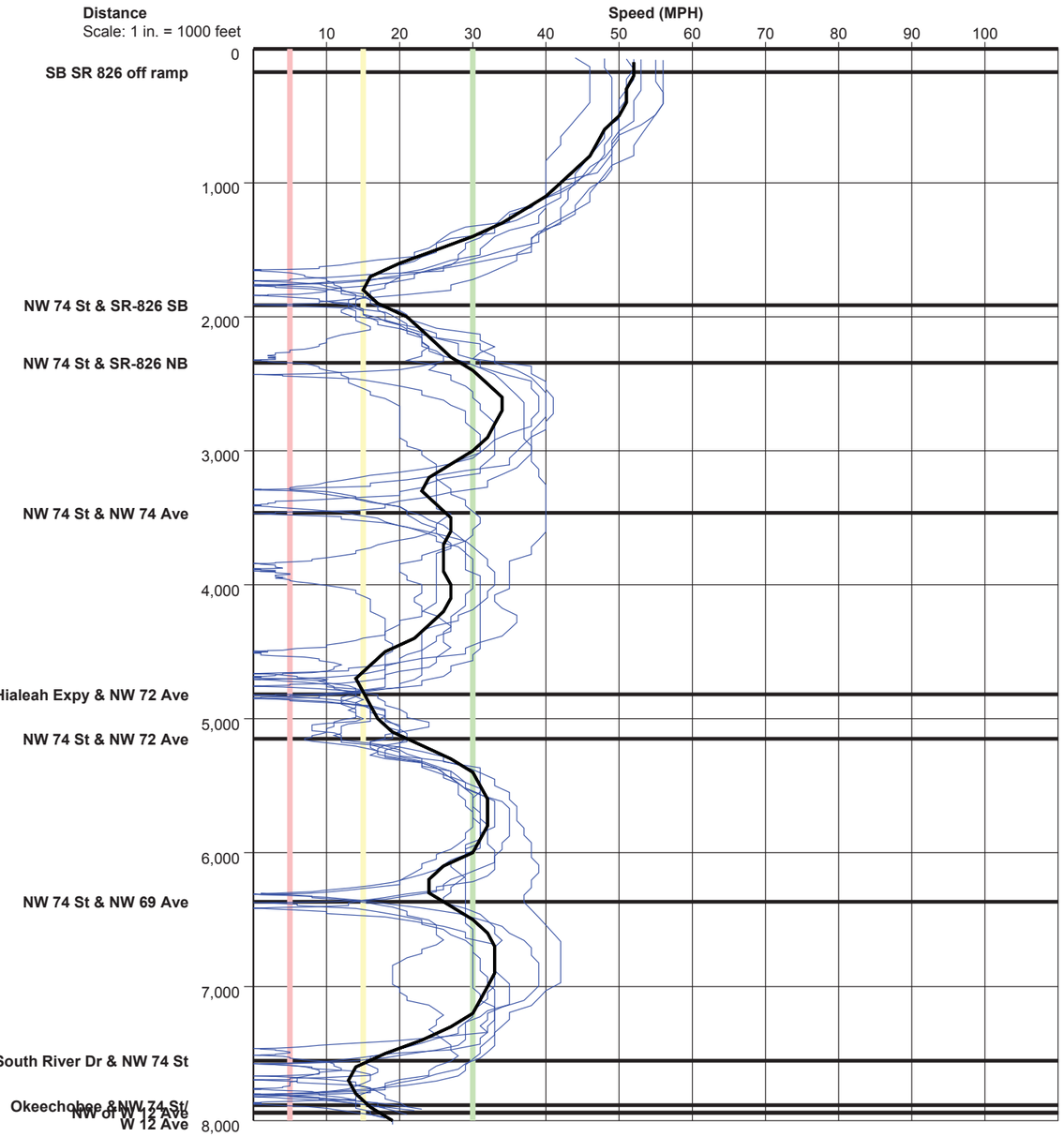
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_EB_MidDay**
Study Date : **5/4/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



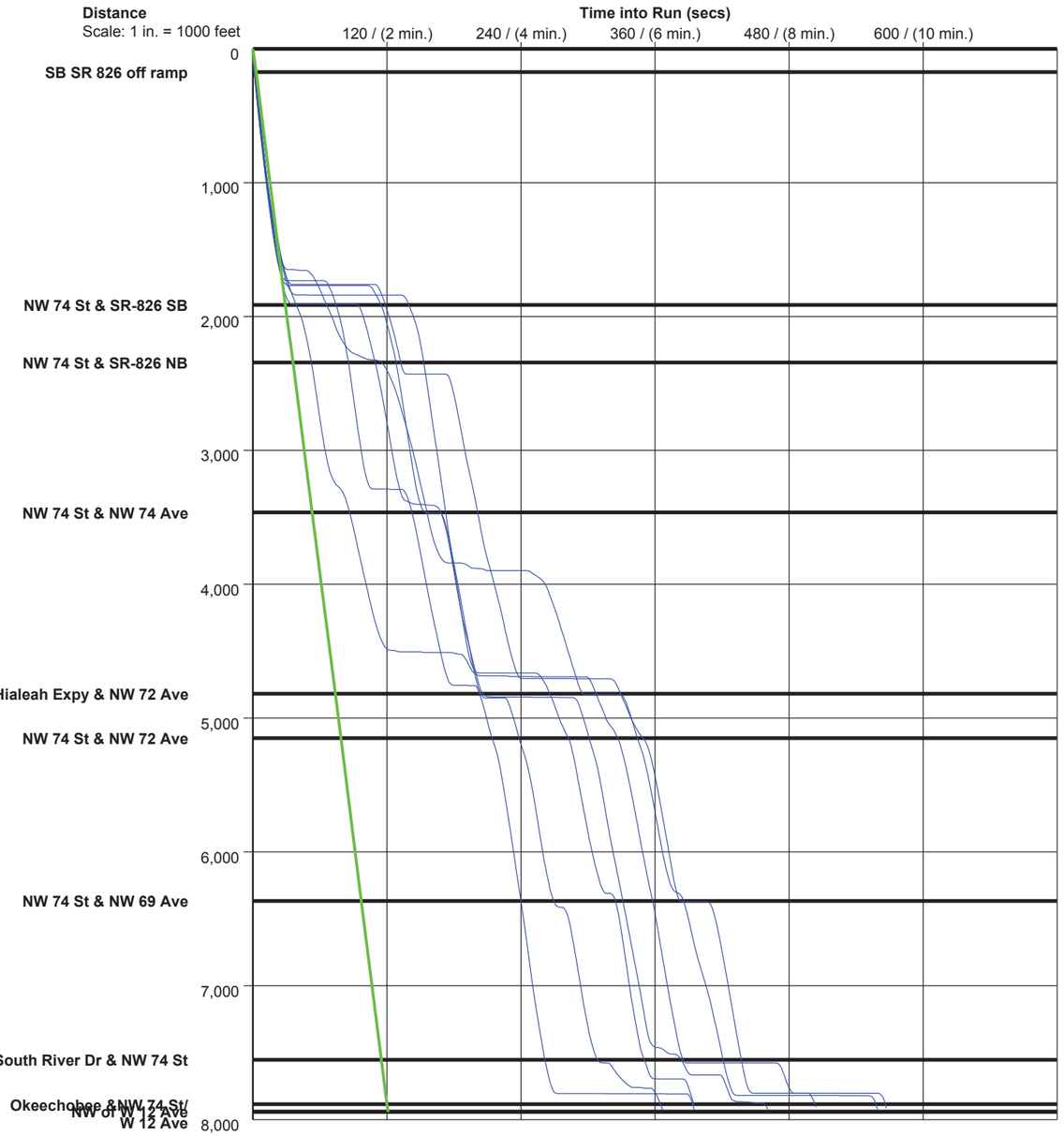
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_EB_MidDay**
Study Date : **5/4/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 45 MPH

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound PM Peak Period

PC-Travel Reports for study: Network 1_Route 1_EB_PM

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 1_EB_PM-R002TN	05/04/17	16:05	7452	Before	Primary
Network 1_Route 1_EB_PM-R003TN	05/04/17	16:17	7964	Before	Primary
Network 1_Route 1_EB_PM-R004TN	05/04/17	16:34	7890	Before	Primary
Network 1_Route 1_EB_PM-R005TN	05/04/17	16:51	7968	Before	Primary
Network 1_Route 1_EB_PM-R006TN	05/04/17	17:14	7931	Before	Primary
Network 1_Route 1_EB_PM-R007TN	05/04/17	17:35	7857	Before	Primary

Node Info

#	Len	Name
1	0	
2	114	SB SR 826 off ramp
3	1654	NW 74 St & SR-826 SB
4	442	NW 74 St & SR-826 NB
5	1138	NW 74 St & NW 74 Ave
6	1333	Hialeah Expy & NW 72
7	335	NW 74 St & NW 72 Ave
8	1230	NW 74 St & NW 69 Ave
9	1177	South River Dr & NW 74
10	343	Okeechobee & NW 74
11	77	NW of W 12 Ave
12	0	

Length of Study Route = 7,843 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound PM Peak Period

Study Name : **Network 1_Route 1_EB_PM**
Study Date : **5/4/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 30 MPH
1	0								
2	114	SB SR 826 off ramp	2.8	0.0	27.4	0.7	0.0	0.0	0.0
3	1654	NW 74 St & SR-826 SB	61.3	0.5	18.4	36.3	26.8	31.8	38.3
4	442	NW 74 St & SR-826 NB	36.0	0.2	8.4	29.0	21.8	23.3	34.2
5	1138	NW 74 St & NW 74 Ave	55.0	0.5	14.1	37.5	22.8	31.0	44.8
6	1333	Hialeah Expy & NW 72 Ave	127.5	2.0	7.1	107.3	72.7	100.5	125.7
7	335	NW 74 St & NW 72 Ave	55.3	0.5	4.1	50.2	41.2	47.0	54.7
8	1230	NW 74 St & NW 69 Ave	34.3	0.3	24.4	15.3	1.8	5.0	22.0
9	1177	South River Dr & NW 74 St	105.2	1.5	7.6	87.2	70.0	79.7	94.8
10	343	Okeechobee & NW 74 St/ W	57.0	1.2	4.1	52.3	44.8	51.5	56.7
11	77	NW of W 12 Ave	44.8	0.2	1.2	43.8	42.5	43.3	44.8
12	0								
Total	**7,843**		**580.2**	**6.8**	**9.2**	**460.0**	**344.5**	**413.3**	**516.7**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 45 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound PM Peak Period

Study Name : **Network 1_Route 1_EB_PM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			Network 1_Route 1_EB_PM-R002TN	Network 1_Route 1_EB_PM-R003TN	Network 1_Route 1_EB_PM-R004TN	Network 1_Route 1_EB_PM-R005TN	Network 1_Route 1_EB_PM-R006TN	Network 1_Route 1_EB_PM-R007TN
1	0							
2	114	SB SR 826 off ramp	3	2	3	3	3	3
3	1654	NW 74 St & SR-826 SB	32	28	127	70	31	80
4	442	NW 74 St & SR-826 NB	8	147	16	15	14	16
5	1138	NW 74 St & NW 74 Ave	29	24	29	128	25	95
6	1333	Hialeah Expy & NW 72	108	94	84	218	107	154
7	335	NW 74 St & NW 72 Ave	10	74	62	162	13	11
8	1230	NW 74 St & NW 69 Ave	44	31	29	45	29	28
9	1177	South River Dr & NW 74	188	42	70	93	209	29
10	343	Okeechobee & NW 74	1	111	37	30	11	152
11	77	NW of W 12 Ave	0	4	2	115	146	2
12	0		0	1	1	1	1	1
Totals	**7843**		**423**	**558**	**460**	**880**	**589**	**571**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound PM Peak Period

Study Name : **Network 1_Route 1_EB_PM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 Network 1_Route 1_EB_PM-R002TN	Run #2 Network 1_Route 1_EB_PM-R003TN	Run #3 Network 1_Route 1_EB_PM-R004TN	Run #4 Network 1_Route 1_EB_PM-R005TN	Run #5 Network 1_Route 1_EB_PM-R006TN	Run #6 Network 1_Route 1_EB_PM-R007TN
1	0							
2	114	SB SR 826 off ramp	0	0	0	0	0	0
3	1654	NW 74 St & SR-826 SB	0	0	1	1	0	1
4	442	NW 74 St & SR-826 NB	0	1	0	0	0	0
5	1138	NW 74 St & NW 74 Ave	0	0	0	2	0	1
6	1333	Hialeah Expy & NW 72	2	1	2	2	2	3
7	335	NW 74 St & NW 72 Ave	0	1	1	1	0	0
8	1230	NW 74 St & NW 69 Ave	1	0	0	1	0	0
9	1177	South River Dr & NW 74	1	1	1	2	4	0
10	343	Okeechobee & NW 74	0	1	1	4	0	1
11	77	NW of W 12 Ave	0	0	0	0	1	0
12	0		0	0	0	0	0	0
Totals	**7843**		**4**	**5**	**6**	**13**	**7**	**6**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound PM Peak Period

Study Name : **Network 1_Route 1_EB_PM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1 Network 1_Route 1_EB_PM-R002TN	Run #2 Network 1_Route 1_EB_PM-R003TN	Run #3 Network 1_Route 1_EB_PM-R004TN	Run #4 Network 1_Route 1_EB_PM-R005TN	Run #5 Network 1_Route 1_EB_PM-R006TN	Run #6 Network 1_Route 1_EB_PM-R007TN
1	0							
2	114	SB SR 826 off ramp	35.0	39.0	39.7	36.7	32.3	34.3
3	1654	NW 74 St & SR-826 SB	35.0	40.8	8.6	15.8	36.2	13.9
4	442	NW 74 St & SR-826 NB	36.5	2.0	18.9	20.0	21.9	19.0
5	1138	NW 74 St & NW 74 Ave	26.8	33.1	26.5	6.1	31.0	8.2
6	1333	Hialeah Expy & NW 72	8.4	9.4	10.9	4.2	8.3	5.9
7	335	NW 74 St & NW 72 Ave	25.8	3.1	3.5	1.4	18.2	20.4
8	1230	NW 74 St & NW 69 Ave	18.8	27.6	29.1	18.6	28.8	30.1
9	1177	South River Dr & NW 74	4.3	18.8	11.3	8.7	3.8	27.3
10	343	Okeechobee & NW 74	0.0	2.1	6.7	7.7	21.5	1.5
11	77	NW of W 12 Ave	0.0	14.8	22.0	0.5	0.4	23.5
12	0		0.0	15.0	24.0	18.0	19.0	0.0
Totals	**7843**		**12.1**	**9.6**	**11.7**	**6.1**	**9.1**	**9.4**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 1_EB_PM-R002TN)	Run #2 (Network 1_Route 1_EB_PM-R003TN)	Run #3 (Network 1_Route 1_EB_PM-R004TN)	Run #4 (Network 1_Route 1_EB_PM-R005TN)	Run #5 (Network 1_Route 1_EB_PM-R006TN)	Run #6 (Network 1_Route 1_EB_PM-R007TN)
1	0							
2	114	SB SR 826 off ramp	1	0	0	1	1	1
3	1654	NW 74 St & SR-826 SB	7	3	102	45	6	55
4	442	NW 74 St & SR-826 NB	1	140	9	8	7	9
5	1138	NW 74 St & NW 74 Ave	12	6	12	111	7	77
6	1333	Hialeah Expy & NW 72	88	74	64	198	87	133
7	335	NW 74 St & NW 72 Ave	4	69	57	157	8	6
8	1230	NW 74 St & NW 69 Ave	25	12	10	26	10	9
9	1177	South River Dr & NW 74	170	24	52	75	191	11
10	343	Okeechobee & NW 74	0	106	31	25	6	146
11	77	NW of W 12 Ave	0	3	1	114	144	1
12	0		0	1	0	1	0	0
Totals	**7843**		**308**	**438**	**338**	**761**	**467**	**448**

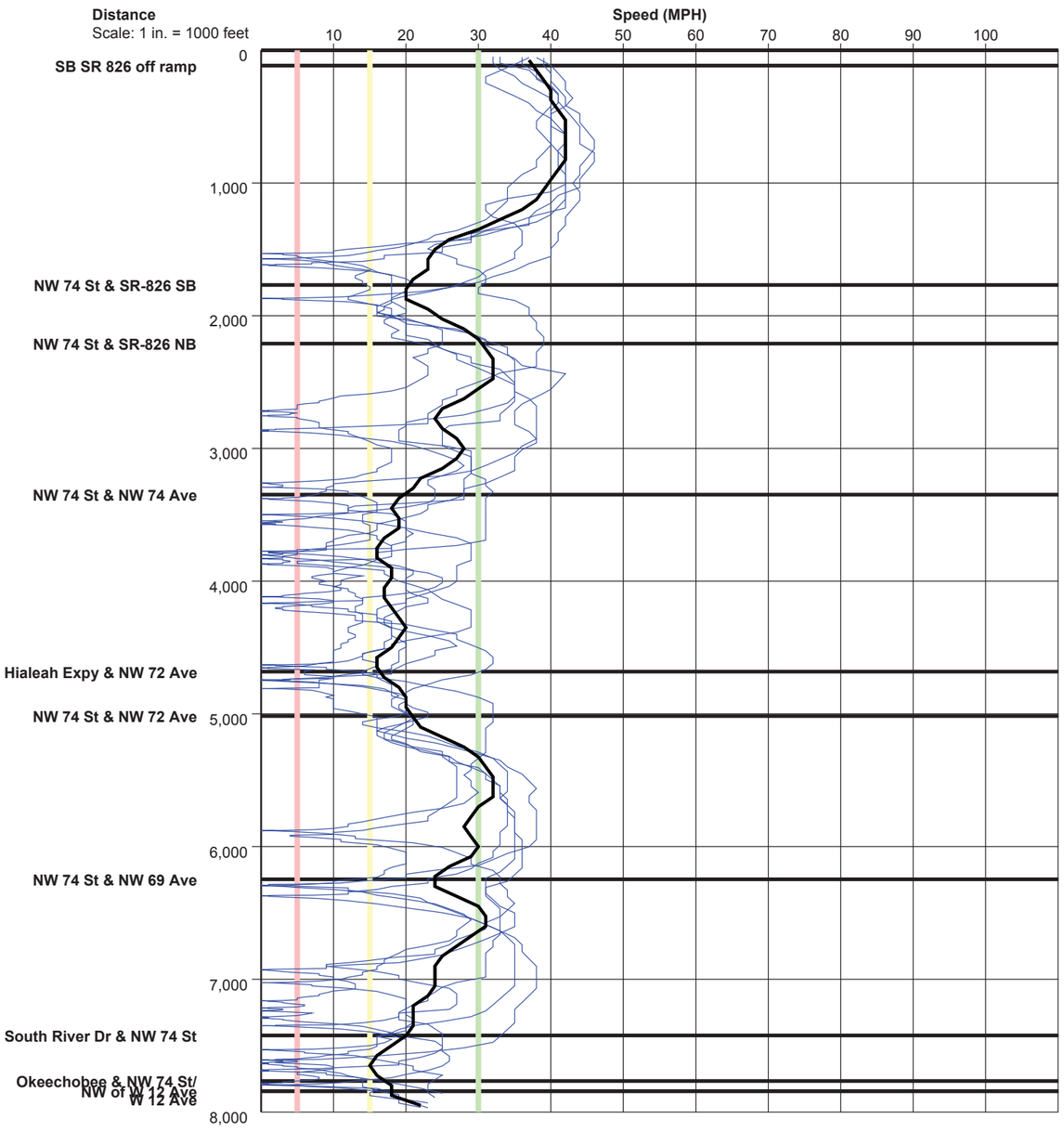
Total Delay based on a Normal Speed of 45 MPH.

A&P Consulting Transportation Engineers
SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp
Eastbound PM Peak Period

Study Name : **Network 1_Route 1_EB_PM**
Study Date : **5/4/2017**

Page No. : **8**

Speed/Distance Profiles of All Runs



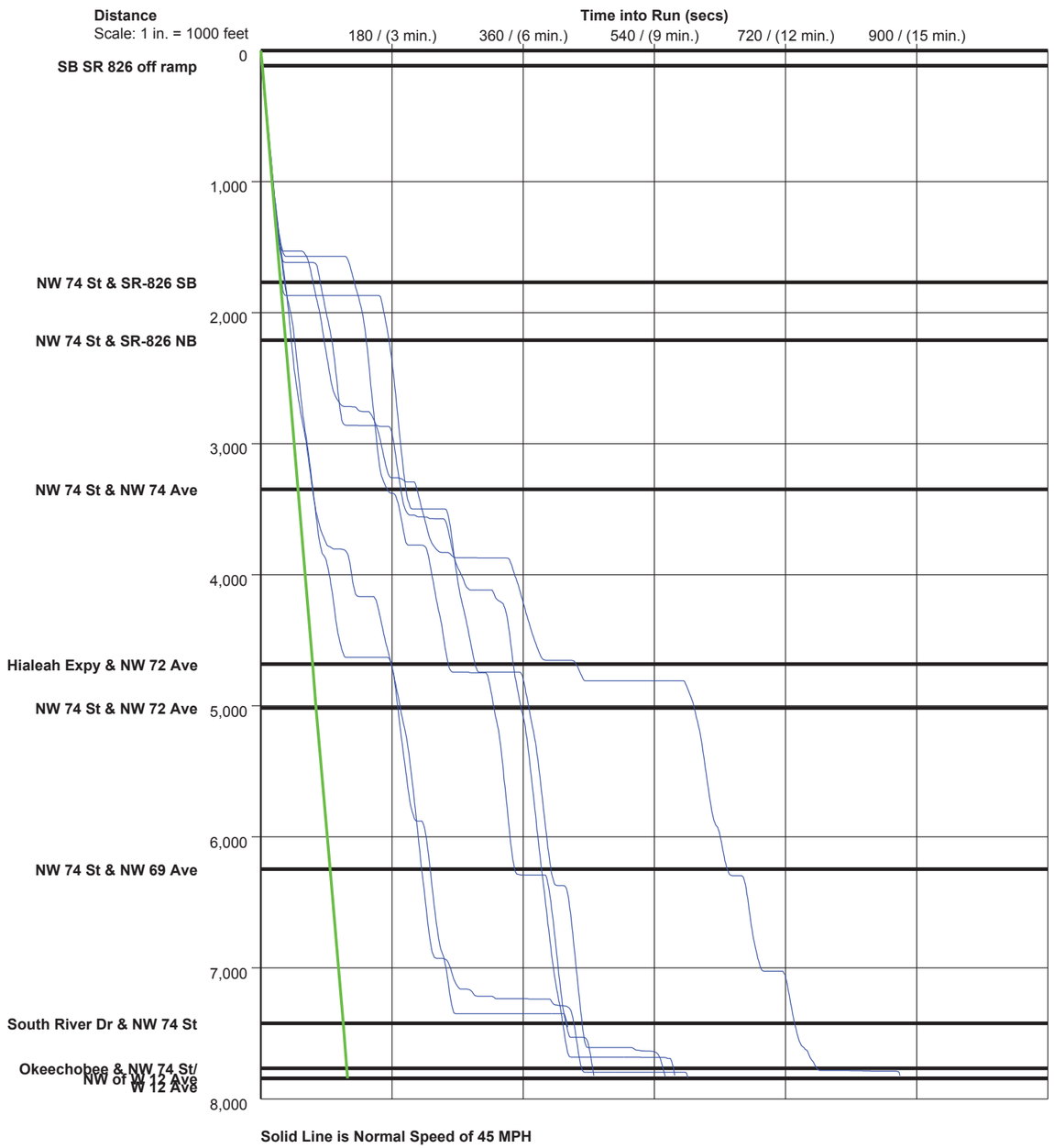
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB Off-Ramp

Eastbound PM Peak Period

Study Name **: Network 1_Route 1_EB_PM**
Study Date **: 5/4/2017**
Page No. **: 9**

Time/Space Trajectories of All Runs



A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound AM Peak Period

PC-Travel Reports for study: Network 1_Route 1_WB_AM

A&P
Consulting Transportation Engineers
SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp
Westbound AM Peak Period

Study Name : **Network 1_Route 1_WB_AM**
Study Date : **5/4/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 1_WB_AM-R001TN	05/04/17	07:39	6525	Before	Primary
Network 1_Route 1_WB_AM-R002TN	05/04/17	08:01	6594	Before	Primary
Network 1_Route 1_WB_AM-R003TN	05/04/17	08:22	6586	Before	Primary
Network 1_Route 1_WB_AM-R004TN	05/04/17	08:41	6602	Before	Primary
Network 1_Route 1_WB_AM-R005TN	05/04/17	09:03	6842	Before	Primary
Network 1_Route 1_WB_AM-R006TN	05/04/17	09:23	6594	Before	Primary

Node Info

#	Len	Name
1	0	
2	161	Okeechobee & NW 74
3	211	South River Dr & NW 74
4	1176	NW 69 Ave & NW 74 St
5	1335	NW 72 Ave & NW 74 St
6	224	Hialeah Expy & NW 72
7	1278	NW 74 St & NW 74 Ave
8	964	SR-826 NB & NW 74 St
9	644	SR-826 SB & NW 74 St
10	630	

Length of Study Route = 6,623 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp
Westbound AM Peak Period

Study Name : **Network 1_Route 1_WB_AM**
Study Date : **5/4/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 30 MPH
1	0								
2	161	Okeechobee & NW 74 St/W	6.7	0.0	16.5	4.0	0.0	2.7	6.3
3	211	South River Dr & NW 74 St	35.5	1.0	4.1	32.5	24.2	34.2	35.5
4	1176	NW 69 Ave & NW 74 St	36.8	0.3	21.8	18.8	3.7	6.2	34.2
5	1335	NW 72 Ave & NW 74 St	122.8	1.5	7.4	102.8	75.2	95.2	121.0
6	224	Hialeah Expy & NW 72 Ave	32.5	0.7	4.7	29.2	21.2	30.7	32.5
7	1278	NW 74 St & NW 74 Ave	59.2	0.7	14.7	39.2	23.2	30.8	46.2
8	964	SR-826 NB & NW 74 St	44.3	0.5	14.8	29.3	17.5	21.2	39.0
9	644	SR-826 SB & NW 74 St	119.0	1.7	3.7	109.0	93.0	105.2	119.0
10	630		34.3	0.2	12.5	24.7	14.7	20.7	30.2
Total	**6,623**		**491.2**	**6.5**	**9.2**	**389.5**	**272.5**	**346.7**	**463.8**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 45 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound AM Peak Period

Study Name : **Network 1_Route 1_WB_AM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Network 1_Route 1_WB_AM-R001TN	Network 1_Route 1_WB_AM-R002TN	Network 1_Route 1_WB_AM-R003TN	Network 1_Route 1_WB_AM-R004TN	Network 1_Route 1_WB_AM-R005TN	Network 1_Route 1_WB_AM-R006TN
1	0							
2	161	Okeechobee & NW 74	7	8	8	5	4	8
3	211	South River Dr & NW 74	45	50	52	12	27	27
4	1176	NW 69 Ave & NW 74 St	47	36	44	35	28	31
5	1335	NW 72 Ave & NW 74 St	77	180	150	75	192	63
6	224	Hialeah Expy & NW 72	10	23	20	116	17	9
7	1278	NW 74 St & NW 74 Ave	87	103	30	33	51	51
8	964	SR-826 NB & NW 74 St	24	28	41	87	24	62
9	644	SR-826 SB & NW 74 St	139	134	197	51	119	74
10	630		14	17	18	104	26	27
Totals	**6623**		**450**	**579**	**560**	**518**	**488**	**352**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound AM Peak Period

Study Name : **Network 1_Route 1_WB_AM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 1_Route 1_WB_AM-R001TN	Network 1_Route 1_WB_AM-R002TN	Network 1_Route 1_WB_AM-R003TN	Network 1_Route 1_WB_AM-R004TN	Network 1_Route 1_WB_AM-R005TN	Network 1_Route 1_WB_AM-R006TN
1	0							
2	161	Okeechobee & NW 74	0	0	0	0	0	0
3	211	South River Dr & NW 74	1	1	1	1	1	1
4	1176	NW 69 Ave & NW 74 St	1	0	1	0	0	0
5	1335	NW 72 Ave & NW 74 St	2	2	1	1	2	1
6	224	Hialeah Expy & NW 72	0	1	1	2	0	0
7	1278	NW 74 St & NW 74 Ave	1	1	0	0	1	1
8	964	SR-826 NB & NW 74 St	0	0	1	1	0	1
9	644	SR-826 SB & NW 74 St	2	2	2	1	2	1
10	630		0	0	0	1	0	0
Totals	**6623**		**7**	**7**	**7**	**7**	**6**	**5**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Network 1_Route 1_WB_AM-R001TN
Network 1_Route 1_WB_AM-R002TN
Network 1_Route 1_WB_AM-R003TN
Network 1_Route 1_WB_AM-R004TN
Network 1_Route 1_WB_AM-R005TN
Network 1_Route 1_WB_AM-R006TN

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	161	Okeechobee & NW 74	16.0	15.0	14.0	23.4	29.5	14.5
3	211	South River Dr & NW 74	3.2	2.8	3.0	11.6	5.4	5.4
4	1176	NW 69 Ave & NW 74 St	17.3	22.4	18.1	23.1	29.1	26.3
5	1335	NW 72 Ave & NW 74 St	11.7	5.1	6.1	12.2	4.6	14.3
6	224	Hialeah Expy & NW 72	14.8	6.4	8.0	1.3	8.8	17.2
7	1278	NW 74 St & NW 74 Ave	10.1	8.6	29.2	26.6	17.4	17.0
8	964	SR-826 NB & NW 74 St	27.3	23.2	16.0	7.7	27.7	10.6
9	644	SR-826 SB & NW 74 St	3.1	3.3	2.2	8.4	3.5	5.9
10	630		27.5	25.4	23.4	4.0	16.5	15.7
Totals	**6623**		**9.9**	**7.8**	**8.0**	**8.7**	**9.3**	**12.8**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 1_Route 1_WB_AM-R001TN
Network 1_Route 1_WB_AM-R002TN
Network 1_Route 1_WB_AM-R003TN
Network 1_Route 1_WB_AM-R004TN
Network 1_Route 1_WB_AM-R005TN
Network 1_Route 1_WB_AM-R006TN

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	161	Okeechobee & NW 74	5	5	6	2	1	5
3	211	South River Dr & NW 74	42	47	49	9	24	24
4	1176	NW 69 Ave & NW 74 St	29	18	26	17	10	13
5	1335	NW 72 Ave & NW 74 St	57	160	130	55	172	43
6	224	Hialeah Expy & NW 72	7	20	16	113	14	5
7	1278	NW 74 St & NW 74 Ave	67	83	10	13	31	31
8	964	SR-826 NB & NW 74 St	9	13	26	72	9	47
9	644	SR-826 SB & NW 74 St	129	124	187	41	109	64
10	630		5	7	8	94	16	18
Totals	**6623**		**350**	**477**	**458**	**416**	**386**	**250**

Total Delay based on a Normal Speed of 45 MPH.

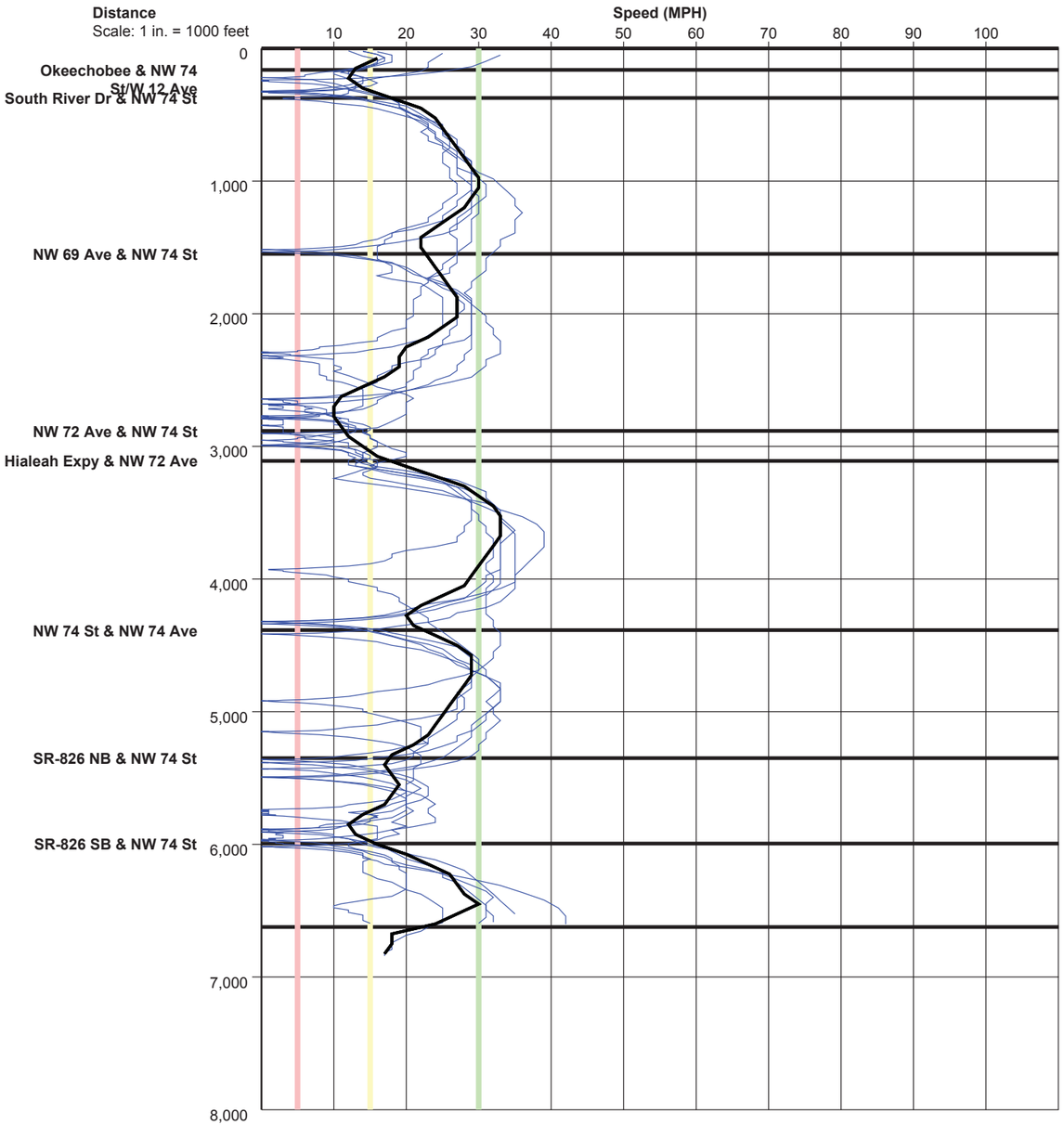
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound AM Peak Period

Study Name : **Network 1_Route 1_WB_AM**
Study Date : **5/4/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



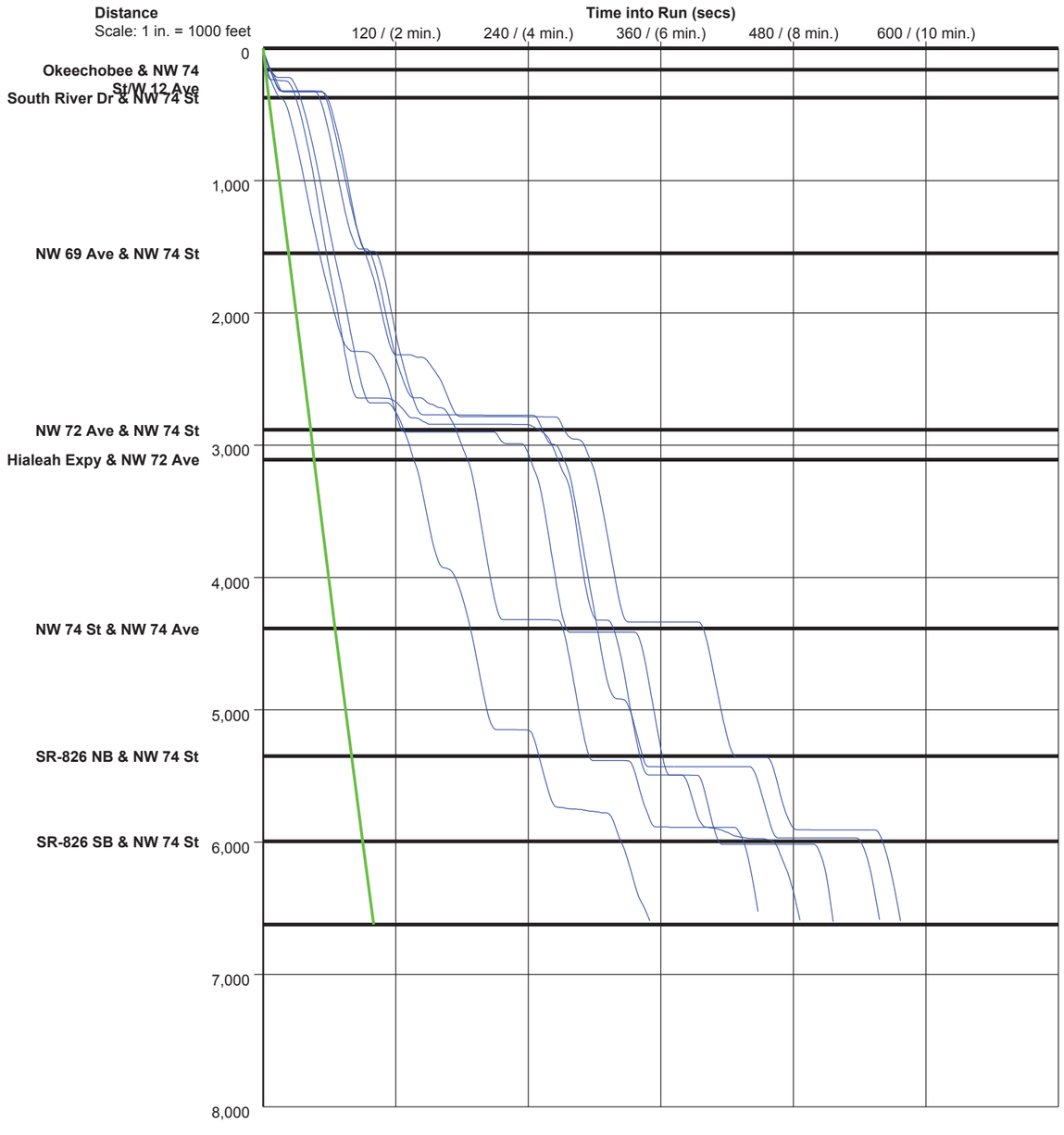
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound AM Peak Period

Study Name : **Network 1_Route 1_WB_AM**
Study Date : **5/4/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 45 MPH

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound Mid-Day Peak Period

PC-Travel Reports for study: Network 1_Route 1_WB_MidDay

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 1_WB_MidDay-R001	05/04/17	13:06	6594	Before	Primary
Network 1_Route 1_WB_MidDay-R002	05/04/17	13:26	6635	Before	Primary
Network 1_Route 1_WB_MidDay-R003	05/04/17	13:45	6681	Before	Primary
Network 1_Route 1_WB_MidDay-R004	05/04/17	14:02	6709	Before	Primary
Network 1_Route 1_WB_MidDay-R005	05/04/17	14:22	6652	Before	Primary
Network 1_Route 1_WB_MidDay-R006	05/04/17	14:37	6767	Before	Primary

Node Info

#	Len	Name
1	0	
2	178	Okeechobee & NW 74
3	194	South River Dr & NW 74
4	1192	NW 69 Ave & NW 74 St
5	1330	NW 72 Ave & NW 74 St
6	240	Hialeah Expw & NW 72
7	1271	NW 74 St & NW 74 Ave
8	963	SR-826 NB & NW 74 St
9	664	SR-826 SB & NW 74 St
10	641	

Length of Study Route = 6,673 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_WB_MidDay**
Study Date : **5/4/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 30 MPH
1	0								
2	178	Okeechobee & NW 74 St/W	34.3	0.5	3.5	31.3	26.3	31.5	33.8
3	194	South River Dr & NW 74 St	18.3	0.5	7.2	15.3	9.0	15.0	18.3
4	1192	NW 69 Ave & NW 74 St	47.5	0.3	17.1	29.5	16.3	18.5	40.5
5	1330	NW 72 Ave & NW 74 St	111.7	1.3	8.1	91.7	66.0	81.3	109.5
6	240	Hialeah Expw & NW 72 Ave	20.3	0.7	8.0	16.3	6.7	17.7	20.3
7	1271	NW 74 St & NW 74 Ave	81.0	1.0	10.7	61.7	41.7	53.7	72.7
8	963	SR-826 NB & NW 74 St	24.3	0.0	27.0	9.3	0.0	0.8	15.5
9	664	SR-826 SB & NW 74 St	113.8	1.7	4.0	103.8	88.0	100.2	113.3
10	641		19.8	0.0	22.0	10.0	0.0	2.3	17.8
Total	**6,673**		**471.2**	**6.0**	**9.7**	**369.0**	**254.0**	**321.0**	**441.8**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 45 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_WB_MidDay**
Study Date : **5/4/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 Network 1_Route 1_WB_MidDay-R001T	Run #2 Network 1_Route 1_WB_MidDay-R002T	Run #3 Network 1_Route 1_WB_MidDay-R003T	Run #4 Network 1_Route 1_WB_MidDay-R004T	Run #5 Network 1_Route 1_WB_MidDay-R005T	Run #6 Network 1_Route 1_WB_MidDay-R006T
1	0							
2	178	Okeechobee & NW 74	56	10	6	65	5	64
3	194	South River Dr & NW 74	9	42	31	7	10	11
4	1192	NW 69 Ave & NW 74 St	28	66	32	55	75	29
5	1330	NW 72 Ave & NW 74 St	50	140	124	197	42	117
6	240	Hialeah Expw & NW 72	21	38	15	20	11	17
7	1271	NW 74 St & NW 74 Ave	90	78	63	102	51	102
8	963	SR-826 NB & NW 74 St	25	24	31	23	19	24
9	664	SR-826 SB & NW 74 St	157	140	116	53	35	182
10	641		15	17	22	21	22	22
Totals	**6673**		**451**	**555**	**440**	**543**	**270**	**568**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_WB_MidDay**

Study Date : **5/4/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 1_Route 1_WB_MidDay-R001T	Network 1_Route 1_WB_MidDay-R002T	Network 1_Route 1_WB_MidDay-R003T	Network 1_Route 1_WB_MidDay-R004T	Network 1_Route 1_WB_MidDay-R005T	Network 1_Route 1_WB_MidDay-R006T
1	0							
2	178	Okeechobee & NW 74	1	0	0	1	0	1
3	194	South River Dr & NW 74	0	1	1	0	1	0
4	1192	NW 69 Ave & NW 74 St	0	1	0	1	0	0
5	1330	NW 72 Ave & NW 74 St	1	1	1	3	0	2
6	240	Hialeah Expw & NW 72	1	1	1	1	0	0
7	1271	NW 74 St & NW 74 Ave	1	1	1	1	1	1
8	963	SR-826 NB & NW 74 St	0	0	0	0	0	0
9	664	SR-826 SB & NW 74 St	2	2	2	1	1	2
10	641		0	0	0	0	0	0
Totals	**6673**		**6**	**7**	**6**	**8**	**3**	**6**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_WB_MidDay**

Study Date : **5/4/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 1_Route 1_WB_MidDay-R001T	Network 1_Route 1_WB_MidDay-R002T	Network 1_Route 1_WB_MidDay-R003T	Network 1_Route 1_WB_MidDay-R004T	Network 1_Route 1_WB_MidDay-R005T	Network 1_Route 1_WB_MidDay-R006T
1	0							
2	178	Okeechobee & NW 74	2.3	13.3	21.3	2.0	27.2	1.9
3	194	South River Dr & NW 74	14.2	3.2	4.4	17.9	11.7	12.8
4	1192	NW 69 Ave & NW 74 St	29.4	12.2	25.5	14.7	10.9	28.1
5	1330	NW 72 Ave & NW 74 St	18.0	6.5	7.2	4.7	21.7	7.7
6	240	Hialeah Expw & NW 72	7.8	4.3	11.7	8.4	14.4	10.3
7	1271	NW 74 St & NW 74 Ave	9.7	11.2	13.7	8.4	17.4	8.5
8	963	SR-826 NB & NW 74 St	26.8	27.5	21.2	28.4	34.5	27.2
9	664	SR-826 SB & NW 74 St	2.8	3.2	3.9	8.8	12.5	2.5
10	641		27.1	25.8	19.9	20.3	19.8	20.1
Totals	**6673**		**10.0**	**8.2**	**10.4**	**8.4**	**16.9**	**8.0**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_WB_MidDay**

Study Date : **5/4/2017**

Page No. : **7**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 1_Route 1_WB_MidDay-R001T Run #1	Network 1_Route 1_WB_MidDay-R002T Run #2	Network 1_Route 1_WB_MidDay-R003T Run #3	Network 1_Route 1_WB_MidDay-R004T Run #4	Network 1_Route 1_WB_MidDay-R005T Run #5	Network 1_Route 1_WB_MidDay-R006T Run #6
1	0							
2	178	Okeechobee & NW 74	53	7	3	62	2	61
3	194	South River Dr & NW 74	6	39	28	4	7	8
4	1192	NW 69 Ave & NW 74 St	10	48	14	37	57	11
5	1330	NW 72 Ave & NW 74 St	30	120	104	177	22	97
6	240	Hialeah Expw & NW 72	17	34	11	16	7	13
7	1271	NW 74 St & NW 74 Ave	71	59	44	83	31	82
8	963	SR-826 NB & NW 74 St	10	9	16	8	4	9
9	664	SR-826 SB & NW 74 St	147	130	106	43	25	172
10	641		6	7	12	11	12	12
Totals	**6673**		**350**	**453**	**338**	**441**	**167**	**465**

Total Delay based on a Normal Speed of 45 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

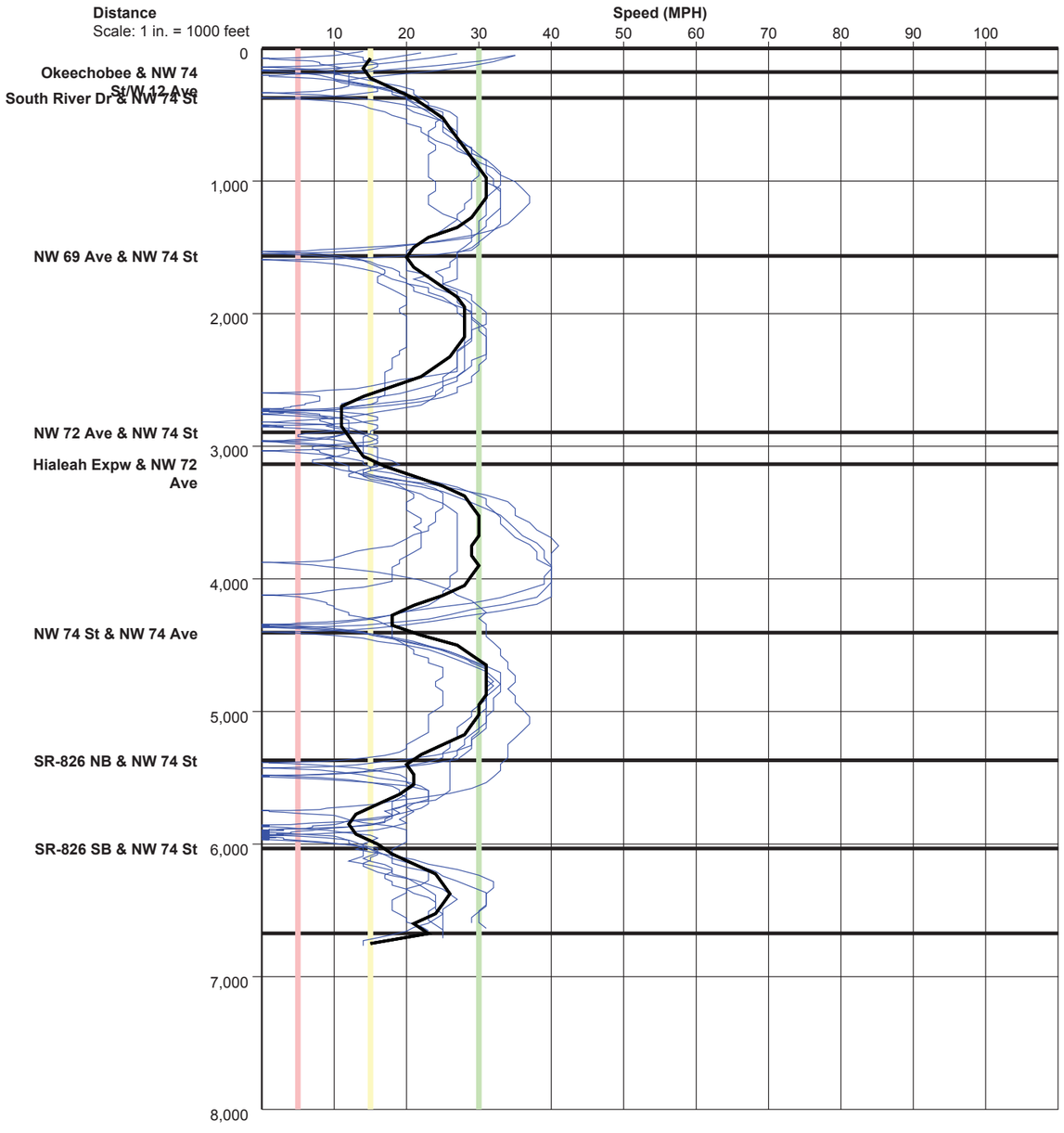
Westbound Mid-Day Peak Period

Study Name : **Network 1_Route 1_WB_MidDay**

Study Date : **5/4/2017**

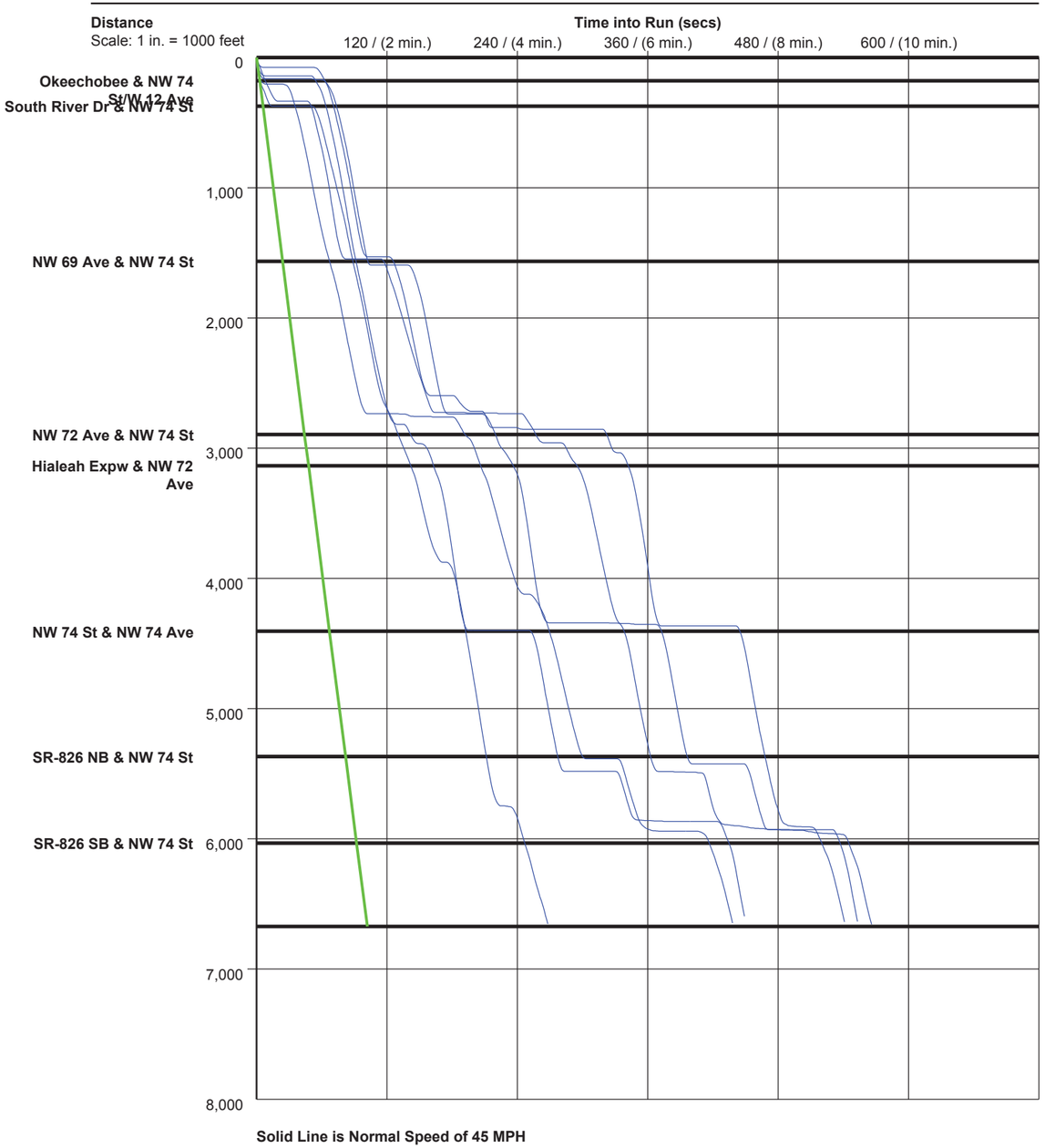
Page No. : **8**

Speed/Distance Profiles of All Runs



Study Name : **Network 1_Route 1_WB_MidDay**
Study Date : **5/4/2017**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 45 MPH

A&P Consulting Transportation Engineers
SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp
Westbound PM Peak Period

PC-Travel Reports for study: Network 1_Route 1_WB_PM

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 1_WB_PM-R001TN	05/04/17	16:13	6675	Before	Primary
Network 1_Route 1_WB_PM-R002TN	05/04/17	16:46	6672	Before	Primary
Network 1_Route 1_WB_PM-R003TN	05/04/17	17:22	6693	Before	Primary
Network 1_Route 1_WB_PM-R004TN	05/04/17	17:55	6680	Before	Primary
Network 1_Route 1_WB_PM-R005TN	05/04/17	18:31	6573	Before	Primary
Network 1_Route 1_WB_PM-R006TN	05/04/17	18:55	6670	Before	Primary

Node Info

#	Len	Name
1	0	
2	183	Okeechobee & NW 74
3	231	South River Dr & NW 74
4	1163	NW 69 Ave & NW 74 St
5	1347	NW 72 Ave & NW 74 St
6	220	Hialeah Expw & NW 72
7	1274	NW 74 St & NW 74 Ave
8	977	SR-826 NB & NW 74 St
9	641	SR-826 SB & NW 74 St
10	624	

Length of Study Route = 6,660 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp
Westbound PM Peak Period

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 30 MPH
1	0								
2	183	Okeechobee & NW 74 St/W	5.0	0.0	25.0	2.0	0.0	0.2	2.8
3	231	South River Dr & NW 74 St	25.0	0.8	6.3	21.0	13.2	24.0	25.0
4	1163	NW 69 Ave & NW 74 St	38.8	0.5	20.4	20.8	6.2	12.8	30.5
5	1347	NW 72 Ave & NW 74 St	169.7	1.7	5.4	149.2	127.5	141.8	159.3
6	220	Hialeah Expw & NW 72 Ave	14.0	0.5	10.7	10.2	2.7	10.7	14.0
7	1274	NW 74 St & NW 74 Ave	80.5	0.7	10.8	61.3	43.0	53.5	70.3
8	977	SR-826 NB & NW 74 St	40.2	0.3	16.6	25.2	14.3	18.7	30.0
9	641	SR-826 SB & NW 74 St	150.2	1.7	2.9	140.2	123.2	136.7	150.2
10	624		31.7	0.0	13.4	21.8	14.2	15.7	28.0
Total	**6,660**		**555.0**	**6.2**	**8.2**	**451.7**	**344.2**	**414.0**	**510.2**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 45 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound PM Peak Period

Study Name : **Network 1_Route 1_WB_PM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 1_WB_PM-R001TN)	Run #2 (Network 1_Route 1_WB_PM-R002TN)	Run #3 (Network 1_Route 1_WB_PM-R003TN)	Run #4 (Network 1_Route 1_WB_PM-R004TN)	Run #5 (Network 1_Route 1_WB_PM-R005TN)	Run #6 (Network 1_Route 1_WB_PM-R006TN)
1	0							
2	183	Okeechobee & NW 74	7	4	5	5	5	4
3	231	South River Dr & NW 74	38	27	24	13	37	11
4	1163	NW 69 Ave & NW 74 St	55	30	38	39	35	36
5	1347	NW 72 Ave & NW 74 St	280	91	167	111	186	183
6	220	Hialeah Expw & NW 72	11	9	15	21	9	19
7	1274	NW 74 St & NW 74 Ave	123	85	123	83	39	30
8	977	SR-826 NB & NW 74 St	88	25	63	24	22	19
9	641	SR-826 SB & NW 74 St	162	209	162	148	130	90
10	624		17	17	20	103	15	18
Totals	**6660**		**781**	**497**	**617**	**547**	**478**	**410**

A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound PM Peak Period

Study Name : **Network 1_Route 1_WB_PM**
Study Date : **5/4/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 1_WB_PM-R001TN)	Run #2 (Network 1_Route 1_WB_PM-R002TN)	Run #3 (Network 1_Route 1_WB_PM-R003TN)	Run #4 (Network 1_Route 1_WB_PM-R004TN)	Run #5 (Network 1_Route 1_WB_PM-R005TN)	Run #6 (Network 1_Route 1_WB_PM-R006TN)
1	0							
2	183	Okeechobee & NW 74	0	0	0	0	0	0
3	231	South River Dr & NW 74	1	1	1	1	1	0
4	1163	NW 69 Ave & NW 74 St	1	0	1	0	0	1
5	1347	NW 72 Ave & NW 74 St	2	1	1	1	2	3
6	220	Hialeah Expw & NW 72	0	0	1	1	0	1
7	1274	NW 74 St & NW 74 Ave	1	1	1	1	0	0
8	977	SR-826 NB & NW 74 St	1	0	1	0	0	0
9	641	SR-826 SB & NW 74 St	1	2	1	3	1	2
10	624		0	0	0	0	0	0
Totals	**6660**		**7**	**5**	**7**	**7**	**4**	**7**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Network 1_Route 1_WB_PM-R001TN
Network 1_Route 1_WB_PM-R002TN
Network 1_Route 1_WB_PM-R003TN
Network 1_Route 1_WB_PM-R004TN
Network 1_Route 1_WB_PM-R005TN
Network 1_Route 1_WB_PM-R006TN

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	183	Okeechobee & NW 74	18.6	32.8	27.2	29.2	29.0	35.3
3	231	South River Dr & NW 74	4.1	5.6	6.5	10.5	3.9	13.4
4	1163	NW 69 Ave & NW 74 St	14.4	26.8	20.9	20.7	22.5	22.1
5	1347	NW 72 Ave & NW 74 St	3.3	10.0	5.4	8.3	5.0	5.0
6	220	Hialeah Expw & NW 72	14.0	17.9	10.5	6.9	16.4	8.5
7	1274	NW 74 St & NW 74 Ave	7.0	10.0	7.0	10.4	22.2	29.2
8	977	SR-826 NB & NW 74 St	7.6	26.8	10.6	28.1	30.2	34.6
9	641	SR-826 SB & NW 74 St	2.7	2.1	2.8	2.9	3.4	4.7
10	624		25.3	25.4	20.7	4.3	25.8	23.8
Totals	**6660**		**5.8**	**9.1**	**7.4**	**8.3**	**9.4**	**11.1**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 1_Route 1_WB_PM-R001TN
Network 1_Route 1_WB_PM-R002TN
Network 1_Route 1_WB_PM-R003TN
Network 1_Route 1_WB_PM-R004TN
Network 1_Route 1_WB_PM-R005TN
Network 1_Route 1_WB_PM-R006TN

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	183	Okeechobee & NW 74	4	1	2	2	2	1
3	231	South River Dr & NW 74	34	23	20	9	33	7
4	1163	NW 69 Ave & NW 74 St	37	12	20	21	17	18
5	1347	NW 72 Ave & NW 74 St	259	71	147	90	165	163
6	220	Hialeah Expw & NW 72	7	5	11	18	5	15
7	1274	NW 74 St & NW 74 Ave	104	66	104	64	20	10
8	977	SR-826 NB & NW 74 St	73	10	48	9	7	4
9	641	SR-826 SB & NW 74 St	152	199	152	138	120	80
10	624		7	7	10	93	6	8
Totals	**6660**		**677**	**394**	**514**	**444**	**375**	**306**

Total Delay based on a Normal Speed of 45 MPH.

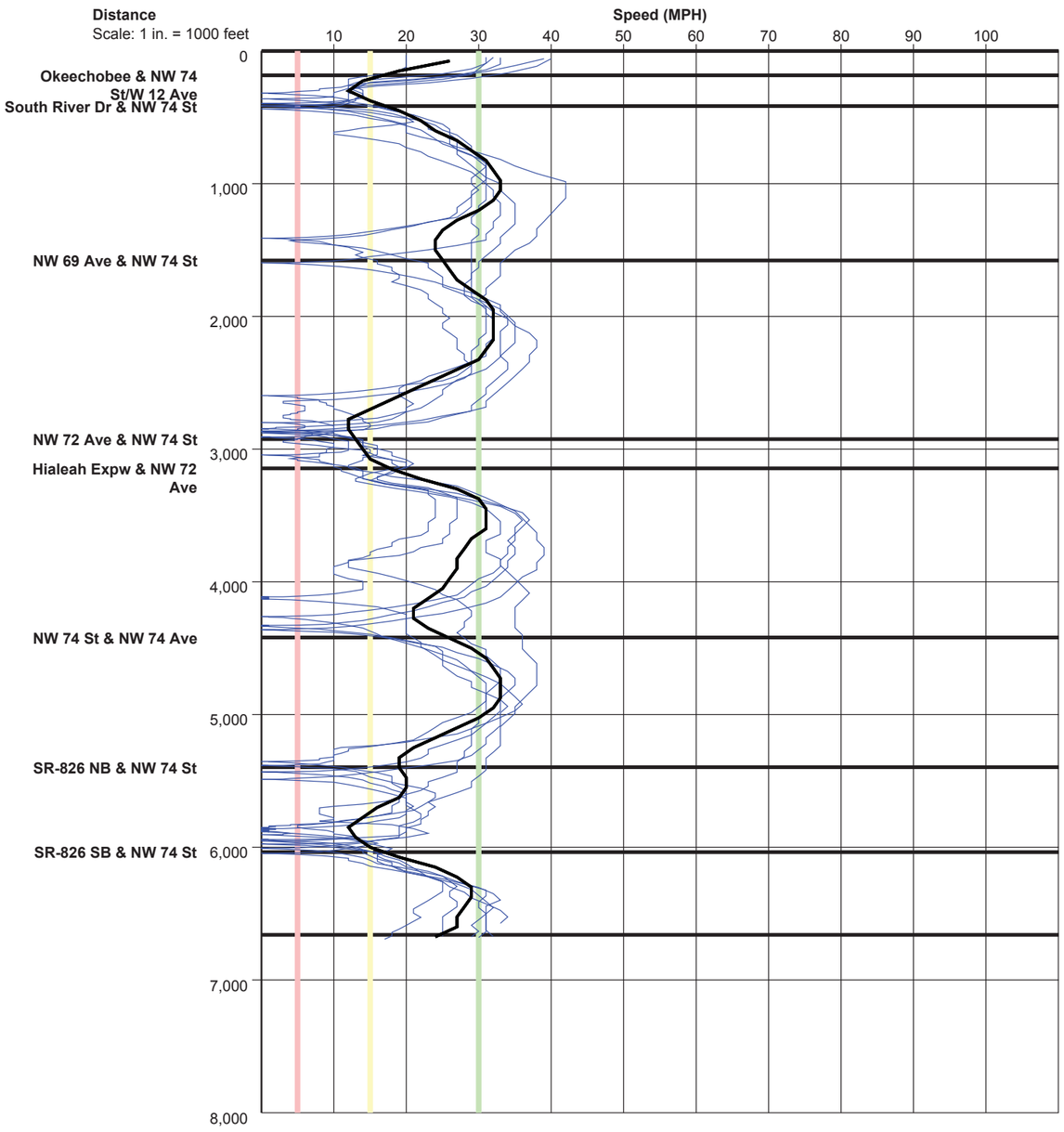
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound PM Peak Period

Study Name : **Network 1_Route 1_WB_PM**
Study Date : **5/4/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



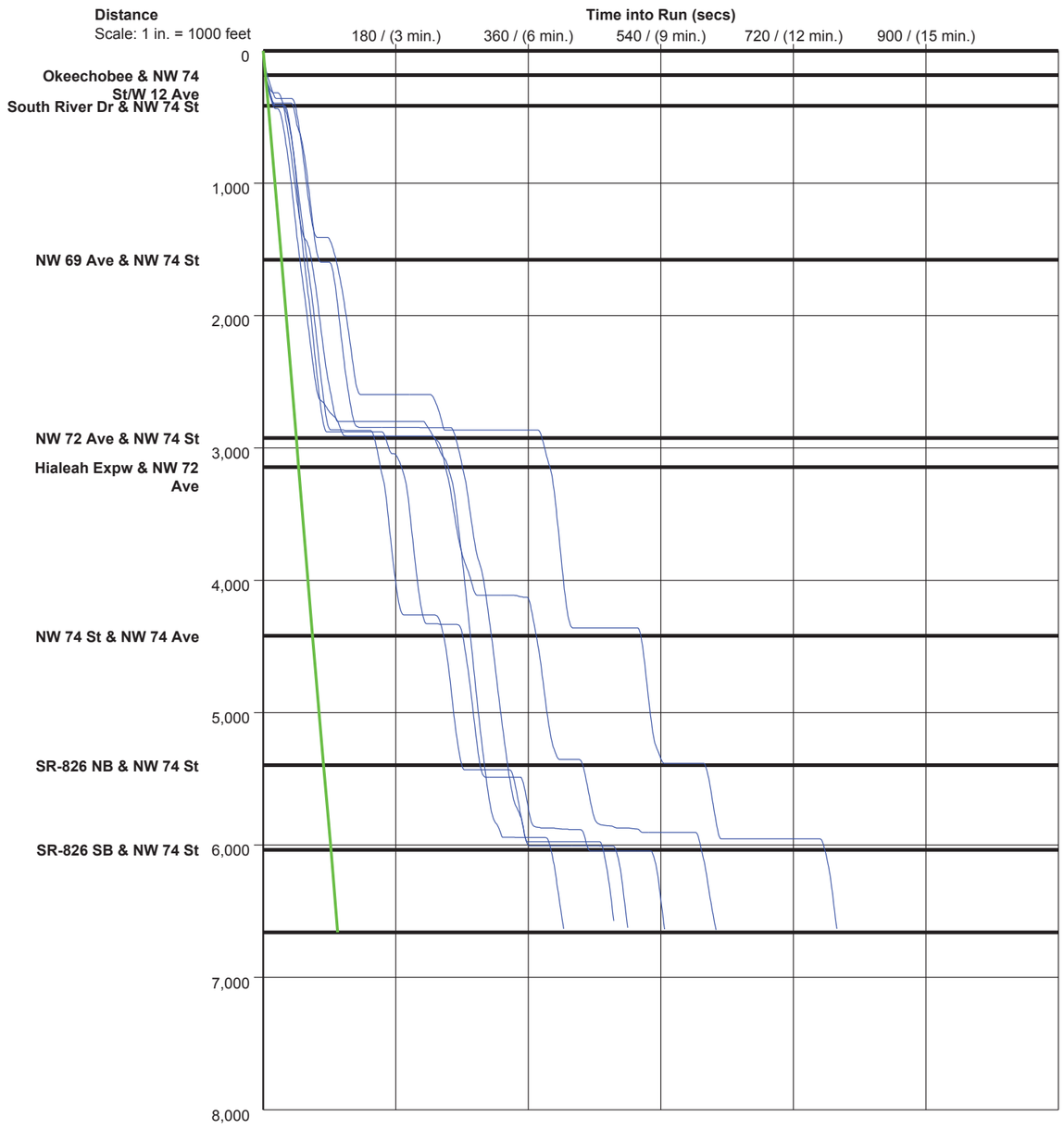
A&P Consulting Transportation Engineers

SIS Network 1 NW 74th St - Okeechobee Rd to SR-826 SB On-Ramp

Westbound PM Peak Period

Study Name : **Network 1_Route 1_WB_PM**
Study Date : **5/4/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 45 MPH

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound AM Peak Period

PC-Travel Reports for study: Network 1_Route 2_NB_AM

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound AM Peak Period

Study Name **: Network 1_Route 2_NB_AM**
Study Date **: 5/4/2017**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 2_NB_AM-R001TN	05/04/17	07:31	5400	Before	Primary
Network 1_Route 2_NB_AM-R002T	05/04/17	07:54	5474	Before	Primary
Network 1_Route 2_NB_AM-R003T	05/04/17	08:16	5537	Before	Primary
Network 1_Route 2_NB_AM-R004T	05/04/17	08:37	5549	Before	Primary
Network 1_Route 2_NB_AM-R005T	05/04/17	08:57	5561	Before	Primary
Network 1_Route 2_NB_AM-R006T	05/04/17	09:17	5504	Before	Primary

Node Info

#	Len	Name
1	0	
2	141	NW 66 St
3	2413	Hialeah Expy & NW 72
4	285	NW 74 St & NW 72 Ave
5	2317	South River Dr & NW 72
6	218	Okeechobee Rd & NW
7	130	

Length of Study Route = 5,504 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound AM Peak Period

Study Name : **Network 1_Route 2_NB_AM**
Study Date : **5/4/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	141	NW 66 St	3.7	0.0	26.2	0.7	0.0	0.8	1.2
3	2413	Hialeah Expy & NW 72 Ave	93.3	0.8	17.6	46.8	42.2	48.3	52.2
4	285	NW 74 St & NW 72 Ave	31.2	1.0	6.2	25.2	17.0	28.5	31.0
5	2317	South River Dr & NW 72 Ave	58.3	0.0	27.1	12.8	0.0	1.5	10.3
6	218	Okeechobee Rd & NW 72	21.2	0.5	7.0	16.8	11.3	17.2	21.0
7	130		26.7	0.5	3.3	24.0	21.7	24.8	26.0
Total	**5,504**		**234.3**	**2.8**	**16.0**	**126.3**	**92.2**	**121.2**	**141.7**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound AM Peak Period

Study Name : **Network 1_Route 2_NB_AM**
Study Date : **5/4/2017**
Page No. : **4**

Detailed Statistics By Run

Travel Time (sec) by Section

Network 1_Route 2_NB_AM-R001T
Network 1_Route 2_NB_AM-R002T
Network 1_Route 2_NB_AM-R003T
Network 1_Route 2_NB_AM-R004T
Network 1_Route 2_NB_AM-R005T
Network 1_Route 2_NB_AM-R006T

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	141	NW 66 St	7	3	3	3	3	3
3	2413	Hialeah Expy & NW 72	115	141	68	58	134	44
4	285	NW 74 St & NW 72 Ave	28	26	32	45	34	22
5	2317	South River Dr & NW 72	59	52	56	57	60	66
6	218	Okeechobee Rd & NW	13	29	48	7	22	8
7	130		1	5	16	34	49	55
Totals	**5504**		**223**	**256**	**223**	**204**	**302**	**198**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 1_Route 2_NB_AM-R001T	Network 1_Route 2_NB_AM-R002T	Network 1_Route 2_NB_AM-R003T	Network 1_Route 2_NB_AM-R004T	Network 1_Route 2_NB_AM-R005T	Network 1_Route 2_NB_AM-R006T
1	0							
2	141	NW 66 St	0	0	0	0	0	0
3	2413	Hialeah Expy & NW 72	1	1	1	1	1	0
4	285	NW 74 St & NW 72 Ave	1	1	1	1	1	1
5	2317	South River Dr & NW 72	0	0	0	0	0	0
6	218	Okeechobee Rd & NW	0	1	1	0	1	0
7	130		0	0	0	1	1	1
Totals	**5504**		**2**	**3**	**3**	**3**	**4**	**2**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Northbound AM Peak Period

Study Name : **Network 1_Route 2_NB_AM**
Study Date : **5/4/2017**
Page No. : **6**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 1_Route 2_NB_AM-R001T	Network 1_Route 2_NB_AM-R002T	Network 1_Route 2_NB_AM-R003T	Network 1_Route 2_NB_AM-R004T	Network 1_Route 2_NB_AM-R005T	Network 1_Route 2_NB_AM-R006T
1	0							
2	141	NW 66 St	14.4	36.7	37.3	42.0	45.7	40.3
3	2413	Hialeah Expy & NW 72	14.3	11.7	24.1	28.1	12.0	37.1
4	285	NW 74 St & NW 72 Ave	7.4	7.2	5.9	4.5	5.6	8.5
5	2317	South River Dr & NW 72	26.7	30.4	28.4	27.7	26.3	24.1
6	218	Okeechobee Rd & NW	11.8	5.1	2.8	19.6	7.3	16.1
7	130		0.0	16.3	6.9	2.8	1.9	1.5
Totals	**5504**		**16.6**	**14.6**	**17.0**	**18.5**	**12.5**	**18.9**

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound AM Peak Period

Study Name : **Network 1_Route 2_NB_AM**
Study Date : **5/4/2017**
Page No. : **7**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 1_Route 2_NB_AM-R001T
Network 1_Route 2_NB_AM-R002T
Network 1_Route 2_NB_AM-R003T
Network 1_Route 2_NB_AM-R004T
Network 1_Route 2_NB_AM-R005T
Network 1_Route 2_NB_AM-R006T

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	141	NW 66 St	4	0	0	0	0	0
3	2413	Hialeah Expy & NW 72	68	94	21	11	87	0
4	285	NW 74 St & NW 72 Ave	22	20	26	39	28	16
5	2317	South River Dr & NW 72	14	7	10	11	15	20
6	218	Okeechobee Rd & NW	8	25	44	3	17	4
7	130		0	2	13	31	46	52
Totals	**5504**		**116**	**148**	**114**	**95**	**193**	**92**

Total Delay based on a Normal Speed of 35 MPH.

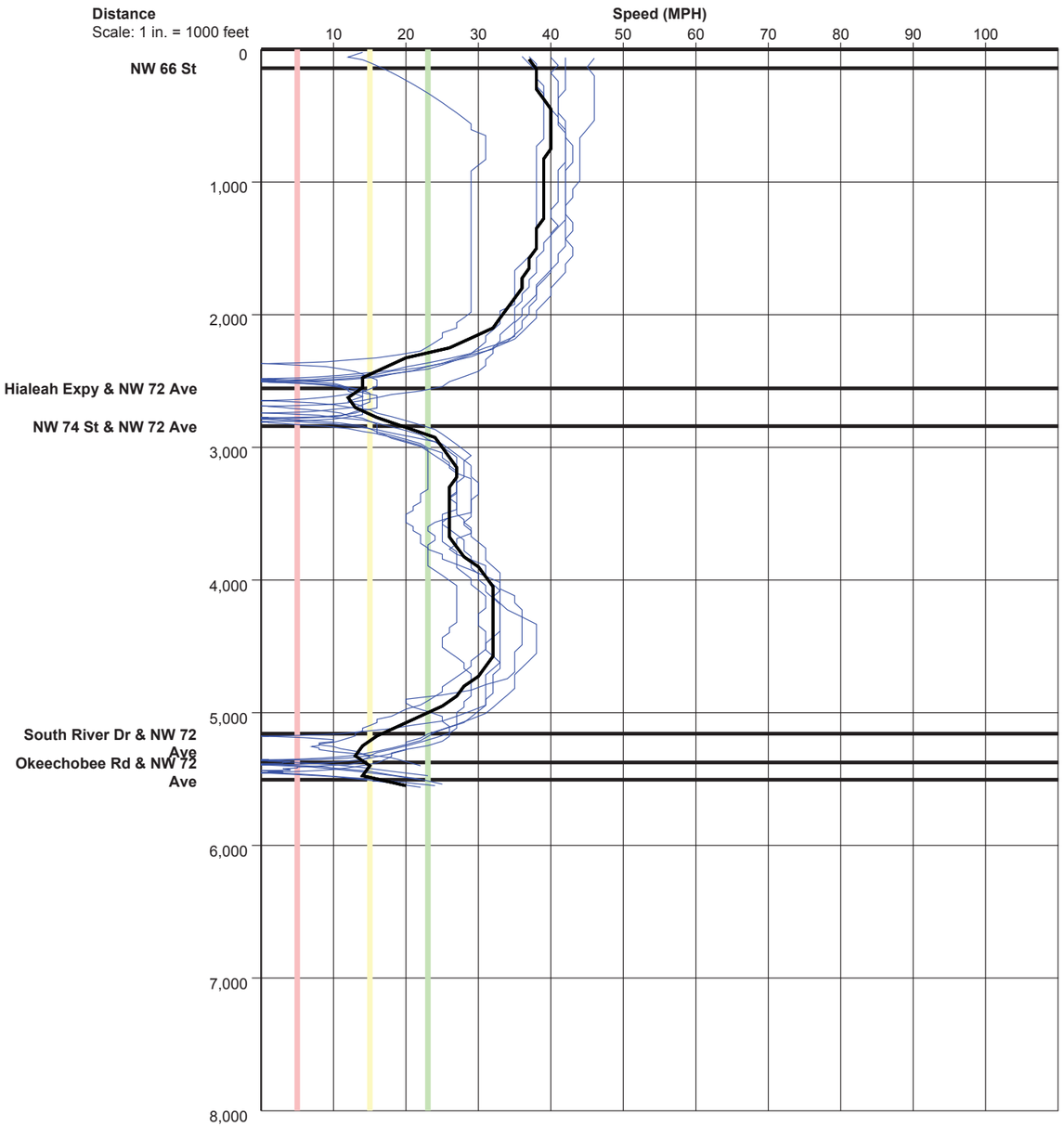
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound AM Peak Period

Study Name : **Network 1_Route 2_NB_AM**
Study Date : **5/4/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



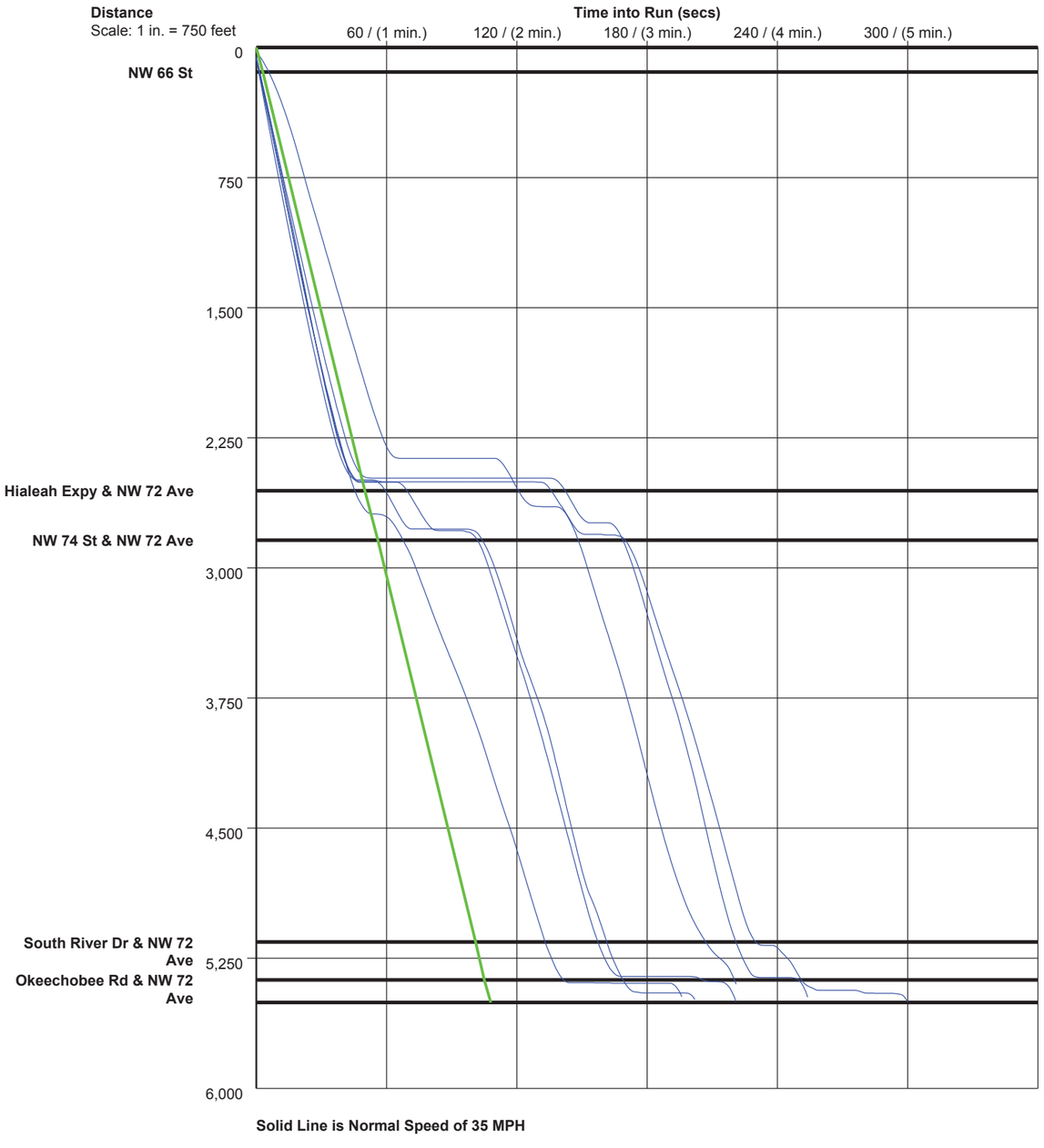
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound AM Peak Period

Study Name : **Network 1_Route 2_NB_AM**
Study Date : **5/4/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound Mid-Day Peak Period

PC-Travel Reports for study: Network 1_Route 2_NB_MidDay

A&P
Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Northbound Mid-Day Peak Period

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 2_NB_MidDay-R001	05/04/17	13:02	5559	Before	Primary
Network 1_Route 2_NB_MidDay-R002	05/04/17	13:20	5470	Before	Primary
Network 1_Route 2_NB_MidDay-R003	05/04/17	13:41	5549	Before	Primary
Network 1_Route 2_NB_MidDay-R004	05/04/17	13:58	5603	Before	Primary
Network 1_Route 2_NB_MidDay-R005	05/04/17	14:18	5528	Before	Primary
Network 1_Route 2_NB_MidDay-R006	05/04/17	14:32	5546	Before	Primary

Node Info

#	Len	Name
1	0	
2	162	South of NW 66 St
3	2432	Hialeah Expy & NW 72
4	277	NW 74 St & NW 72 Ave
5	2338	South River Dr & NW 72
6	206	Okeechobee Rd & NW
7	127	

Length of Study Route = 5,542 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Northbound Mid-Day Peak Period

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	162	South of NW 66 St	3.2	0.0	34.9	0.0	0.0	0.0	0.0
3	2432	Hialeah Expy & NW 72 Ave	76.2	0.5	21.8	30.0	23.7	34.2	39.3
4	277	NW 74 St & NW 72 Ave	14.5	0.3	13.0	8.8	2.7	6.3	14.5
5	2338	South River Dr & NW 72 Ave	68.3	0.3	23.3	22.3	6.7	11.3	26.5
6	206	Okeechobee Rd & NW 72	20.8	0.5	6.7	16.8	9.3	18.8	20.2
7	127		10.0	0.5	8.7	7.2	4.7	7.8	9.2
Total	**5,542**		**193.0**	**2.2**	**19.6**	**85.2**	**47.0**	**78.5**	**109.7**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 2_NB_MidDay-R001T)	Run #2 (Network 1_Route 2_NB_MidDay-R002T)	Run #3 (Network 1_Route 2_NB_MidDay-R003T)	Run #4 (Network 1_Route 2_NB_MidDay-R004T)	Run #5 (Network 1_Route 2_NB_MidDay-R005T)	Run #6 (Network 1_Route 2_NB_MidDay-R006T)
1	0							
2	162	South of NW 66 St	3	4	3	3	3	3
3	2432	Hialeah Expy & NW 72	63	50	102	38	102	102
4	277	NW 74 St & NW 72 Ave	12	10	24	11	20	10
5	2338	South River Dr & NW 72	101	64	58	73	50	64
6	206	Okeechobee Rd & NW	8	38	14	27	7	31
7	127		8	2	15	8	22	5
Totals	**5542**		**195**	**168**	**216**	**160**	**204**	**215**

A&P Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Northbound Mid-Day Peak Period

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 2_NB_MidDay-R001T)	Run #2 (Network 1_Route 2_NB_MidDay-R002T)	Run #3 (Network 1_Route 2_NB_MidDay-R003T)	Run #4 (Network 1_Route 2_NB_MidDay-R004T)	Run #5 (Network 1_Route 2_NB_MidDay-R005T)	Run #6 (Network 1_Route 2_NB_MidDay-R006T)
1	0							
2	162	South of NW 66 St	0	0	0	0	0	0
3	2432	Hialeah Expy & NW 72	0	0	1	0	1	1
4	277	NW 74 St & NW 72 Ave	0	0	1	0	1	0
5	2338	South River Dr & NW 72	1	0	0	0	0	1
6	206	Okeechobee Rd & NW	0	1	0	1	0	1
7	127		1	0	1	0	1	0
Totals	**5542**		**2**	**1**	**3**	**1**	**3**	**3**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 2_NB_MidDay-R001T)	Run #2 (Network 1_Route 2_NB_MidDay-R002T)	Run #3 (Network 1_Route 2_NB_MidDay-R003T)	Run #4 (Network 1_Route 2_NB_MidDay-R004T)	Run #5 (Network 1_Route 2_NB_MidDay-R005T)	Run #6 (Network 1_Route 2_NB_MidDay-R006T)
1	0							
2	162	South of NW 66 St	38.3	33.0	43.3	49.7	46.3	39.7
3	2432	Hialeah Expy & NW 72	26.3	32.9	16.0	42.8	16.0	16.2
4	277	NW 74 St & NW 72 Ave	15.8	19.9	8.5	16.2	9.3	18.8
5	2338	South River Dr & NW 72	15.7	24.8	27.3	21.8	32.1	24.7
6	206	Okeechobee Rd & NW	18.0	4.0	10.0	5.3	18.1	4.8
7	127		11.3	22.0	5.6	12.5	3.7	16.4
Totals	**5542**		**19.4**	**22.4**	**17.5**	**23.7**	**18.6**	**17.5**

A&P Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Northbound Mid-Day Peak Period
Study Name : **Network 1_Route 2_NB_MidDay**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 2_NB_MidDay-R001T)	Run #2 (Network 1_Route 2_NB_MidDay-R002T)	Run #3 (Network 1_Route 2_NB_MidDay-R003T)	Run #4 (Network 1_Route 2_NB_MidDay-R004T)	Run #5 (Network 1_Route 2_NB_MidDay-R005T)	Run #6 (Network 1_Route 2_NB_MidDay-R006T)
1	0							
2	162	South of NW 66 St	0	0	0	0	0	0
3	2432	Hialeah Expy & NW 72	15	2	55	0	54	54
4	277	NW 74 St & NW 72 Ave	6	4	18	6	15	4
5	2338	South River Dr & NW 72	55	18	12	27	4	18
6	206	Okeechobee Rd & NW	4	34	10	23	3	27
7	127		5	0	12	5	19	2
Totals	**5542**		**85**	**58**	**107**	**61**	**95**	**105**

Total Delay based on a Normal Speed of 35 MPH.

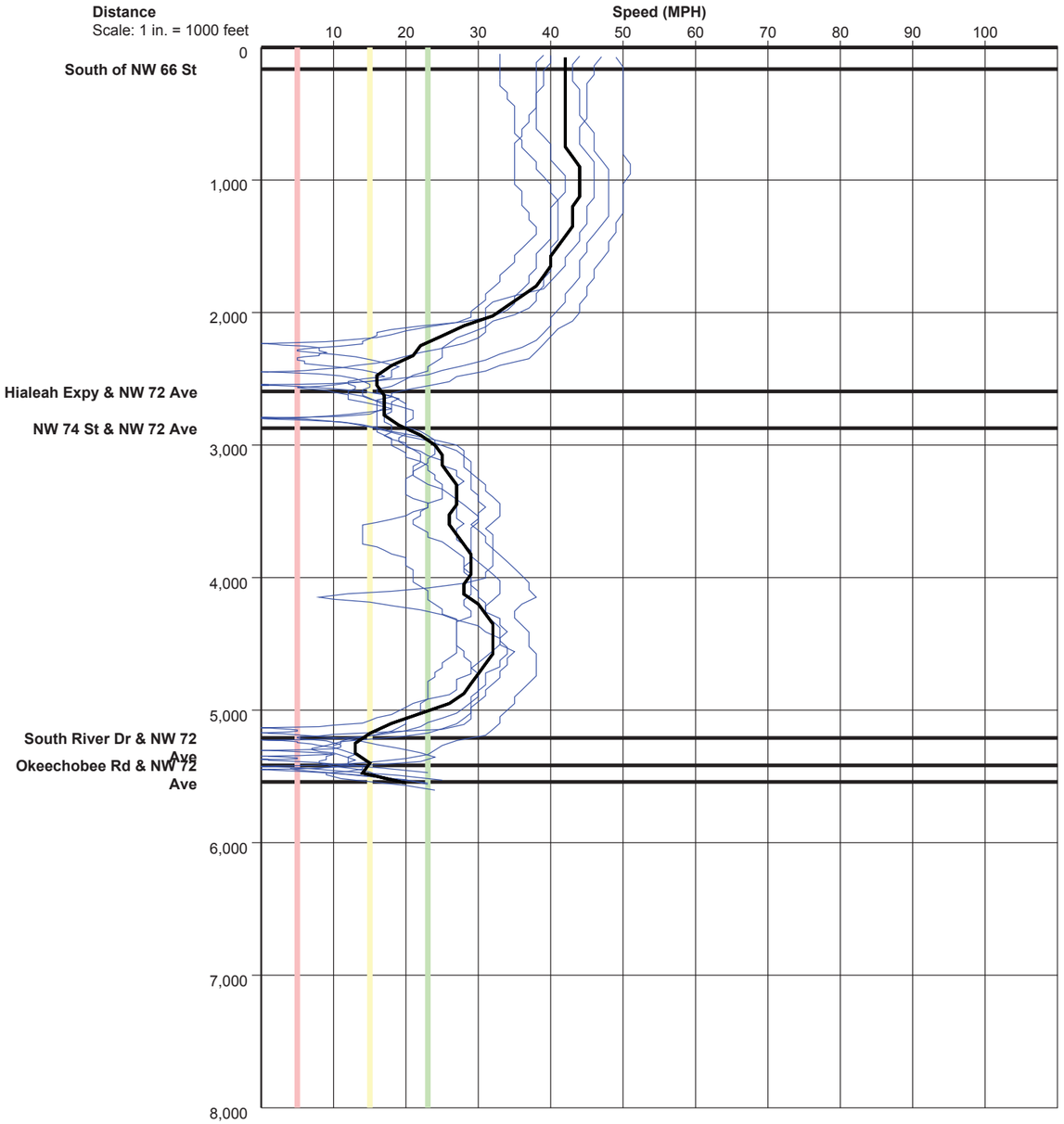
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound Mid-Day Peak Period

Study Name : **Network 1_Route 2_NB_MidDay**
Study Date : **5/4/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



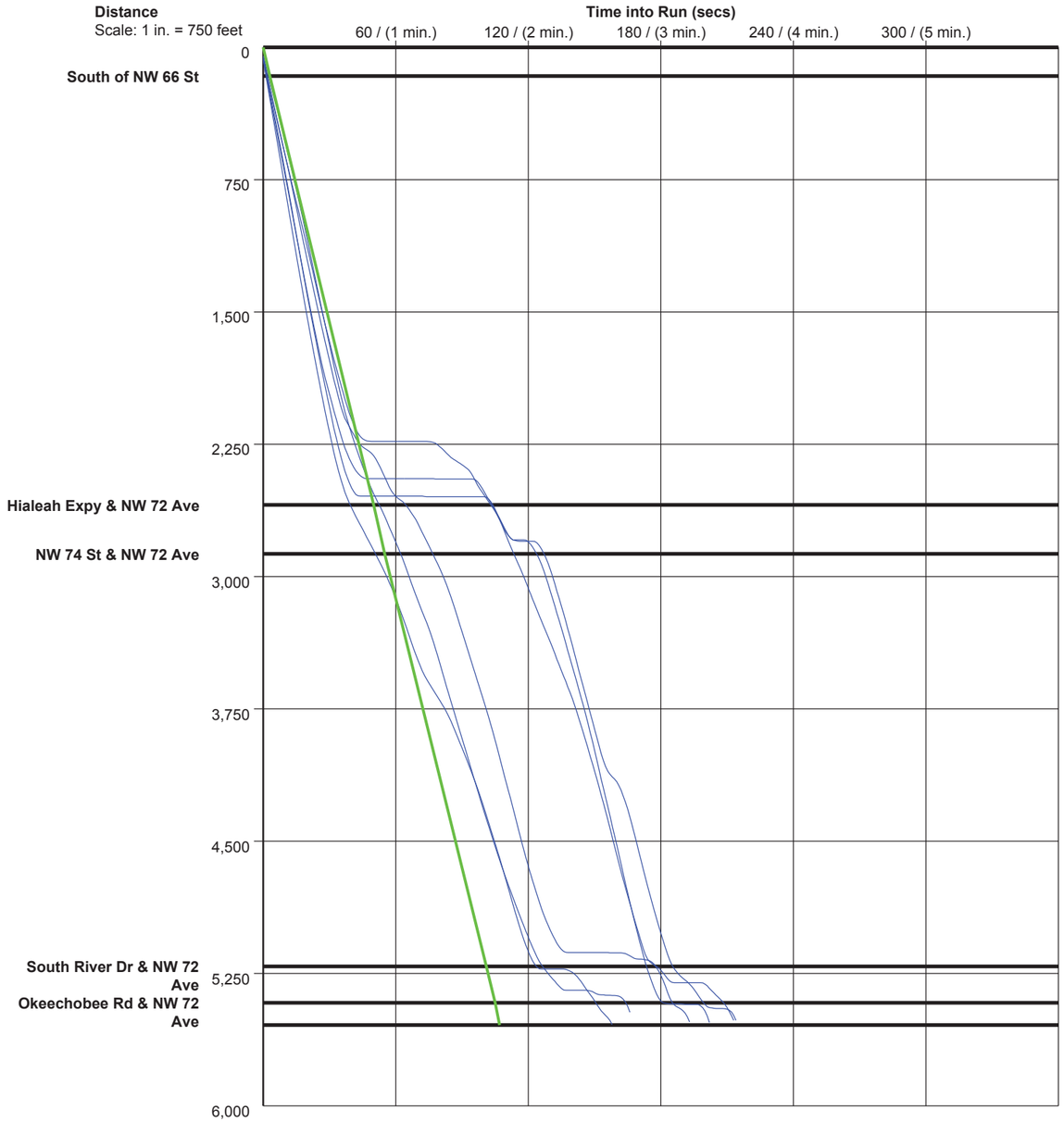
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound Mid-Day Peak Period

Study Name : **Network 1_Route 2_NB_MidDay**
Study Date : **5/4/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound PM Peak Period

PC-Travel Reports for study: Network 1_Route 2_NB_PM

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 2_NB_PM-R001TN	05/04/17	16:05	5473	Before	Primary
Network 1_Route 2_NB_PM-R002TN	05/04/17	16:33	5426	Before	Primary
Network 1_Route 2_NB_PM-R003TN	05/04/17	17:07	5394	Before	Primary
Network 1_Route 2_NB_PM-R004TN	05/04/17	17:43	5385	Before	Primary
Network 1_Route 2_NB_PM-R005TN	05/04/17	18:15	5345	Before	Primary
Network 1_Route 2_NB_PM-R006TN	05/04/17	18:46	5516	Before	Primary

Node Info

#	Len	Name
1	0	
2	122	South of NW 66 St
3	2365	Hialeah Expy & NW 72
4	259	NW 74 St & NW 72 Ave
5	2330	South River Dr & NW 72
6	207	Okeechobee Rd & NW
7	140	

Length of Study Route = 5,423 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound PM Peak Period

Study Name : **Network 1_Route 2_NB_PM**
Study Date : **5/4/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	122	South of NW 66 St	11.5	0.5	7.2	9.0	5.0	9.8	10.3
3	2365	Hialeah Expy & NW 72 Ave	324.8	6.7	5.0	279.7	217.8	300.2	314.7
4	259	NW 74 St & NW 72 Ave	18.7	0.8	9.5	13.7	7.7	13.5	18.0
5	2330	South River Dr & NW 72 Ave	305.3	2.3	5.2	259.7	227.7	263.0	275.7
6	207	Okeechobee Rd & NW 72	14.8	0.5	9.5	10.8	5.7	10.5	14.0
7	140		8.3	0.5	11.5	5.5	2.8	5.5	7.2
Total	**5,423**		**683.5**	**11.3**	**5.4**	**578.3**	**466.7**	**602.5**	**639.8**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound PM Peak Period

Study Name : **Network 1_Route 2_NB_PM**
Study Date : **5/4/2017**
Page No. : **4**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			Network 1_Route 2_NB_PM-R001TN	Network 1_Route 2_NB_PM-R002TN	Network 1_Route 2_NB_PM-R003TN	Network 1_Route 2_NB_PM-R004TN	Network 1_Route 2_NB_PM-R005TN	Network 1_Route 2_NB_PM-R006TN
1	0							
2	122	South of NW 66 St	3	4	23	15	22	2
3	2365	Hialeah Expy & NW 72	201	495	363	413	436	41
4	259	NW 74 St & NW 72 Ave	32	24	7	15	21	13
5	2330	South River Dr & NW 72	57	217	449	222	431	456
6	207	Okeechobee Rd & NW	43	6	11	10	9	10
7	140		20	8	5	4	3	10
Totals	**5423**		**356**	**754**	**858**	**679**	**922**	**532**

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound PM Peak Period

Study Name : **Network 1_Route 2_NB_PM**
Study Date : **5/4/2017**
Page No. : **5**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 2_NB_PM-R001TN)	Run #2 (Network 1_Route 2_NB_PM-R002TN)	Run #3 (Network 1_Route 2_NB_PM-R003TN)	Run #4 (Network 1_Route 2_NB_PM-R004TN)	Run #5 (Network 1_Route 2_NB_PM-R005TN)	Run #6 (Network 1_Route 2_NB_PM-R006TN)
1	0							
2	122	South of NW 66 St	0	0	1	1	1	0
3	2365	Hialeah Expy & NW 72	3	8	8	10	11	0
4	259	NW 74 St & NW 72 Ave	1	1	0	1	1	1
5	2330	South River Dr & NW 72	0	2	3	2	4	3
6	207	Okeechobee Rd & NW	2	0	1	0	0	0
7	140		1	1	0	0	0	1
Totals	**5423**		**7**	**12**	**13**	**14**	**17**	**5**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound PM Peak Period

Study Name : **Network 1_Route 2_NB_PM**
Study Date : **5/4/2017**
Page No. : **6**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 2_NB_PM-R001TN)	Run #2 (Network 1_Route 2_NB_PM-R002TN)	Run #3 (Network 1_Route 2_NB_PM-R003TN)	Run #4 (Network 1_Route 2_NB_PM-R004TN)	Run #5 (Network 1_Route 2_NB_PM-R005TN)	Run #6 (Network 1_Route 2_NB_PM-R006TN)
1	0							
2	122	South of NW 66 St	33.3	22.3	4.0	5.7	3.8	44.0
3	2365	Hialeah Expy & NW 72	8.0	3.3	4.4	3.9	3.7	39.8
4	259	NW 74 St & NW 72 Ave	5.8	7.5	25.7	11.6	8.4	12.0
5	2330	South River Dr & NW 72	27.7	7.3	3.5	7.2	3.7	3.5
6	207	Okeechobee Rd & NW	3.2	22.0	12.9	13.8	14.8	15.2
7	140		5.1	11.6	18.8	19.7	20.0	9.3
Totals	**5423**		**10.4**	**4.9**	**4.3**	**5.4**	**3.9**	**7.0**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	122	South of NW 66 St	0	1	20	13	20	0
3	2365	Hialeah Expy & NW 72	155	449	317	367	390	0
4	259	NW 74 St & NW 72 Ave	27	19	2	10	16	8
5	2330	South River Dr & NW 72	11	171	404	176	385	411
6	207	Okeechobee Rd & NW	39	2	7	6	5	6
7	140		17	5	2	1	1	7
Totals	**5423**		**249**	**647**	**752**	**573**	**817**	**432**

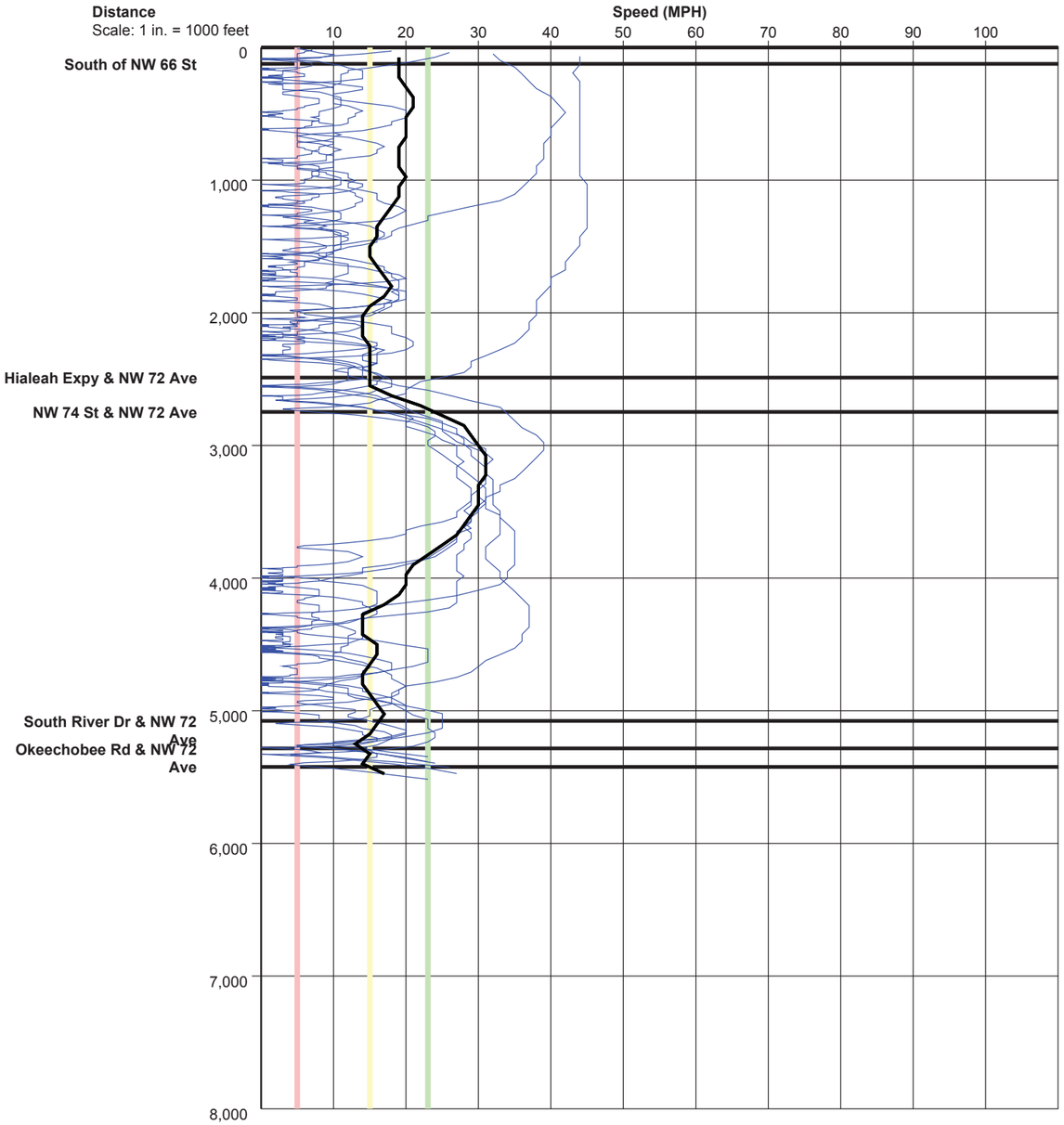
Network 1_Route 2_NB_PM-R001TN
Network 1_Route 2_NB_PM-R002TN
Network 1_Route 2_NB_PM-R003TN
Network 1_Route 2_NB_PM-R004TN
Network 1_Route 2_NB_PM-R005TN
Network 1_Route 2_NB_PM-R006TN

Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Northbound PM Peak Period

Study Name : **Network 1_Route 2_NB_PM**
Study Date : **5/4/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



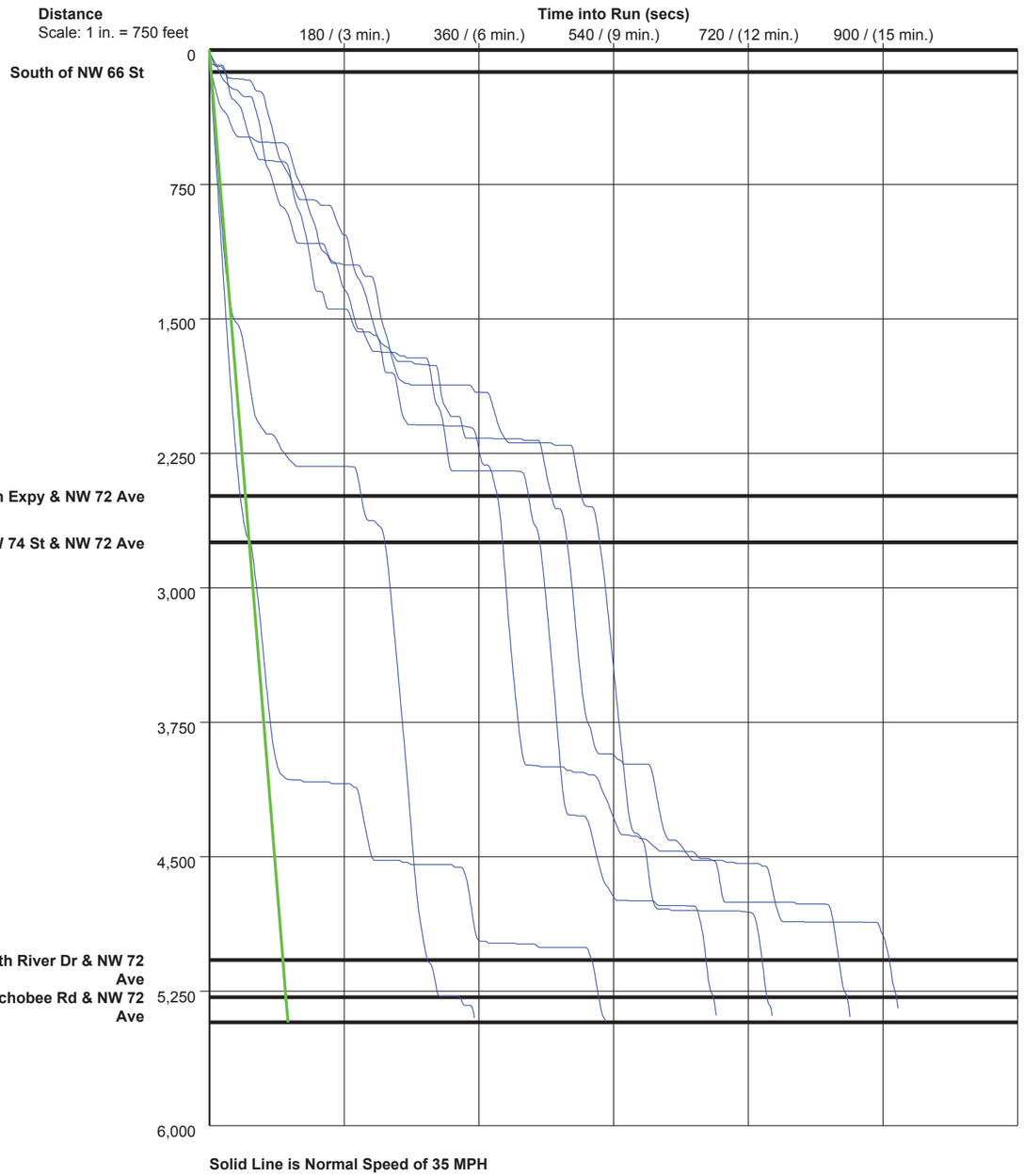
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Northbound PM Peak Period

Study Name : **Network 1_Route 2_NB_PM**
Study Date : **5/4/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound AM Peak Period

PC-Travel Reports for study: Network 1_Route 2_SB_AM

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 2_SB_AM-R001TN	05/09/17	07:31	5546	Before	Primary
Network 1_Route 2_SB_AM-R002TN	05/09/17	07:41	5509	Before	Primary
Network 1_Route 2_SB_AM-R003TN	05/09/17	08:15	5437	Before	Primary
Network 1_Route 2_SB_AM-R004TN	05/09/17	08:26	5500	Before	Primary
Network1_Route 2_SB_AM-R005TN	05/09/17	08:53	5431	Before	Primary
Network1_Route 2_SB_AM-R006TN	05/09/17	09:04	5446	Before	Primary

Node Info

#	Len	Name
1	0	
2	319	Okeechobee Rd & NW
3	281	South River Dr & NW 72
4	2369	NW 74 St & NW 72 Ave
5	245	Hialeah Expy & NW 72
6	2200	South of NW 66 St
7	64	

Length of Study Route = 5,478 feet

Notes:

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	319	Okeechobee Rd & NW 72	112.7	1.0	1.9	106.2	97.8	106.0	112.2
3	281	South River Dr & NW 72 Ave	12.8	0.2	14.9	7.2	4.0	5.5	9.2
4	2369	NW 74 St & NW 72 Ave	70.2	0.5	23.0	24.0	12.3	19.0	24.2
5	245	Hialeah Expy & NW 72 Ave	37.5	0.7	4.5	32.5	27.5	32.5	35.3
6	2200	South of NW 66 St	37.8	0.0	39.6	0.0	0.3	0.7	1.5
7	64		1.0	0.0	43.6	0.0	0.0	0.0	0.0
Total	**5,478**		**272.0**	**2.3**	**13.7**	**169.8**	**142.0**	**163.7**	**182.3**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound AM Peak Period

Study Name : **Network 1_Route 2_SB_AM**
Study Date : **5/9/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			Network 1_Route 2_SB_AM-R001TN	Network 1_Route 2_SB_AM-R002TN	Network 1_Route 2_SB_AM-R003TN	Network 1_Route 2_SB_AM-R004TN	Network1_Route 2_SB_AM-R005TN	Network1_Route 2_SB_AM-R006TN
1	0							
2	319	Okeechobee Rd & NW	58	129	143	123	107	116
3	281	South River Dr & NW 72	8	38	9	7	8	7
4	2369	NW 74 St & NW 72 Ave	55	101	61	59	49	96
5	245	Hialeah Expy & NW 72	8	80	51	8	72	6
6	2200	South of NW 66 St	35	42	38	37	39	36
7	64		1	1	1	1	1	1
Totals	**5478**		**165**	**391**	**303**	**235**	**276**	**262**

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound AM Peak Period

Study Name : **Network 1_Route 2_SB_AM**
Study Date : **5/9/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			Network 1_Route 2_SB_AM-R001TN	Network 1_Route 2_SB_AM-R002TN	Network 1_Route 2_SB_AM-R003TN	Network 1_Route 2_SB_AM-R004TN	Network1_Route 2_SB_AM-R005TN	Network1_Route 2_SB_AM-R006TN
1	0							
2	319	Okeechobee Rd & NW	1	1	1	1	1	1
3	281	South River Dr & NW 72	0	1	0	0	0	0
4	2369	NW 74 St & NW 72 Ave	0	1	0	1	0	1
5	245	Hialeah Expy & NW 72	0	2	1	0	1	0
6	2200	South of NW 66 St	0	0	0	0	0	0
7	64		0	0	0	0	0	0
Totals	**5478**		**1**	**5**	**2**	**2**	**2**	**2**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound AM Peak Period

Study Name : **Network 1_Route 2_SB_AM**
Study Date : **5/9/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 1_Route 2_SB_AM-R001TN	Network 1_Route 2_SB_AM-R002TN	Network 1_Route 2_SB_AM-R003TN	Network 1_Route 2_SB_AM-R004TN	Network1_Route 2_SB_AM-R005TN	Network1_Route 2_SB_AM-R006TN
1	0							
2	319	Okeechobee Rd & NW	4.0	1.7	1.6	2.0	2.1	2.1
3	281	South River Dr & NW 72	22.1	4.9	22.7	25.0	23.1	27.3
4	2369	NW 74 St & NW 72 Ave	29.5	16.0	26.3	27.3	33.4	16.7
5	245	Hialeah Expy & NW 72	23.3	2.1	3.5	20.8	2.3	27.5
6	2200	South of NW 66 St	42.2	36.2	39.6	40.8	38.4	42.1
7	64		44.0	43.0	0.0	46.0	0.0	0.0
Totals	**5478**		**22.6**	**9.6**	**12.3**	**15.9**	**13.5**	**14.2**

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound AM Peak Period

Study Name : **Network 1_Route 2_SB_AM**
Study Date : **5/9/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 1_Route 2_SB_AM-R001TN	Network 1_Route 2_SB_AM-R002TN	Network 1_Route 2_SB_AM-R003TN	Network 1_Route 2_SB_AM-R004TN	Network1_Route 2_SB_AM-R005TN	Network1_Route 2_SB_AM-R006TN
1	0							
2	319	Okeechobee Rd & NW	51	123	137	116	101	109
3	281	South River Dr & NW 72	3	32	3	1	3	1
4	2369	NW 74 St & NW 72 Ave	9	55	15	13	2	50
5	245	Hialeah Expy & NW 72	3	75	46	3	67	1
6	2200	South of NW 66 St	0	0	0	0	0	0
7	64		0	0	0	0	0	0
Totals	**5478**		**66**	**285**	**201**	**133**	**173**	**161**

Total Delay based on a Normal Speed of 35 MPH.

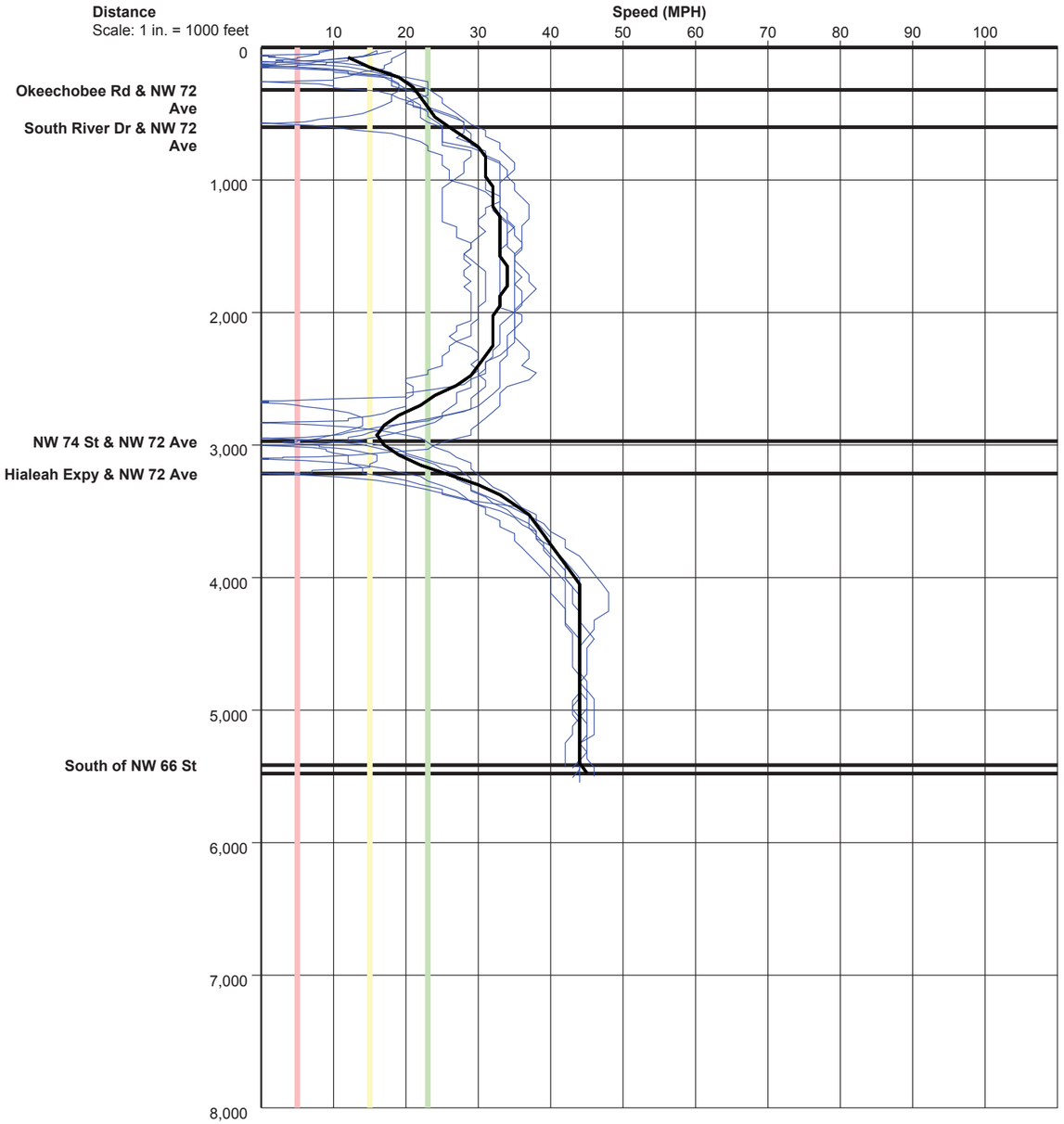
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound AM Peak Period

Study Name : **Network 1_Route 2_SB_AM**
Study Date : **5/9/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



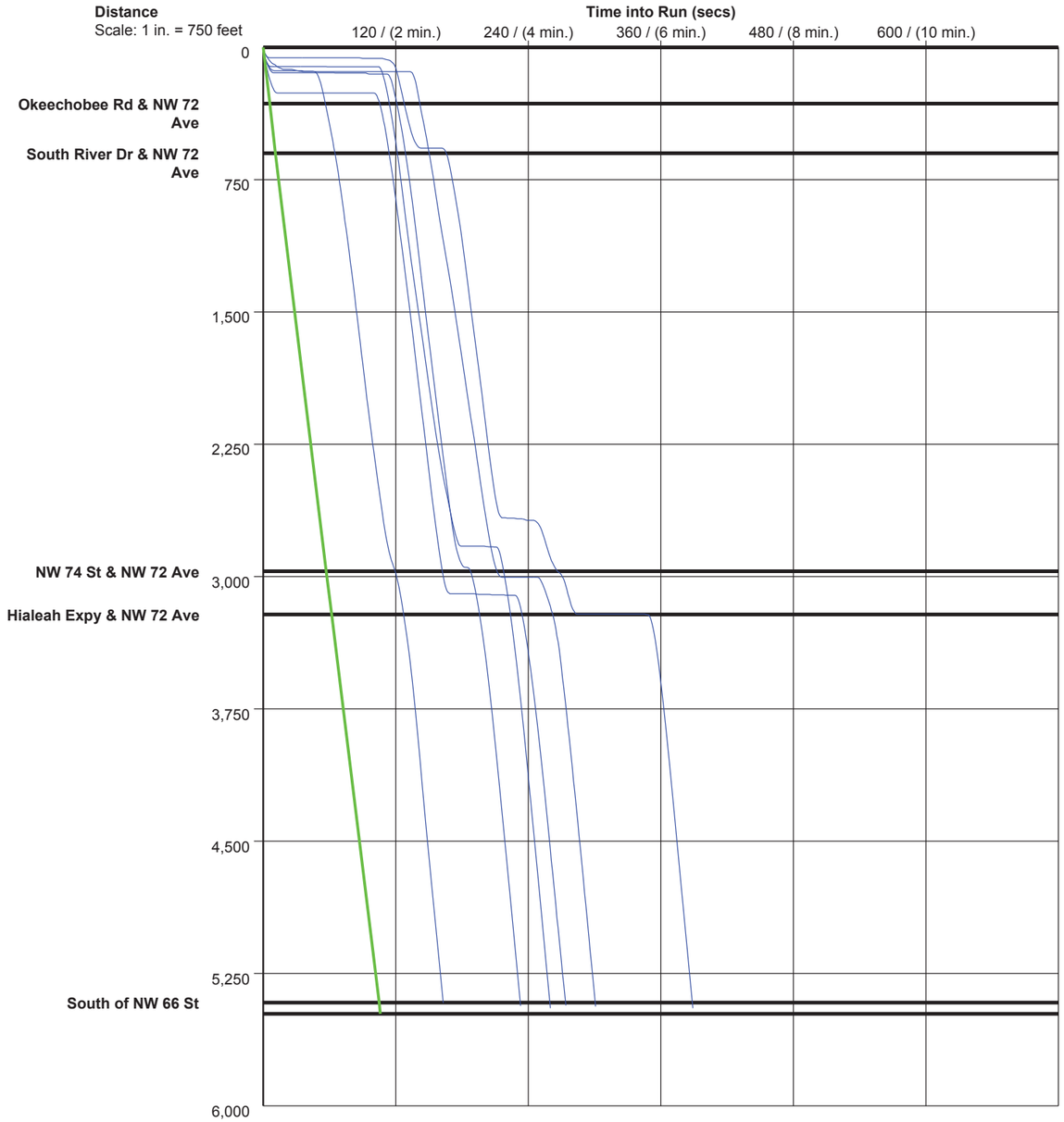
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound AM Peak Period

Study Name : **Network 1_Route 2_SB_AM**
Study Date : **5/9/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound Mid-Day Peak Period

PC-Travel Reports for study: Network 1_Route 2_SB_MidDay

Report Name ***Page***

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 2_SB_MidDay-R001	05/09/17	13:01	5409	Before	Primary
Network 1_Route 2_SB_MidDay-R002	05/09/17	13:11	5489	Before	Primary
Network 1_Route 2_SB_MidDay-R003	05/09/17	13:45	5487	Before	Primary
Network 1_Route 2_SB_MidDay-R004	05/09/17	13:59	5678	Before	Primary
Network 1_Route 2_SB_MidDay-R005	05/09/17	14:34	5612	Before	Primary
Network 1_Route 2_SB_MidDay-R006	05/09/17	14:45	5327	Before	Primary

Node Info

#	Len	Name
1	0	
2	325	Okeechobee Rd & NW
3	276	South River Dr & NW 72
4	2375	NW 74 St & NW 72 Ave
5	276	Hialeah Expy & NW 72
6	2165	South of NW 66 St
7	83	

Length of Study Route = 5,500 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound Mid-Day Peak Period

Study Name : **Network 1_Route 2_SB_MidDay**
Study Date : **5/9/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	325	Okeechobee Rd & NW 72	85.2	0.8	2.6	78.8	73.3	77.3	82.0
3	276	South River Dr & NW 72 Ave	29.0	0.2	6.5	23.2	20.3	21.5	24.3
4	2375	NW 74 St & NW 72 Ave	60.7	0.3	26.7	14.5	8.2	10.7	13.2
5	276	Hialeah Expy & NW 72 Ave	44.2	0.7	4.3	38.3	35.0	38.0	40.8
6	2165	South of NW 66 St	46.2	0.2	32.0	7.5	7.7	8.5	9.3
7	83		1.3	0.0	42.4	0.0	0.0	0.0	0.0
Total	**5,500**		**266.5**	**2.2**	**14.1**	**162.3**	**144.5**	**156.0**	**169.7**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound Mid-Day Peak Period

Study Name : **Network 1_Route 2_SB_MidDay**
Study Date : **5/9/2017**
Page No. : **4**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	325	Okeechobee Rd & NW	101	130	46	8	107	119
3	276	South River Dr & NW 72	9	10	8	132	7	8
4	2375	NW 74 St & NW 72 Ave	58	53	90	45	46	72
5	276	Hialeah Expy & NW 72	55	32	88	8	76	6
6	2165	South of NW 66 St	38	36	39	88	40	36
7	83		0	2	2	2	2	0
Totals	**5500**		**261**	**263**	**273**	**283**	**278**	**241**

Network 1_Route 2_SB_MidDay-R001T
Network 1_Route 2_SB_MidDay-R002T
Network 1_Route 2_SB_MidDay-R003T
Network 1_Route 2_SB_MidDay-R004T
Network 1_Route 2_SB_MidDay-R005T
Network 1_Route 2_SB_MidDay-R006T

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound Mid-Day Peak Period

Study Name : **Network 1_Route 2_SB_MidDay**

Study Date : **5/9/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 2_SB_MidDay-R001T)	Run #2 (Network 1_Route 2_SB_MidDay-R002T)	Run #3 (Network 1_Route 2_SB_MidDay-R003T)	Run #4 (Network 1_Route 2_SB_MidDay-R004T)	Run #5 (Network 1_Route 2_SB_MidDay-R005T)	Run #6 (Network 1_Route 2_SB_MidDay-R006T)
1	0							
2	325	Okeechobee Rd & NW	1	1	1	0	1	1
3	276	South River Dr & NW 72	0	0	0	1	0	0
4	2375	NW 74 St & NW 72 Ave	0	0	1	0	0	1
5	276	Hialeah Expy & NW 72	1	1	1	0	1	0
6	2165	South of NW 66 St	0	0	0	1	0	0
7	83		0	0	0	0	0	0
Totals	**5500**		**2**	**2**	**3**	**2**	**2**	**2**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound Mid-Day Peak Period

Study Name : **Network 1_Route 2_SB_MidDay**

Study Date : **5/9/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1 (Network 1_Route 2_SB_MidDay-R001T)	Run #2 (Network 1_Route 2_SB_MidDay-R002T)	Run #3 (Network 1_Route 2_SB_MidDay-R003T)	Run #4 (Network 1_Route 2_SB_MidDay-R004T)	Run #5 (Network 1_Route 2_SB_MidDay-R005T)	Run #6 (Network 1_Route 2_SB_MidDay-R006T)
1	0							
2	325	Okeechobee Rd & NW	2.2	1.7	4.8	28.0	2.2	2.0
3	276	South River Dr & NW 72	20.3	20.4	26.1	1.5	27.6	24.8
4	2375	NW 74 St & NW 72 Ave	27.9	30.3	17.8	36.0	34.8	22.4
5	276	Hialeah Expy & NW 72	3.5	6.1	2.0	23.8	2.5	30.2
6	2165	South of NW 66 St	39.5	41.0	38.2	16.8	36.8	40.1
7	83		0.0	41.0	40.0	42.0	43.0	0.0
Totals	**5500**		**14.2**	**14.3**	**13.7**	**13.4**	**13.6**	**15.2**

Detailed Statistics By Run

Total Delay (sec) by Section

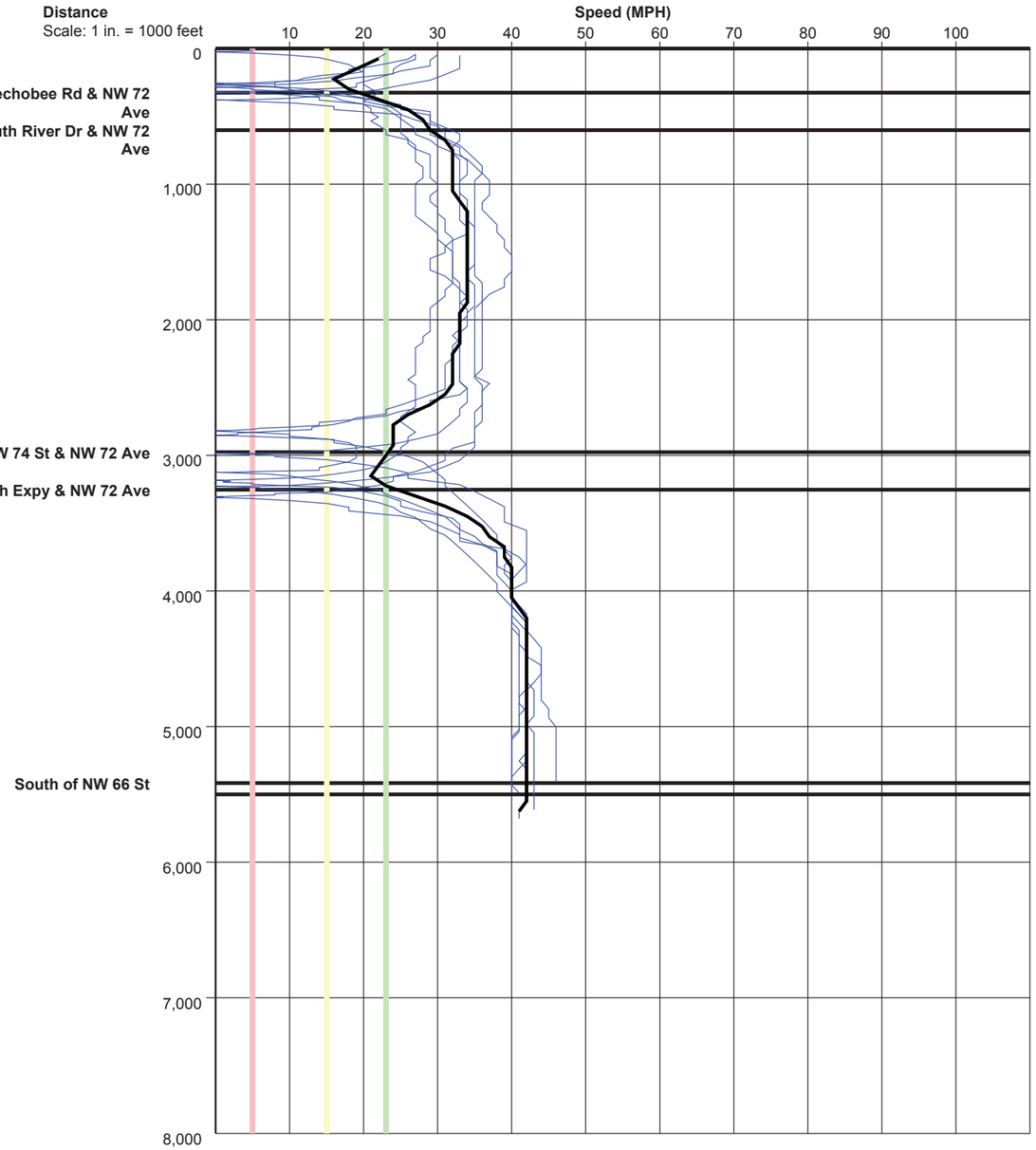
Network 1_Route 2_SB_MidDay-R001T
Network 1_Route 2_SB_MidDay-R002T
Network 1_Route 2_SB_MidDay-R003T
Network 1_Route 2_SB_MidDay-R004T
Network 1_Route 2_SB_MidDay-R005T
Network 1_Route 2_SB_MidDay-R006T

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	325	Okeechobee Rd & NW	95	124	40	2	100	112
3	276	South River Dr & NW 72	4	4	2	126	1	2
4	2375	NW 74 St & NW 72 Ave	12	7	43	0	0	25
5	276	Hialeah Expy & NW 72	49	26	83	2	70	0
6	2165	South of NW 66 St	0	0	0	45	0	0
7	83		0	0	0	0	0	0
Totals	**5500**		**160**	**161**	**168**	**175**	**171**	**139**

Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Southbound Mid-Day Peak Period

Speed/Distance Profiles of All Runs



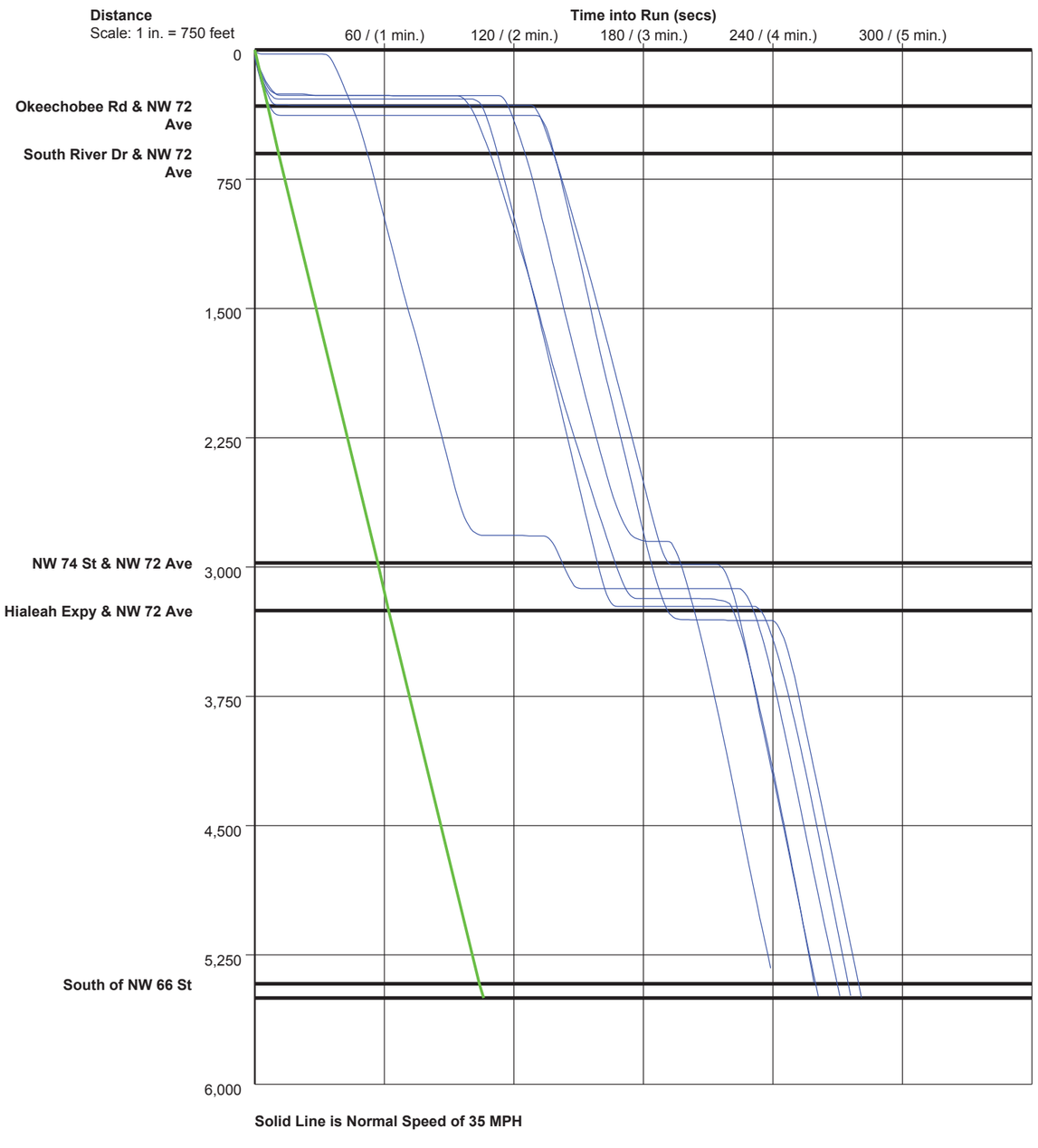
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound Mid-Day Peak Period

Study Name : **Network 1_Route 2_SB_MidDay**
Study Date : **5/9/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound PM Peak Period

PC-Travel Reports for study: Network 1_Route 2_SB_PM

A&P
Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Southbound PM Peak Period

Study Name : **Network 1_Route 2_SB_PM**
Study Date : **5/9/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 1_Route 2_SB_PM-R001TN	05/09/17	16:04	5517	Before	Primary
Network 1_Route 2_SB_PM-R002TN	05/09/17	16:19	5592	Before	Primary
Network 1_Route 2_SB_PM-R003TN	05/09/17	16:40	5419	Before	Primary
Network 1_Route 2_SB_PM-R004TN	05/09/17	16:58	5384	Before	Primary
Network 1_Route 2_SB_PM-R005TN	05/09/17	17:22	5453	Before	Primary
Network 1_Route 2_SB_PM-R006TN	05/09/17	17:43	5436	Before	Primary

Node Info

#	Len	Name
1	0	
2	332	Okeechobee Rd & NW
3	286	South River Dr & NW 72
4	2359	NW 74 St & NW 72 Ave
5	273	Hialeah Expy & NW 72
6	2168	South of NW 66 St
7	48	

Length of Study Route = 5,466 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St
Southbound PM Peak Period

Study Name : **Network 1_Route 2_SB_PM**
Study Date : **5/9/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	332	Okeechobee Rd & NW 72	166.8	1.3	1.4	159.8	151.5	161.5	166.2
3	286	South River Dr & NW 72 Ave	42.5	0.3	4.6	36.5	33.5	35.5	38.8
4	2359	NW 74 St & NW 72 Ave	77.2	0.3	20.8	30.8	21.2	24.3	31.2
5	273	Hialeah Expy & NW 72 Ave	43.8	0.5	4.2	38.3	34.2	36.5	42.8
6	2168	South of NW 66 St	39.8	0.0	37.1	0.0	0.0	0.0	0.3
7	48		0.8	0.0	39.3	0.0	0.0	0.0	0.0
Total	**5,466**		**371.0**	**2.5**	**10.0**	**265.5**	**240.3**	**257.8**	**279.3**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound PM Peak Period

Study Name : **Network 1_Route 2_SB_PM**
Study Date : **5/9/2017**
Page No. : **4**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Network 1_Route 2_SB_PM-R001TN	Network 1_Route 2_SB_PM-R002TN	Network 1_Route 2_SB_PM-R003TN	Network 1_Route 2_SB_PM-R004TN	Network 1_Route 2_SB_PM-R005TN	Network 1_Route 2_SB_PM-R006TN
1	0							
2	332	Okeechobee Rd & NW	168	171	172	166	165	159
3	286	South River Dr & NW 72	8	170	54	8	7	8
4	2359	NW 74 St & NW 72 Ave	54	58	61	113	115	62
5	273	Hialeah Expy & NW 72	93	9	93	9	9	50
6	2168	South of NW 66 St	43	42	39	40	39	36
7	48		1	1	1	0	1	1
Totals	**5466**		**367**	**451**	**420**	**336**	**336**	**316**

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound PM Peak Period

Study Name : **Network 1_Route 2_SB_PM**
Study Date : **5/9/2017**
Page No. : **5**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 1_Route 2_SB_PM-R001TN	Network 1_Route 2_SB_PM-R002TN	Network 1_Route 2_SB_PM-R003TN	Network 1_Route 2_SB_PM-R004TN	Network 1_Route 2_SB_PM-R005TN	Network 1_Route 2_SB_PM-R006TN
1	0							
2	332	Okeechobee Rd & NW	1	1	2	1	2	1
3	286	South River Dr & NW 72	0	1	1	0	0	0
4	2359	NW 74 St & NW 72 Ave	0	0	0	1	1	0
5	273	Hialeah Expy & NW 72	1	0	1	0	0	1
6	2168	South of NW 66 St	0	0	0	0	0	0
7	48		0	0	0	0	0	0
Totals	**5466**		**2**	**2**	**4**	**2**	**3**	**2**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound PM Peak Period

Study Name : **Network 1_Route 2_SB_PM**
Study Date : **5/9/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	332	Okeechobee Rd & NW	1.5	1.4	1.4	1.5	1.5	1.5
3	286	South River Dr & NW 72	23.5	1.1	3.6	24.9	27.4	24.1
4	2359	NW 74 St & NW 72 Ave	29.7	27.6	26.5	14.1	13.9	26.0
5	273	Hialeah Expy & NW 72	1.9	21.3	1.9	19.9	20.7	3.5
6	2168	South of NW 66 St	35.1	36.0	37.8	37.2	38.4	41.2
7	48		38.0	41.0	0.0	0.0	0.0	0.0
Totals	**5466**		**10.3**	**8.4**	**8.8**	**11.0**	**11.1**	**11.8**

Network 1_Route 2_SB_PM-R001TN
Network 1_Route 2_SB_PM-R002TN
Network 1_Route 2_SB_PM-R003TN
Network 1_Route 2_SB_PM-R004TN
Network 1_Route 2_SB_PM-R005TN
Network 1_Route 2_SB_PM-R006TN

A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound PM Peak Period

Study Name : **Network 1_Route 2_SB_PM**
Study Date : **5/9/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	332	Okeechobee Rd & NW	161	164	165	159	158	152
3	286	South River Dr & NW 72	2	164	48	2	1	2
4	2359	NW 74 St & NW 72 Ave	8	12	14	67	69	15
5	273	Hialeah Expy & NW 72	88	3	88	4	3	44
6	2168	South of NW 66 St	0	0	0	0	0	0
7	48		0	0	0	0	0	0
Totals	**5466**		**259**	**343**	**315**	**232**	**231**	**213**

Network 1_Route 2_SB_PM-R001TN
Network 1_Route 2_SB_PM-R002TN
Network 1_Route 2_SB_PM-R003TN
Network 1_Route 2_SB_PM-R004TN
Network 1_Route 2_SB_PM-R005TN
Network 1_Route 2_SB_PM-R006TN

Total Delay based on a Normal Speed of 35 MPH.

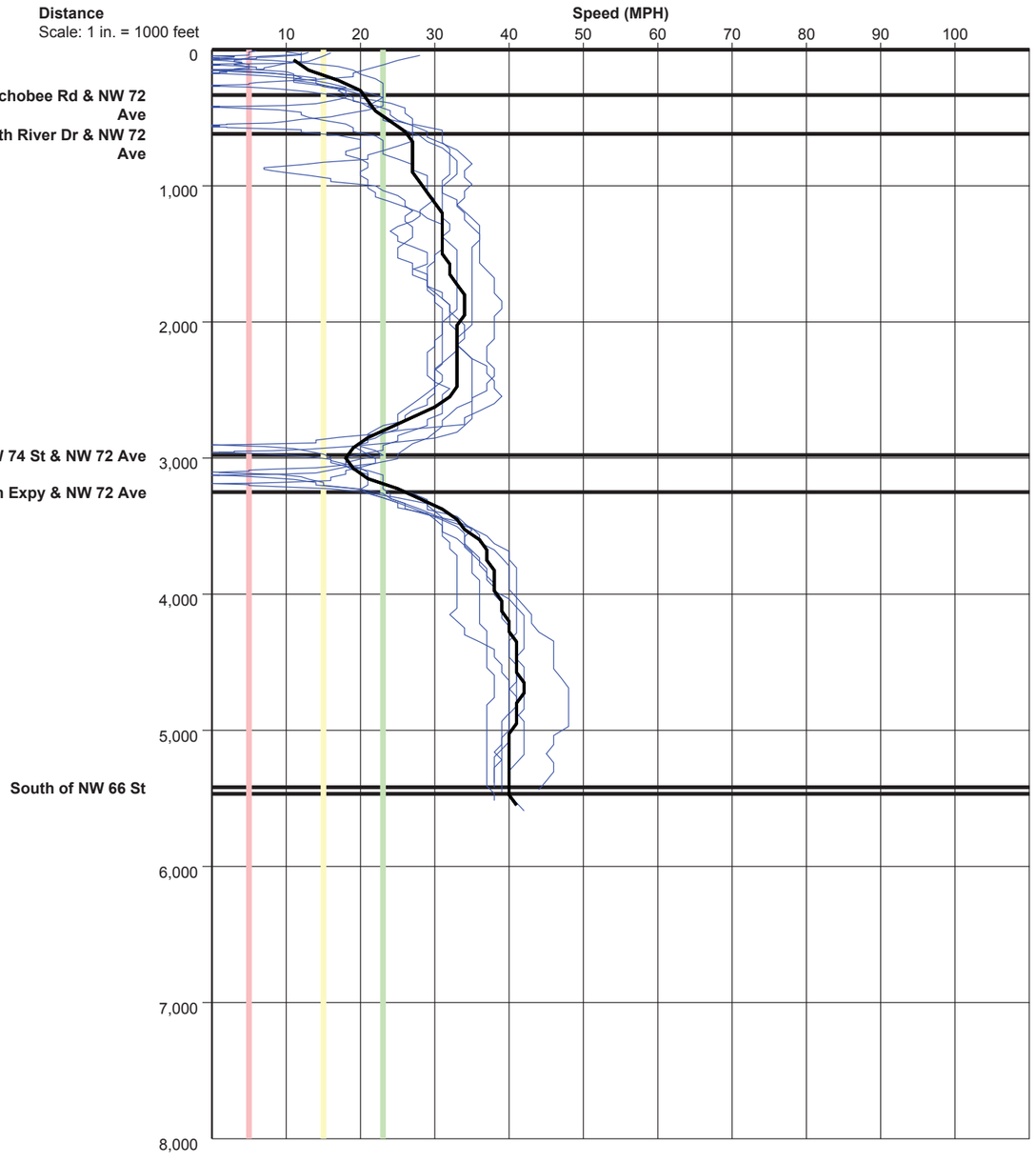
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound PM Peak Period

Study Name : **Network 1_Route 2_SB_PM**
Study Date : **5/9/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



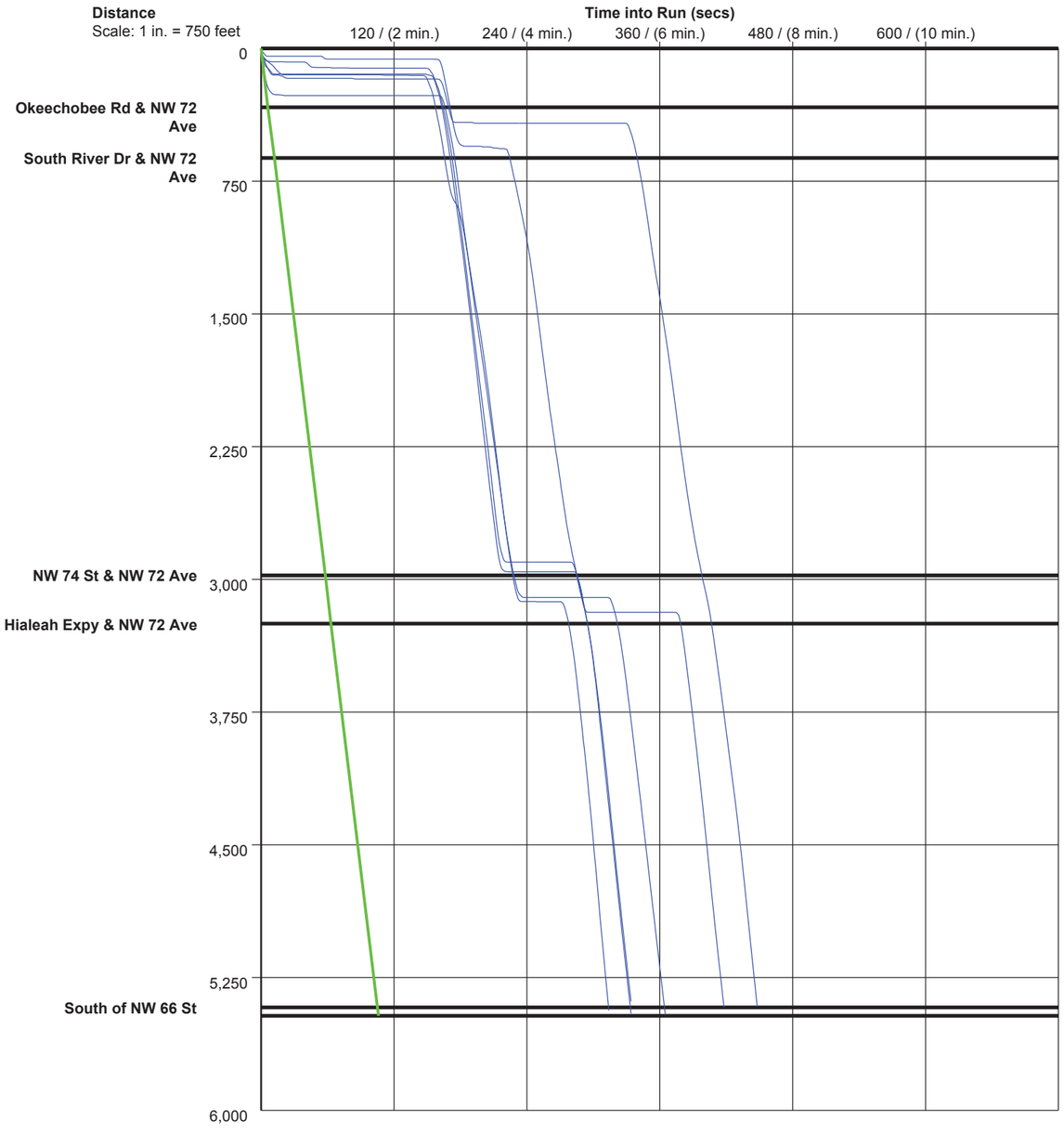
A&P Consulting Transportation Engineers

SIS Network 1 NW 72nd Ave - Okeechobee Rd to NW 66th St

Southbound PM Peak Period

Study Name : **Network 1_Route 2_SB_PM**
Study Date : **5/9/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

Chapter 3

Network Two

National Highway System Intermodal Connectors

Parsec Automobile Terminal (Facility ID: FL19R)

Prepared By:
A&P Consulting Transportation Engineers

Engineer's Certification

I, Elio R. Espino, P.E. No. 58341, certify that I currently hold an active Professional Engineer's License in the State of Florida and 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 61G15-23.003 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Study Location:

Traffic Signal and Network Evaluation: National Highway System Intermodal Connector - Parsec Miami/Parsec Automobile Terminal (Facility ID: FL19R), Miami-Dade County, Florida.

_____

Elio R. Espino, P.E.
P.E. 58341

_____

Date

NATIONAL HIGHWAY SYSTEM INTERMODAL CONNECTORS PARSEC AUTOMOBILE TERMINAL (FACILITY ID: FL19R) NETWORK TWO

CHAPTER

3

3.0 ROADWAY EXISTING CONDITIONS

The Parsec Miami/Parsec Automobile Terminal (Parsec Miami) SIS network consists of four roadway networks. SR-948/NW 36th Street from NW 79th Avenue to NW 66th Avenue, NW 25th Street from NW 82nd Avenue to NW 6600 Block, SR-949/Milam Dairy Road from NW 75th Avenue/Corporate Way to SR-948/NW 36th Street, and from NW 67th Avenue from NW 22nd Street to SR-948/NW 36th Street. **Figure 3.1** shows the location map of the Parsec Miami SIS network roadways described above.

The SR-948/NW 36th Street is a six-lane divided urban principal arterial from NW 79th Avenue to NW 67th Avenue that runs in the east-west direction with a posted speed limit of 45 mph. NW 25th Street from NW 79th Avenue to NW 67th Avenue is a four-lane divided urban minor arterial that runs in the east-west direction. The posted speed limit on NW 25th Street is 30 mph from NW 79th Avenue to NW 75th Avenue, 40 mph from NW 75th Avenue to NW 68th Avenue and 30 mph from NW 68th avenue to NW 67th Avenue. SR-969/Milam Dairy Road from NW 14th Street to NW 43rd Street is a six-lane divided minor arterial that runs in the north-south direction with a posted speed limit of 45 mph. NW 67th Avenue from NW 25th Street to SR-948/NW 36th Street is a four-lane divided major collector that runs in the north-south direction with a posted speed limit of 35 mph.

SR-948/NW 36th Street from NW 79th Avenue to NW 62nd Avenue and Perimeter Road consists of 3 Miami-Dade County Traffic Signal & Signs signal sections. Section 199, from NW 79th Avenue to SR-826/Palmetto Expressway East Ramp consists of three signalized intersections on the corridor. Section 76, from SR-969/Milam Dairy Road and SR-948/NW 36th Street to SR-969/Milam Dairy Road and NW 71st Street consists of two signalized intersections. Section 6, from NW 67th Avenue and SR-948/NW 36th Street from Perimeter Road to NW 62nd Avenue consists of six signalized intersections in the corridor.

NW 25th Street from NW 84th Avenue to NW 6600 Block and NW 22nd Street from NW 68th Avenue to NW 6300 Block, consists of two Miami-Dade County Traffic Signal & Signs signal sections. Section 264, NW 25th Street from NW 84th Avenue to SR-826/Palmetto Expressway North Ramp consists of six signalized intersections on the corridor. Section 253, NW 25th Street from NW 67th Avenue to NW 6600 Block and NW 22nd Street and from NW 68th Avenue to NW 6300 Block consists of 5 signalized intersections on the corridor. SR-969/Milam Dairy Road from NW 22nd Street to NW Corporate Way consist of one Miami Dade County Traffic Signal and Signs signal section; Section 209, consists of four signalized intersections across the corridor. (See **Table 3.1** and **Figure 3.2A-3.2C**)

The surrounding land use in the immediate vicinity of the Parsec Miami SIS network roadway system is industrial; **Figures 3.3A-3.3C** illustrate the existing land uses within the Parsec Miami SIS network. Due to the proximity of this facility and the surrounding land uses, the Parsec Miami SIS network carries high number of heavy vehicles during the weekdays along these roads. **Figures 3.4A-3.4C** illustrate the 2016 annual truck percentage along the SIS network three facilities.

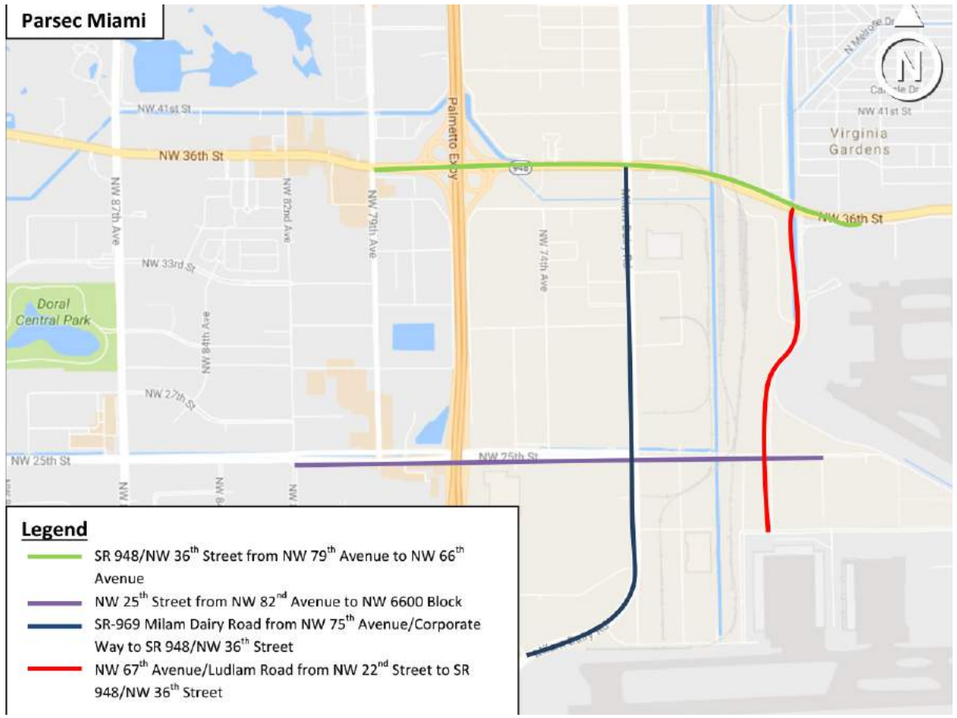


Figure 3.1: Parsec Miami SIS Network Roadways

No.	Intersections at Corridor	Asset No.	Section	Area Engineer	Zone	Roadway ID
1	NW 79 Ave at SR-948/NW 36 Street	3954	199	Yasser Rodriguez	13	87220000
2	SR 826/Palmetto Expressway W at SR-948/NW 36 Street	5429	199	Yasser Rodriguez	13	87260000/87220000
3	SR 826/Palmetto Expressway E at SR-948/NW 36 Street	5428	199	Yasser Rodriguez	13	87260000/87220000
No.	**Intersections at Corridor**	**Asset No.**	**Section**	**Area Engineer**	**Zone**	**Roadway ID**
1	SR-969/Milam Dairy Road at SR-948/NW 36 Street	3163	76	Yasser Rodriguez	13	87220000/87027000
2	SR-969/Milam Dairy Road at NW 31 Street	5440	76	Yasser Rodriguez	13	87027000
No.	**Intersections at Corridor**	**Asset No.**	**Section**	**Area Engineer**	**Zone**	**Roadway ID**
1	NW 67 Avenue at SR-948/NW 36 Street	5333	6	Yasser Rodriguez	13	87220000
2	NW 66 Avenue at SR-948/NW 36 Street	3903	6	Yasser Rodriguez	13	87220000
3	NW 67 Avenue at Perimeter Rd	5493	6	Yasser Rodriguez	13	-
4	NW 67 Avenue at NW 34 Street	6057	6	Yasser Rodriguez	13	-
5	NW 67 Avenue at NW 32 Street	3764	6	Yasser Rodriguez	13	-
6	Perimeter Rd at NW 62 Avenue	4503	6	Ricardo Marin	10	-
No.	**Intersections at Corridor**	**Asset No.**	**Section**	**Area Engineer**	**Zone**	**Roadway ID**
1	NW 25 Street at NW 84 Avenue	5692	264	Yasser Rodriguez	13	-
2	NW 25 Street at NW 82 Avenue	5113	264	Yasser Rodriguez	13	-
3	NW 25 Street at NW 79 Avenue	5111	264	Yasser Rodriguez	13	-
4	NW 25 Street at NW 75 Avenue	5200	264	Yasser Rodriguez	13	-
5	NW 25 Street at NW SR-826/Palmetto Expressway SB	4919	264	Yasser Rodriguez	13	87260000
6	NW 25 Street at SR-826/Palmetto Expressway NB	4918	264	Yasser Rodriguez	13	87260000
No.	**Intersections at Corridor**	**Asset No.**	**Section**	**Area Engineer**	**Zone**	**Roadway ID**
1	NW 25 Street at NW 67 Avenue	5513	253	Yasser Rodriguez	13	-
2	NW 25 Street at NW 6600 Block	5695	253	Yasser Rodriguez	13	-
3	NW 22 Street at NW 68 Avenue	5452	253	Yasser Rodriguez	13	-
4	NW 22 Street at NW 67 Avenue	5451	253	Yasser Rodriguez	13	-
5	NW 22 Street at NW 6300 Block	5706	253	Yasser Rodriguez	13	
No.	**Intersections at Corridor**	**Asset No.**	**Section**	**Area Engineer**	**Zone**	**Roadway ID**
1	SR-969/Milam Dairy Road at NW 22 Street	4350	209	Yasser Rodriguez	13	87027000
2	SR-969/Milam Dairy Road at NW 19 Street	4708	209	Yasser Rodriguez	13	87027000
3	SR-969/Milam Dairy Road at NW 16 Street	4621	209	Yasser Rodriguez	13	87027000
4	SR-969/Milam Dairy Road at NW Corporate Way	4992	209	Yasser Rodriguez	13	87027000

Table 3.1: Signals along the Study Corridor

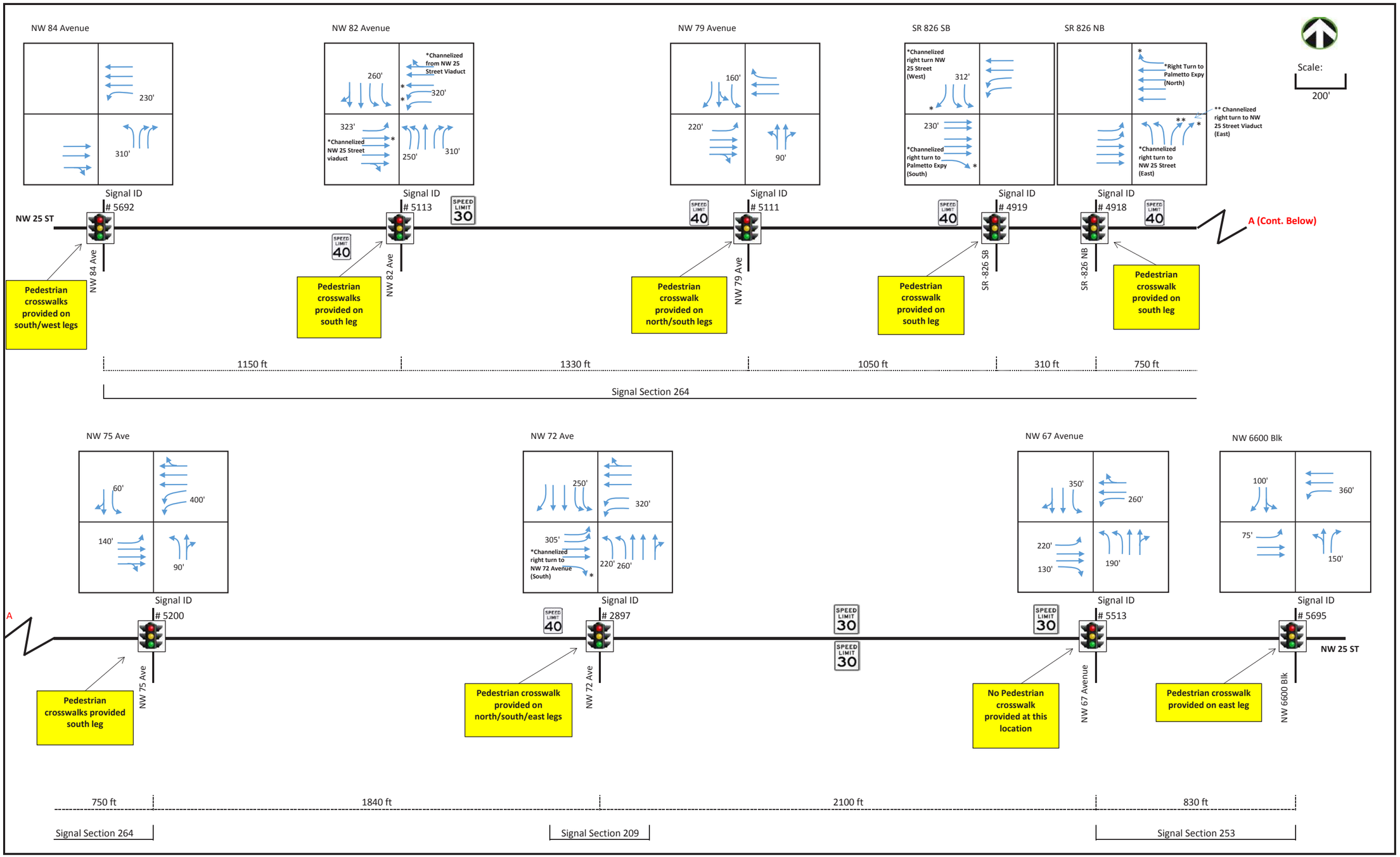


Figure 3.2A- Existing Lane Configuration Network Two - NW 25th Street

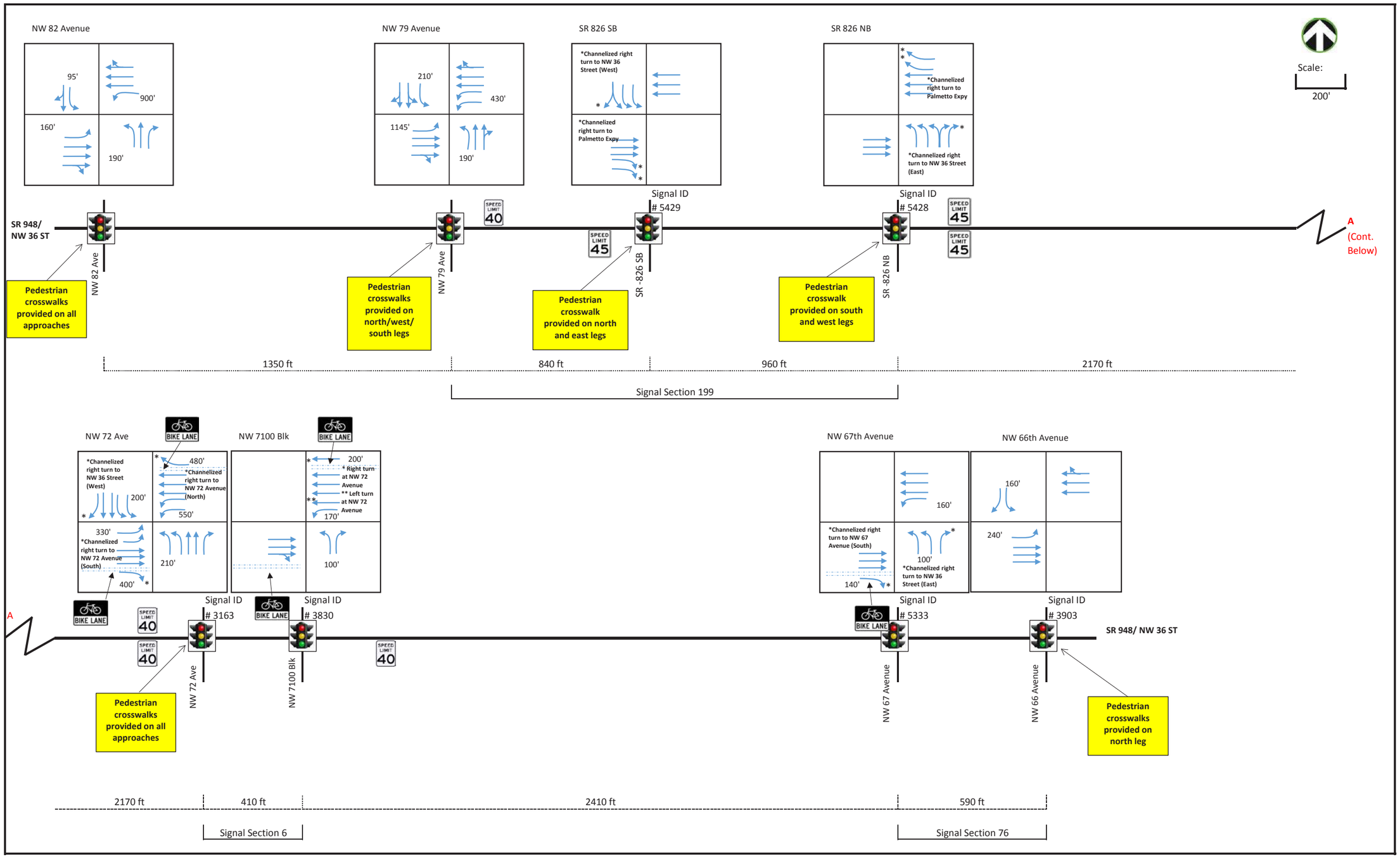


Figure 3.2B- Existing Lane Configuration: Network Two - Network Two - SR-948/NW 36th Street

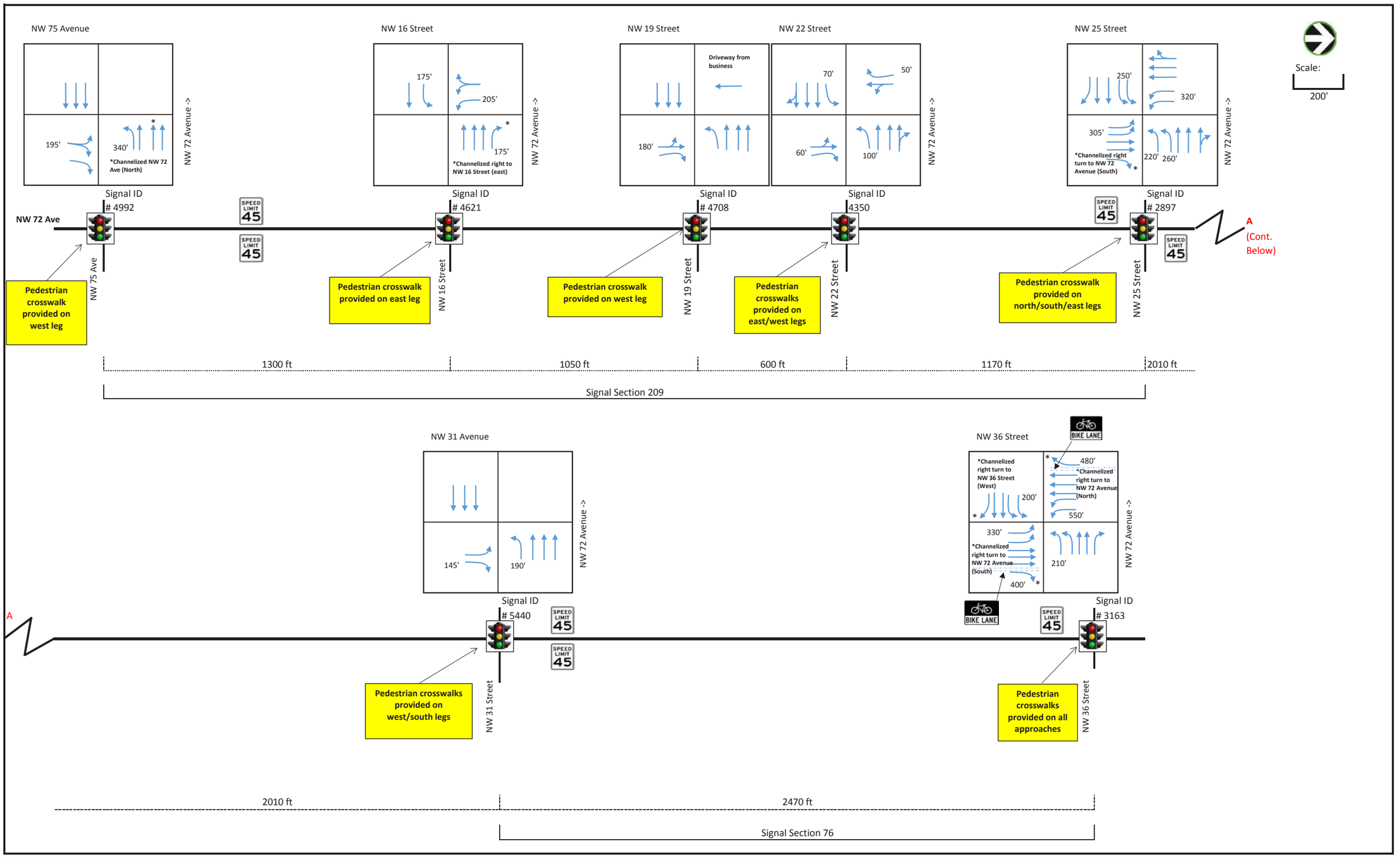


Figure 3.2C- Existing Lane Configuration: Network Two - SR-969/Milam Dairy Road/NW 72nd Avenue

List of Properties:

1. Trans Express
2. Shell Gas Station
3. Plaza
4. Plaza
5. Storages
6. Miami Dade Animal Services
7. Hampton Inn
8. Marmol Export USA
9. Power Depot
10. Bostic Steel
11. BMW Motorcycles of Miami
12. Denny's
13. Chevron
14. La Quirta Inn
15. Motel 6
16. Plaza(Restaurants)
17. T-Mobile
18. Shell Gas Station
19. Shell Gas Station
20. Turner Guildford Knight Correctional Center
21. Palmetto Truck Center
22. Ryder Used Trucks
23. Miami Dade Fire Rescue
24. Office Furniture Warehouse of Miami
25. Leader Jet International
26. Port Royale Trading
27. Forward Air
28. Amerijet International Inc
29. ITN Consolidators
30. Plaza
31. Plaza
32. Dixie Foods
33. A-1 Fargo Van & Storage
34. Martinez Distributors
35. Florida Beauty Flora Trans
36. UPS Cargo
37. Global Cargo Alliance
38. Boeing

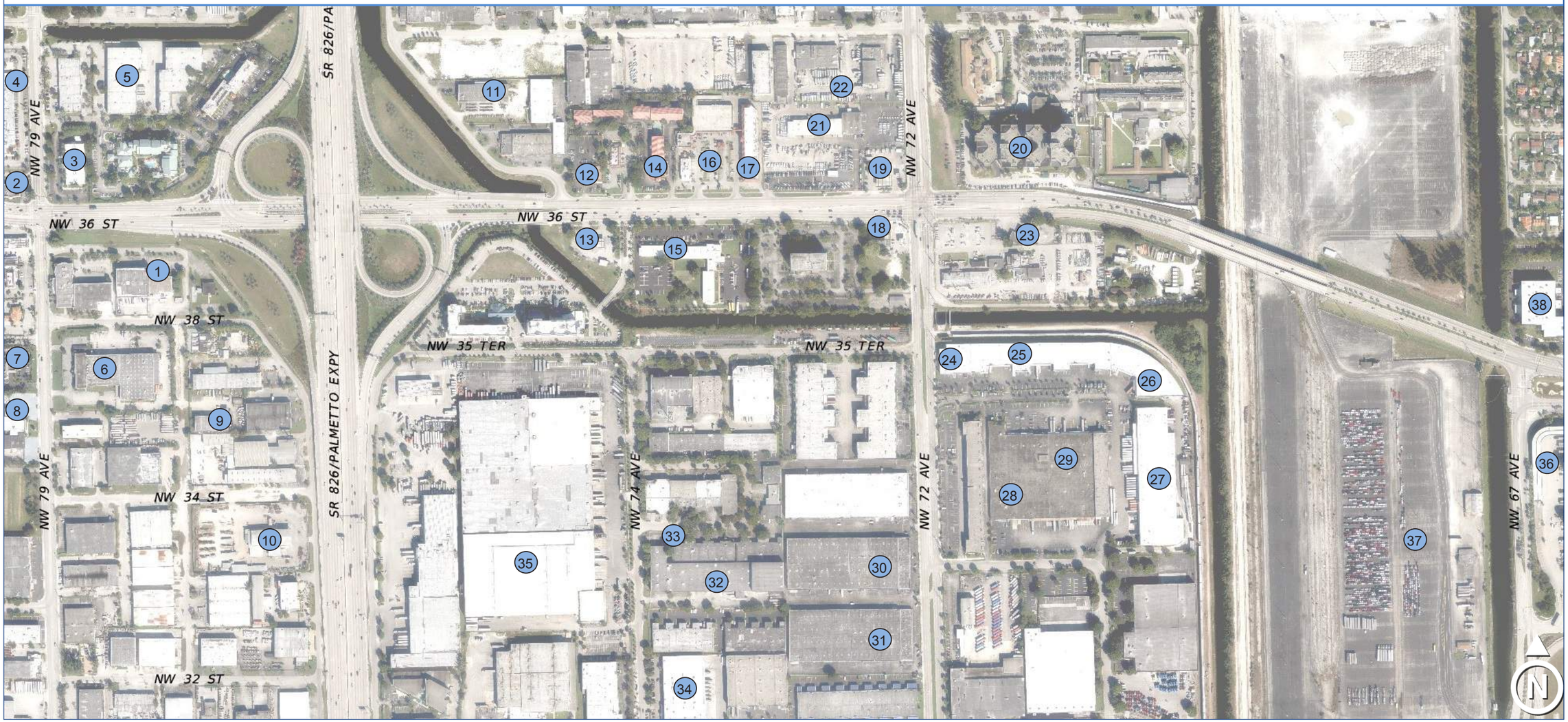


Figure 3.3A - Existing Land Uses: Network Two

List of Properties:

1. Starbucks
2. Museum of the Americas
3. Brazilian Steakhouse
4. Plaza (Restaurants)
5. Plaza
6. Jackson Health System
7. Metro PCS
8. DHL Shipping Service
9. Antigua College International
10. UPS Customer Center
11. Florida International Training Institute
12. Precision Auto Wrecks
13. Wells Fargo
14. Bank United
15. Plaza
16. Jet Engine Technology Corp
17. Storages
18. Rock Garden South
19. Armellini Express Lines Inc
20. World Terminal District
21. 305 Broadcast
22. Cell Phone Accessories shops
23. Avborne Accessory Group
24. Magnum Freight Corp.
25. Nature's Flowers
26. South Dade Automotive
27. Nexus Distributing
28. BBD Electrical Distributors
29. Catalina Cold Transfer Inc.
30. Prime Floral
31. American Fine Food Corp
32. Distribution Warehouse.
33. Florida East Coast Railway

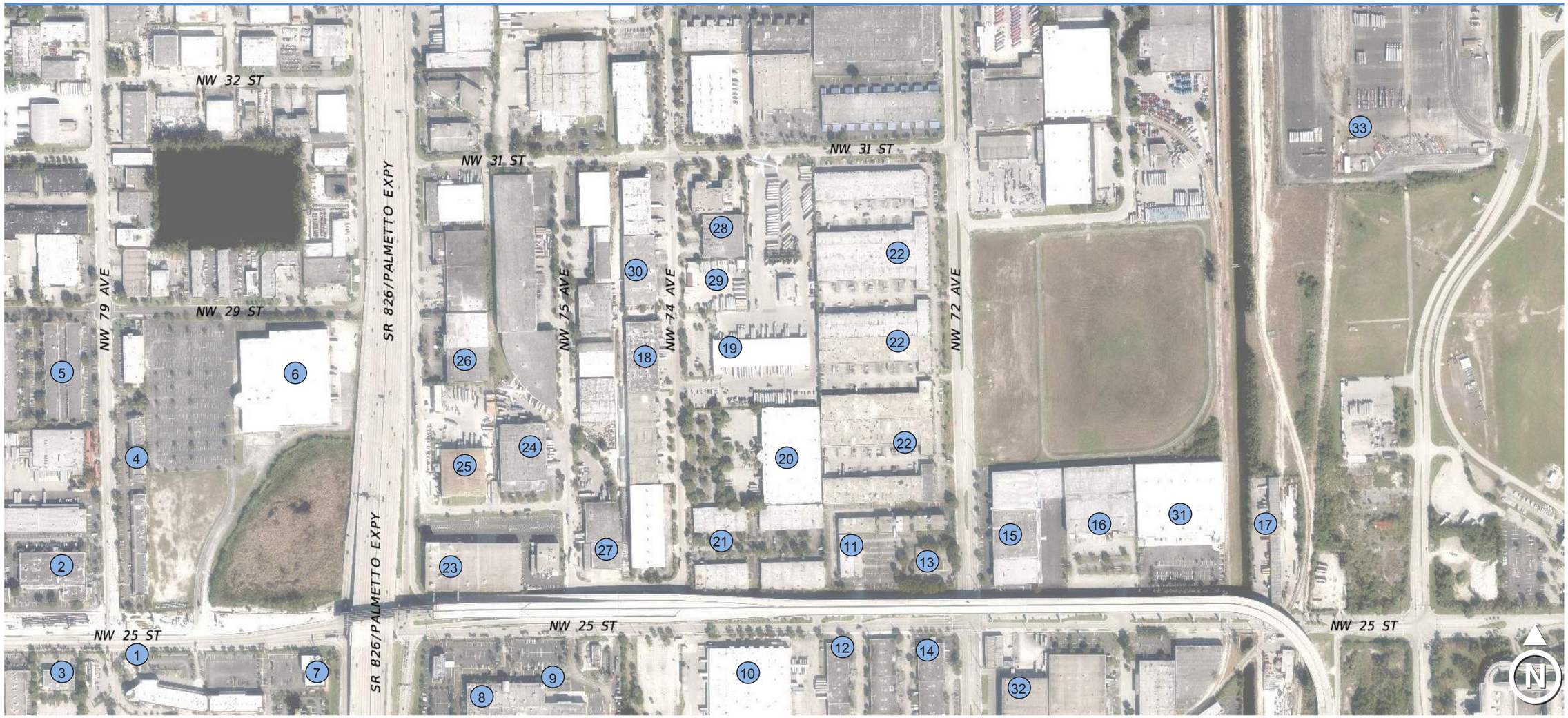


Figure 3.3B - Existing Land Uses: Network Two

List of Properties:

1. Windhaven Insurance Company
2. Pollo Tropical Corp. Office
3. Total Pack Inc.
4. MPS Credit Union
5. Metro Traffic School
6. UPS Customer Center
7. Dixon Costumes
8. Bank United
9. Toyland
10. USPS
11. Plaza
12. Wells Fargo Bank
13. Cell Phone shops
14. Miami Motos
15. Global Trading
16. GSM City Supermarket
17. Plaza (Restaurants)
18. Office Furniture Warehouse of Miami
19. Leader Jet International
20. Amerijet International Inc
21. ITN Consolidators
22. Shell Gas Station
23. Shell Gas Station
24. Miami Dade Fire Rescue
25. Turner Guilford Knight Correctional Center
26. Miami North Community Correctional Center
27. Ryder Used Trucks
28. Advance Auto Parts
29. Tool & Equipment Sales Corp.
30. Dalbani Copr. Of America
31. Lito Tire Service Inc
32. Century Flooring Distributors
33. Total Truck Parts Miami
34. A-1 Fargo Van & Storage
35. Two Amigos Imports & Exports
36. Martinez Distributors
37. Armellini Express Lines Inc.
38. World Terminal District
39. AM Distributors
40. GSM City Supercenter
41. Del Valle Food Products
42. Banner Supply Co.
43. Italgres

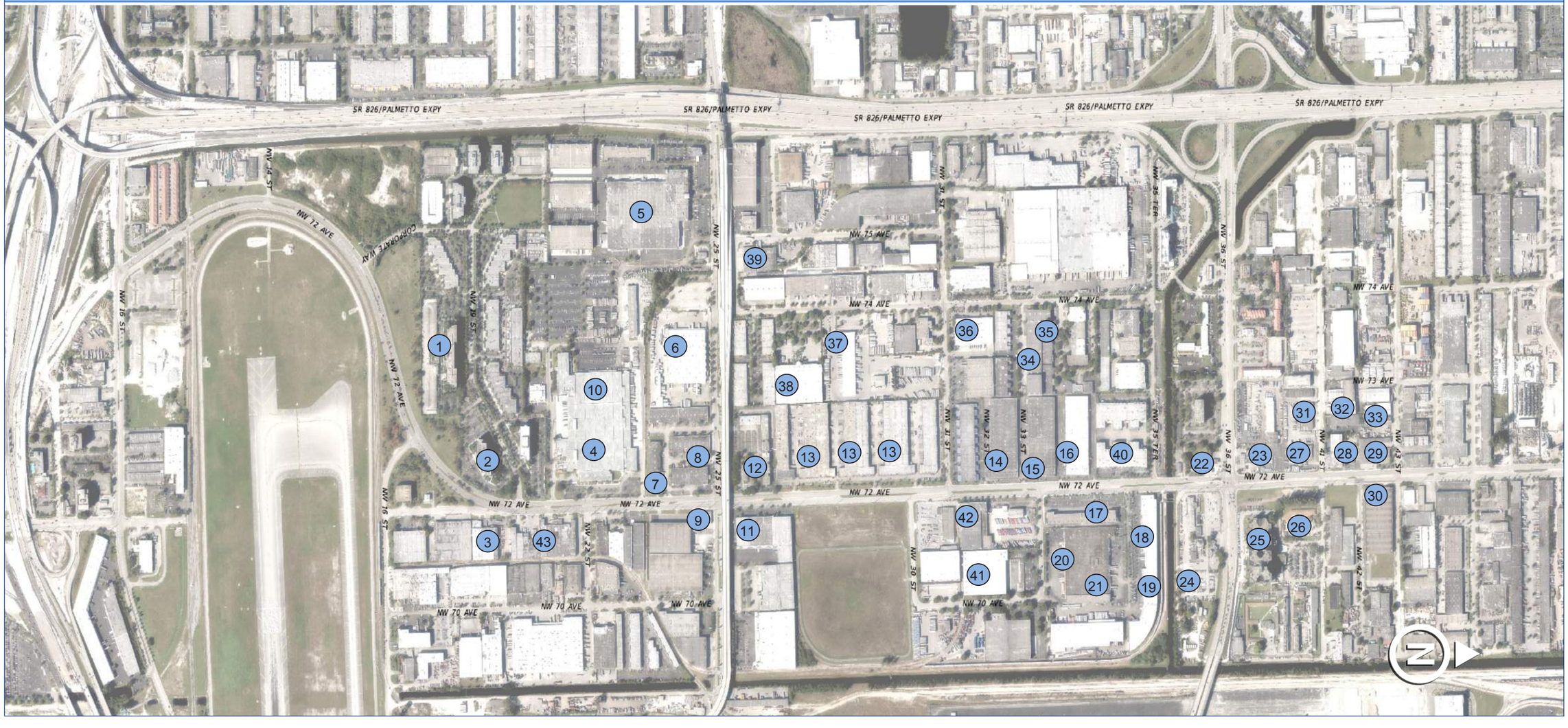


Figure 3.3C - Existing Land Uses: Network Two

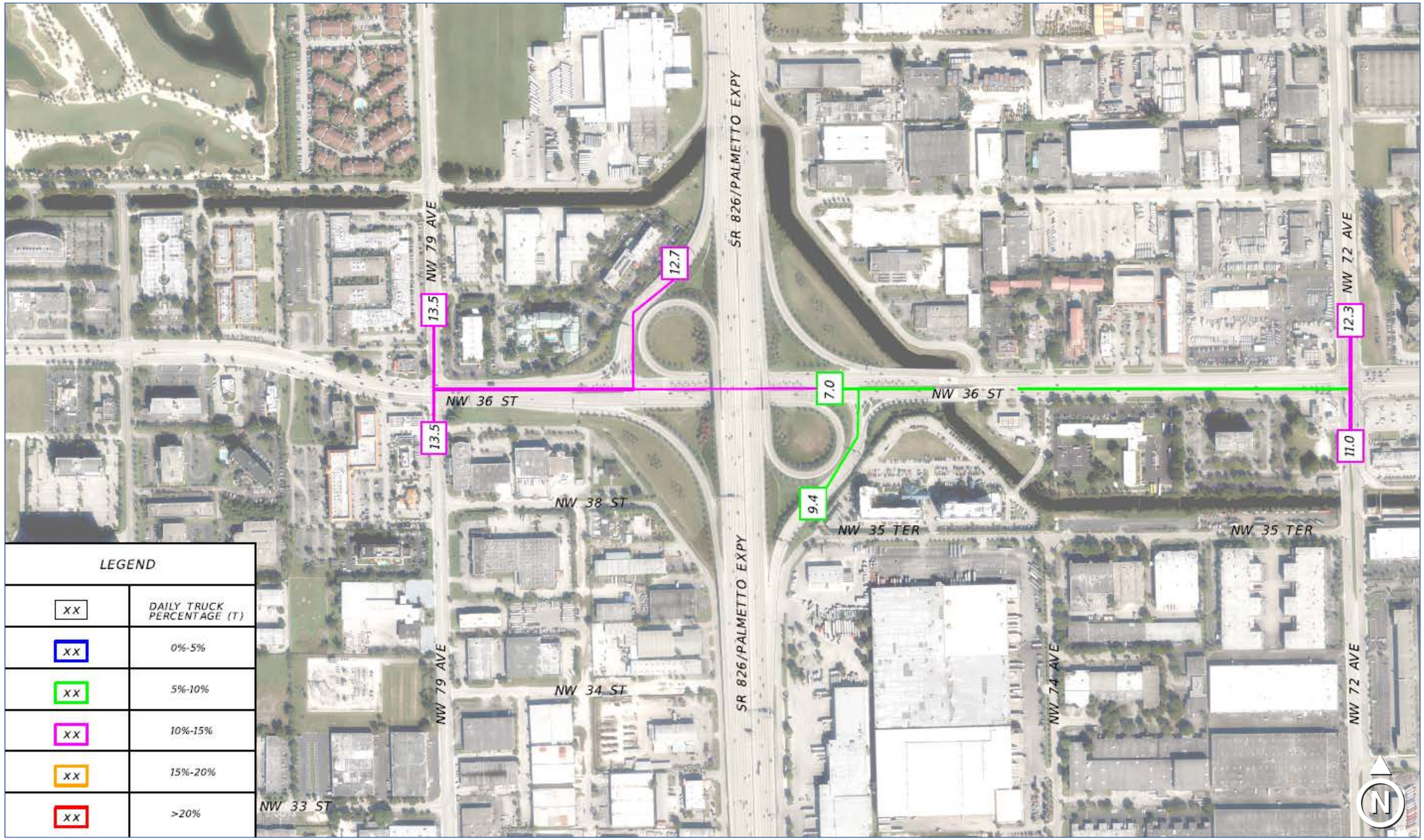


Figure 3.4A - Truck Volume Percentage: Network Two - SR-948/NW 36th Street Facility

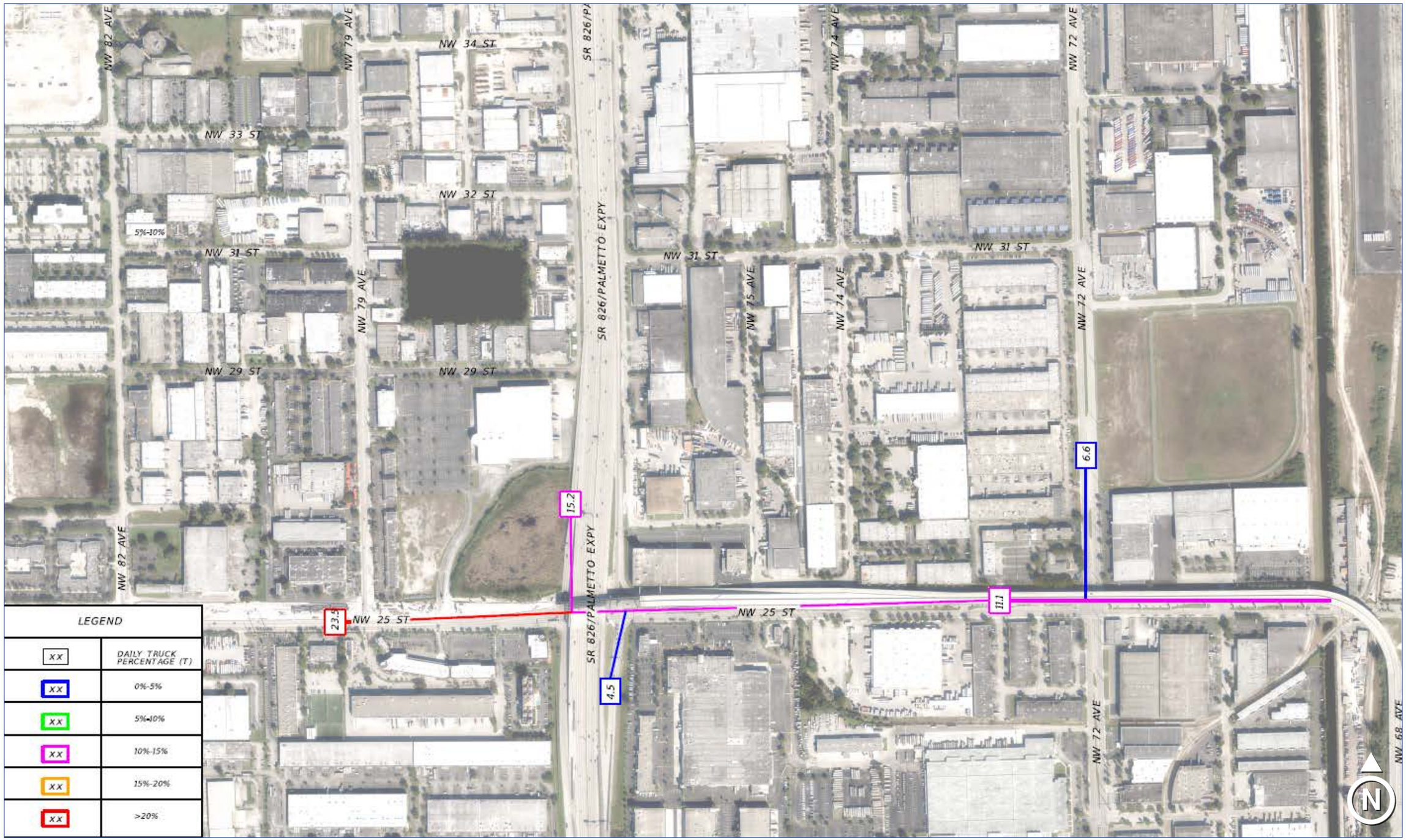


Figure 3.4B - Truck Volume Percentage: Network Two - NW 25th Street Facility

Figure 3.4C - Truck Volume Percentage: Network Two - SR-969/Milam Dairy Road/NW 72nd Avenue Facility

3.1 FIELD OBSERVATIONS

Field reviews along the Parsec Miami SIS network were conducted during the weekday morning, midday and afternoon traffic periods on the following days:

- Tuesday, May 9th, 2017 through Thursday, May 11th , 2017

The Parsec Miami SIS network was divided into three routes for observation purposes due to the multiple intersecting major roadways within the network. The major field observations for the Parsec Miami SIS network are presented below in **Tables 3.2A-3.2D**

From NW 79th Avenue to NW 67th Avenue through SR-948/NW 36th Street

Morning Assessment

- A police officer arrived at 7:30 AM at NW 79th Avenue, an officer is sent to this intersection every week from Monday to Friday to monitor the AM traffic operations
- Eastbound through movement queue at the SR-948/NW 36th Street and NW 79th Avenue intersection was 8-12 vehicles.
- At NW 79th Avenue an eastbound left queue of 5-6 vehicles was observed; approximately four vehicles per cycle due its 10 second green time. The eastbound demand was observed to drop by 8:00 AM.
- The westbound NW 79th Avenue queue reached beyond SR-826/Palmetto Expressway southbound signal. By 8:40 AM the westbound queue extended approximately 1,000 feet beyond SR-826/Palmetto Expressway North ramp while the eastbound queue was approximately six to eight vehicles long.
- At SR-969/Milam Dairy Road, the eastbound queue extended to SR-826/Palmetto Expressway north ramp with most of the traffic being through and approximately 11 vehicles on the left turn lane.
- At SR-969/Milam Dairy Road, approximately 13 heavy trucks were observed along the southbound left movement of which 10 cleared each cycle. The westbound left queue was approximately 11-12 vehicles.
- At NW 67th Avenue, westbound left queue of approximately 13 vehicles spills back into through lane.

Midday Assessment

- At SR-826/Palmetto Expressway ramps, traffic was able to mostly clear through the intersections. Police activity was observed around 2:00 PM that affected the westbound traffic.
- Heavy westbound right demand was observed at NW 79th Avenue and SR-948/NW 36th Street intersection.
- At SR-969/Milam Dairy Road the westbound queue extended beyond NW 7100 Block and cleared after two cycles. Also, very heavy left and through northbound movement.
- At NW 67th Avenue, approximately three vehicles were queued along the minor street.

From NW 79th Avenue to NW 67th Avenue through SR-948/NW 36th Street

Afternoon Assessment

- Approximately five to nine vehicles per westbound left lane observed to spill back onto SR-948/NW 36th Street at NW 79th Avenue.
- Southbound left turning vehicles from NW 79th Avenue weave to the right lane of SR-948/NW 36th Street to access SR-826/Palmetto Expressway.
- At the same intersection, police activity was observed at 4:45 PM which impacted northbound traffic.
- Northbound drivers were observed driving along the southbound left turn bay along NW 79th Avenue; majority of these vehicles (30) made a right turn towards SR-826/Palmetto Expressway ramps.
- By 5:30 PM at NW 79th Avenue, the westbound left traffic caused spillback into the through lanes.
- At SR-969/Milam Dairy Road, heavy north and south movements caused this intersection to be a bottleneck. The westbound queue extended beyond NW 67th Avenue and takes 2-3 cycles to clear.
- The northbound queue at SR-969/Milam Dairy Road reached NW 34th Street taking two cycles to clear. The southbound back of queue extended approximately 370 feet and the southbound left movement required two cycles to clear. By 5:30 PM the eastbound left traffic was backed up extending to SR-826/Palmetto Expressway northbound ramp signal.
- NW 67th Avenue northbound left and westbound through movements observed to block the intersection.

Table 3.2A: Parsec Miami SIS Network Two - SR-948/NW 36th Street Morning/Midday/Afternoon Major Field Observations

From NW 79th Avenue to NW 67th Avenue through NW 25th Street

Morning Assessment

- At NW 79th Avenue, the westbound queue extends up to SR-826/Palmetto Expressway South but clears. Due to eastbound vehicles stopping ahead of the stop bar at the same intersection, conflicts have been observed between the eastbound left and northbound through movements Also, most of the drivers drive along westbound through at NW 25th Street and NW 79th Avenue.
- At SR-826/Palmetto Expressway south ramp, the coordination prioritizes the westbound movement. The eastbound queue was observed to be low (three vehicles), and also the southbound ramp backs into SR-826/Palmetto Expressway.
- The westbound delay at SR-826/Palmetto Expressway is a result of traffic at NW 79th Avenue.
- The eastbound left queue at NW 67th Avenue and NW 25th Street intersection spills back into the through lane consistently during this observation period; all other movements were observed to have low demand.
- At NW 75th Avenue, no heavy minor movement demand was observed and the eastbound queue was approximately 6-8 vehicles.

Midday Assessment

- At NW 79th Avenue, southbound dual left was observed to be heavy at this time but was also able to clear. The westbound queue, at the same intersection, extends approximately 350 feet with a heavy truck demand and the eastbound left clears about eight vehicles with a latent demand of four vehicles.
- At SR-826/Palmetto Expressway south heavy truck demand was observed along the ramp. At the north ramp heavy eastbound left truck movement from NW 25th Street was observed.
- At NW 75th Avenue, heavy eastbound and westbound movement was observed with 14 vehicles queues. Also heavy eastbound right truck demand was observed and an eastbound left queue spillback, resulting in trucks partially to block the eastbound through movement.
- At SR-969/Milam Dairy Road, heavy eastbound dual left demand was observed while the opposing Westbound left demand was low. Northbound and southbound volume was light.
- At NW 67th Avenue, the eastbound left spills back however the queue is able to clear using the permitted phase. Compared to the other movements only the eastbound left was heavy.

From NW 79th Avenue to NW 67th Avenue through NW 25th Street

Afternoon Assessment

- At NW 79th Avenue, heavy southbound demand is observed but was able to clear. At the same location, after 5:00 PM, 9-16 vehicles observed to queue up along the southbound left movement causing backup beyond the left turn bay and onto the painted median. A little later the queue was further obstructed by vehicles exiting nearby businesses and extended beyond NW 29th Street with approximately 11 vehicles able to clear at each cycle.
- At SR-826/Palmetto Expressway south signal, the eastbound left queue spills back due to demand at SR-826/Palmetto Expressway North. The westbound right turn had also experienced heavy spillback coming from SR-826/Palmetto Expressway south ramp and extended up to NW 79th Avenue.
- At SR-826/Palmetto Expressway north signal, heavy eastbound left demand was observed as well as heavy westbound queues that caused conflicts with the northbound left turning traffic from SR-826/Palmetto expressway northbound off-ramp traffic. Also the SR-826/Palmetto Expressway northbound on-ramp backs into westbound NW 25th Street. Due to drivers turning left onto SR-826/Palmetto Expressway the westbound left turn queue spills back.
- At NW 75th Avenue, heavy eastbound left queue spillback was observed. Also the westbound queue reaches NW 79th Avenue.
- At SR-969/Milam Dairy Road, heavy northbound and southbound left turn demand was observed while the eastbound and westbound left movements were able to clear. The westbound right turn movement was observed to be predominantly trucks.
- At NW 67th Avenue, heavy eastbound left turn queue spillback was observed. Approximately 10 vehicles spilled back from the left turn lane. After 5:00 PM, the queue extended to NW 69th Avenue.

Table 3.2B: Parsec Miami SIS Network Two - NW 25th Street Morning/Midday/Afternoon Major Field Observations

From SR-948/NW 36th Street to NW 25th Street through NW 67th Avenue

Morning Assessment

- At SR-948/NW 36th Street and NW 67th Avenue, the eastbound queue was observed to extend beyond the bridge and halfway through to SR-969/Milam Dairy Road (approximately 1200 feet)
- At NW 34th Street and NW 67th Avenue, heavy trucks were observed along the southbound queue that did not extend SR-948/NW 36th Street. Also heavy northbound left truck demand was observed.
- At NW 25th Street and NW 67th Avenue, very heavy eastbound left demand with the queue extending up to the railroad crossing. The southbound demand was observed to queue with approximately 10 heavy trucks per cycle. Please note that no train crossed at during this observations period.

Midday Assessment

- At NW 32nd Street and NW 67th Avenue, trucks were observed exiting the business depot.
- At NW 25th Street and NW 67th Avenue heavy eastbound left movement was observed. Also, truck west of NW 67th Avenue at NW 25th Street blocked the traffic while performing a U-Turn.
- At Perimeter road and NW 67th Avenue, heavy westbound left movement was observed from vehicles turning south on to NW 67th Avenue.

Afternoon Assessment

- At NW 25th Street and NW 67th Avenue, heavy southbound right and eastbound left movements were observed. The westbound right movement extended over 15 vehicles after 5:30 PM.
- At SR-948/NW 36th Street and NW 67th Avenue, the westbound queue extended up to the bridge and after 5:30 PM, the northbound queue extended up to NW 25th Street.
- At Perimeter Road and NW 67th Avenue, the northbound queue was approximately 25-30 vehicles.

Table 3.2C: Parsec Miami SIS Network Two - NW 67th Avenue Morning/Midday/Afternoon Major Field Observations

From NW 14th Street to NW 43rd Street through SR-969/Milam Dairy Road

Morning Assessment

- At SR-948/NW 36th Street and SR-969/Milam Dairy Road the southbound left queue was observed to spillback into the thru movement with one to two vehicles per cycle.
- At the same intersection at 7:45 AM the northbound queue extended up to NW 35th Terrace and the westbound queue extended up to the bridge (approximately 1200 feet)
- Southbound peak demand at the intersection of NW 19th Street at SR-969/Milam Dairy Road started to build up after 8:00 AM.
- Corporate Way/NW 75th Avenue at SR-969/Milam Dairy Road heavy northbound left demand (10-12 vehicles) was observed into the businesses. The protected green time is not sufficient to allow queues to clear, however the permitted phase does allow vehicles to clear. Also an increase in the northbound traffic from NW 12th Street was observed at 8:00 AM.

Midday Assessment

- AT SR-948/NW 36th Street and SR-969/Milam Dairy Road a bus was observed to stop on the eastbound of the intersection causing potential conflicts with the northbound right movement. Bottleneck was observed during midday at the same location. The northbound left queue was observed to spillback into northbound through by approximately four vehicles. Also, the southbound queue extended up to NW 43rd Street, the southbound left was observed to spillback into the main line and the southbound right took two cycles to clear the southbound movement. The westbound queue extended to the beginning of the bridge approximately 1200 feet.
- At NW 25th Street and SR-969/Milam Dairy Road, heavy eastbound left traffic was observed as well as heavy truck traffic across the eastbound and westbound movement.
- At NW 16th, NW 19th and NW 22nd Street at SR-969/Milam Dairy Road the northbound and southbound movements were observed to be light at 12:15 PM. Heavy eastbound left movement was only observed at NW 19th Street.

Afternoon Assessment

- At SR-948/NW 36th Street, the northbound queue was observed to reach NW 31st Street and extended five to six vehicles beyond the intersection. Wasted green time was observed along the eastbound left movement due to heavy traffic while the westbound queue reached the bridge.
- At NW 25th Street and SR-969/Milam Dairy Road, the northbound left queue was approximately six vehicles, the northbound through eight vehicles, the westbound eight vehicles, the southbound left three vehicles and the southbound through twelve vehicles.

Table 3.2D: Parsec Miami SIS Network Two - SR-969/Milam Dairy Road Morning/Midday/Afternoon Major Field Observations

3.2 DATA COLLECTION

Travel time and travel speed data was retrieved from RITIS for the week of May 15th 2017 to May 19th 2017 for route one and two, and May 22nd 2017 to May 26th 2017 for route three during the morning, midday and afternoon peak periods for the Parsec Miami SIS network of SR-948/NW 36th Street from NW 79th Avenue to NW 66th Avenue, NW 25th Street from NW 82nd Avenue to NW 6600 Block, SR-949/Milam Dairy Road from NW 75th Avenue/Corporate Way to SR-948/NW 36th Street, and from NW 67th Avenue from NW 22nd Street to SR-948/NW 36th Street. The data obtained from RITIS (travel time and travel speeds) for signal section 199,76,6,264,253 and 209 were summarized for comparison purposes; however please note that RITIS data does not provide the delay at each signalized intersection.

The field data was collected using GPS2LT software from PC-Travel. PC-Travel is a software that processes the collected field data to generate travel time, travel speed, delay statistics and number of stops for the Parsec Miami SIS network. The collected field data provides travel time, travel speed, number of stops and delay at every signalized intersection within the study corridors during the morning, midday and afternoon peak period accordingly to the time-of-day schedules from Miami-Dade County for a typical weekday. This data was collected on May 16th, 2107 for route one, May 17th, 2017 for route two and May 24th, 2017 for route three. The summarized RITIS data and the field travel times, travel speed, number of stops and delay is presented in **Section 3.2.2 and 3.2.3** of this report. In addition, **Figure 3.5** illustrates the Parsec Miami SIS network travel time routes.

SR-826 Palmetto Expressway

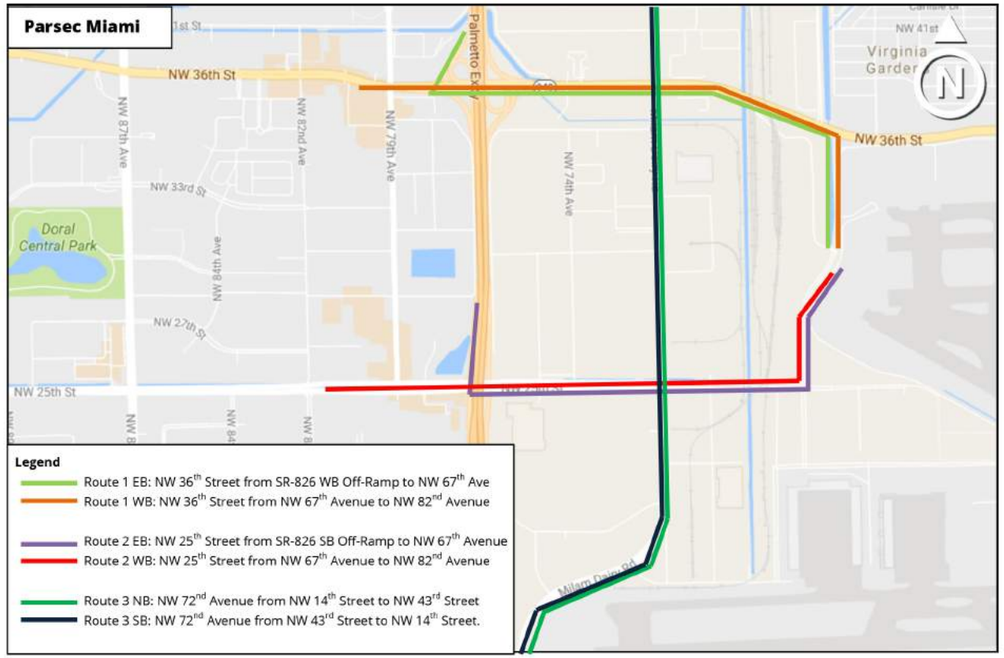


Figure 3.5: Parsec Miami SIS Network Travel Time Routes

3.2.1 KITS/TRAFFIC SIGNAL PLAN ASSESSMENT

The intersections time-of-day (TOD) schedules for sections 199,76,6,269,253 and 209 were obtained from Miami-Dade County's KITS software for the month of May 2017. The following is a review of the signal timing sheets per each signal section for the SR-948/NW 36th Street, NW 25th Street, SR-969/Milam Dairy Road and NW 67th Avenue corridor.

Section 199: SR-948/NW 36th Street from NW 79th Avenue to SR-826/Palmetto Expressway East Ramp

- The segment currently operates under eight Time of day plans from 5:30 AM to 8:00 PM. The morning peak operates under Plan 3 from 6:30 AM to 9:45 AM at 180 second cycle length. The midday and afternoon peak run under two plans, Plan 7 for midday from 11:15 AM to 3:30 AM at 170 second cycle length and Plan 9 for post afternoon peak from 3:30 PM to 7:00 PM at 95 cycle length. The post afternoon peak operates at a reduced cycle length of 150 seconds under plan 13. The NW 79th Avenue & SR-948/NW 36th Street intersection during plan 9 operates at 95 second cycle length during the post afternoon peak.

Section 76: SR-969/Milam Dairy Road and SR-948/NW 36th Street to NW 31st Street

- SR-969/Milam Dairy Road at SR-948/NW 36 street operates under eight TOD plans from 5:30 AM to 8:00 PM. Meanwhile, SR-969/Milam Dairy Road and NW 31st Street operates under six TOD plans from 6:30 AM to 7:00 PM. The morning peak runs under the same plan on both intersections but with different cycle lengths, Plan 3 from 6:30 AM to 9:45 AM at a cycle of 180 for SR-948/NW 36th Street and a cycle of 90 seconds for NW 31 Street. The midday peak runs under Plan 7 but with different cycle lengths, Plan 7 from 11:15 AM to 3:30: PM at cycle of 170 for NW 36 Street and a cycle length of 85 seconds for NW 31 Street. The afternoon peak operates under Plan 9 for SR-948/NW 36th Street under a cycle length of 190 seconds from 3:30 PM to 7:00 PM, for NW 31 Street the intersections operates under two plans, Plan 9 with a cycle length of 95 seconds from 3:30 PM to 6:20 PM and Plan 13 from 6:20 PM to 7:00 PM with a cycle length of 75 seconds. The post afternoon peak operates at a cycle length of 120 seconds under Plan 14 from 7:00 PM to 8:00 PM SR-969/Milam Dairy Road at NW 31st street and from 8:00 PM to 9:00 PM for SR-969/Milam Dairy Road at SR-948/NW 36th Street.

Section 6: NW 67th Avenue from SR-948/ 36th Street to Perimeter Road, NW 66th Street at SR-948/ NW 36th Street, and Perimeter Road at NW 62nd Avenue.

- The segment currently operates under six Time of day plans from 5:30 AM to 8:00 PM. The morning peak runs under Plan 7 from 6:30 AM to 9:30 AM at 140 cycle length. The midday peak runs under Plan 5 from 9:30 AM to 2:00 PM at a cycle length of 140 seconds. The afternoon peak runs under one plan, Plan 4 from 2:00 PM to 7:00 PM with a cycle length of 190 seconds. The post afternoon peak operates under plan 2 at a reduced cycle of 110 seconds. The intersections of NW 67th Avenue and 34th Street, NW 32nd Street and Perimeter Road, NW 62nd Avenue run FREE during all time of days.

Section 264: NW 25th Street from NW 84th Avenue to SR-826/Palmetto Expressway Northbound

- The segment currently operates under six Time of Day plans from 5:45 AM to 7:00 PM. The morning peak runs under one plan, Plan 4 from 6:30 AM to 10:00 AM at 180 seconds cycle length. The midday peak operates under one plan, Plan 6 from 11:30 AM to 3:30 PM with a cycle length of 160 seconds. The PM peak operates under one plan, Plan 10 from 3:30 PM to 7:00 PM under a cycle length of 170 seconds. The post PM peak operates under a reduced cycle of 150 seconds.

Section 253: NW 25th Street from NW 67th Avenue to NW 6600 Block, NW 22nd Avenue from NW 68th Avenue to NW 6300 Block.

- This segment currently operates FREE during all time of days.

Section 209: SR-969/Milam Dairy Road from NW 22nd Street to Corporate Way

- This segment currently operates under three Time of Day plans from 6:15 AM to 4:00 PM. The morning and midday peak operate under Plan 5 from 6:15 AM to 1:15 PM with a cycle length of 140 seconds. The afternoon peak operates under Plan 3 with a cycle length of 140 seconds. The SR-969/Milam Dairy Road and Corporate way intersection operates with a 70 seconds cycle length from 6:15 AM to 1:15 PM and from 1:15 PM to 4:00 PM and with an 80 seconds cycle length from 4:00 PM to 8:00 PM.

Table 3.3 illustrates the morning, midday and afternoon peak time-of-day (TOD) plans for the Parsec Miami SIS network intersections. **Figure 3.6A-F** illustrates the signal timing plans for the length of the Parsec Miami SIS network.

The existing signal timing sheets are included in **Appendix A**.

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							EBL	WBT	SBT	NBT	WBL	EBT	-	-	-	-
199	NW 79 Avenue at SR-948/NW 36 Street	6:30 - 9:45	M - F	3	180	39	10	104	25	15	32	82	-	-	-	-
		11:15 - 3:30	M - F	7	170	33	8	89	29	18	20	77	-	-	-	-
		3:30 - 7:00	M - F	9	190	166	11	96	34	23	24	83	-	-	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							-	WBT	-	-	-	EBT	-	SBT	-	-
199	SR-826/Palmetto Expressway West at SR-948/NW 36 Street	6:30 - 9:45	M - F	3	180	48	-	109	-	-	-	109	-	57	-	-
		11:15 - 3:30	M - F	7	170	61	-	121	-	-	-	121	-	35	-	-
		3:30 - 7:00	M - F	9	95	87	-	56	-	-	-	56	-	25	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							-	WBT	-	NBT	-	EBT	-	-	-	-
199	SR-826/Palmetto Expressway East at SR-948/NW 36 Street	6:30 - 9:45	M - F	3	180	150	-	119	-	46	-	119	-	-	-	-
		11:15 - 3:30	M - F	7	170	-	-	121	-	34	-	121	-	-	-	-
		3:30 - 7:00	M - F	9	95	8	-	56	-	24	-	56	-	-	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT	-	-
76	SR-969/Milam Dairy Road at SR-948/NW 36 Street	6:30 - 9:45	M - F	3	180	94	27	73	26	26	19	81	19	33	-	-
		11:15 - 3:30	M - F	7	170	136	25	56	29	32	25	56	23	38	-	-
		3:30 - 7:00	M - F	9	190	56	20	68	20	54	18	70	20	54	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							NBL	SBT	-	-	-	NBT	-	EBT	-	-
76	SR-969/Milam Dairy Road at NW 31 Street	6:30 - 9:45	M - F	3	90	49	12	30	-	-	-	49	-	28	-	-
		11:15 - 3:30	M - F	7	85	-	11	31	-	-	-	49	-	23	-	-
		3:30 - 6:20	M - F	9	95	2	10	36	-	-	-	53	-	29	-	-
		6:20 - 7:00	M - F	13	75	19	7	26	-	-	-	40	-	22	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							-	WBT	WL2	NBT	WBL	EBT	-	-	-	-
6	NW 67 Avenue at SR-948/NW 36 Street	6:30 - 9:30	M - F	7	180	112	-	105	16	39	18	80	-	-	-	-
		9:30 - 2:00	M - F	5	140	90	-	92		35	16	69	-	-	-	-
		2:00 - 7:00	M - F	4	190	109	-	134		43	23	104	-	-	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							EBL	WBT	-	-	-	EBT	EL2	SBT	-	-
6	NW 66 Avenue at SR-948/NW 36 Street	6:30 - 9:30	M - F	7	180	149	13	116	-	-	-	135	-	32	-	-
		9:30 - 2:00	M - F	5	140	96	20	71	-	-	-	97	-	30	-	-
		2:00 - 7:00	M - F	4	190	93	18	107	-	-	-	131	18	22	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							-	SBT	-	WBL	SBL	NBT	-	-	-	-
6	Perimeter Road at NW 67 Avenue	6:30 - 9:30	M - F	7	180	27	-	128	-	40	16	106	-	-	-	-
		9:30 - 2:00	M - F	5	140	90	-	90	-	38	10	74	-	-	-	-
		2:00 - 7:00	M - F	4	190	3	-	138	-	40	18	114	-	-	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							-	SBT	-	WBT	SBL	NBT	-	-	-	-
6	NW 67 Avenue at NW 34 Street	5:30 - 10:00	M - F	Free	-	-	-	-	-	-	-	-	-	-	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							NBL	SBT	-	-	-	NBT	-	EBT	-	-
6	NW 67 Avenue at NW 32 Street	5:30 - Midnight	M - F	Free	-	-	-	-	-	-	-	-	-	-	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							-	WBT	-	NBT	-	EBT	-	SBT	-	-
6	Perimeter Road at NW 62 Avenue	-	Su - S	Free	-	-	-	-	-	-	-	-	-	-	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							-	WBT	-	NBL	WBL	EBT	-	WL+	-	-
264	NW 84 Avenue at NW 25 Street	6:30 - 10:00	M - F	4	180	92	-	131	-	25	11	114	-	6	-	-
		11:30 - 3:30	M - F	6	160	121	-	104	-	32	11	87	-	6	-	-
		3:30 - 7:00	M - F	10	170	8	-	122	-	24	7	109	-	6	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT	-	-
264	NW 82 Avenue at NW 25 Street	6:30 - 10:00	M - F	4	180	81	23	105	12	16	18	110	12	16	-	-
		11:30 - 3:30	M - F	6	160	104	27	73	12	24	25	75	12	24	-	-
		3:30 - 7:00	M - F	10	170	150	15	91	20	20	22	84	13	27	-	-

Table 3.3: Parsec Miami SIS Network Time-of-Day (TOD) Plans

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							EBL	WBT	SBT	NBT	WBL	EBT	-	-	-	-
264	NW 79 Avenue at NW 25 Street	6:30 - 10:00	M - F	4	180	56	20	83	34	14	12	91	-	-	-	-
		11:30 - 3:30	M - F	6	160	85	14	61	37	19	14	61	-	-	-	-
		3:30 - 7:00	M - F	10	170	162	18	71	34	18	9	80	-	-	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT	-	-
264	NW 75 Avenue at NW 25 Street	6:30 - 10:00	M - F	4	160	3	50	73	12	21	18	105	6	27	-	-
		11:30 - 3:30	M - F	6	160	42	43	64	13	16	28	79	13	16	-	-
		3:30 - 7:00	M - F	10	170	117	20	91	13	22	16	95	13	22	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							-	WBT	-	-	WBL	EBT	WL2	SBT	-	-
264	SR-826/Palmetto Expressway SB at NW 25 Street	6:30 - 10:00	M - F	4	180	62	-	104	-	-	20	78	14	44	-	-
		11:30 - 3:30	M - F	6	160	101	-	96	-	-	18	72	16	30	-	-
		3:30 - 7:00	M - F	10	170	-	-	112	-	-	29	77	12	28	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							EBL	WBT	EL2	NBT	-	EBT	-	-	-	-
264	SR-826/Palmetto Expressway NB at NW 25 Street	6:30 - 10:00	M - F	4	180	164	15	71	25	45	-	92	-	-	-	-
		11:30 - 3:30	M - F	6	160	60	20	69	15	32	-	95	-	-	-	-
		3:30 - 7:00	M - F	10	170	127	15	83	13	35	-	104	-	-	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT	-	-
253	NW 67 Avenue at NW 25 Street	6:45 - 4:00	M - F	1	105	36	16	27	20	14	16	27	20	14	-	-
		4:00 - 8:00	M - F	3	120	54	16	42	20	14	16	42	20	14	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							-	WBT	-	NBT	-	EBT	-	SBT	-	-
253	NW 6600 Block at NW 25 Street	6:45 - 9:00	M - F	1	105	44	-	64	-	28	-	64	-	28	-	-
		9:00 - 4:00	M - F	Free	-	-	-	-	-	-	-	-	-	-	-	-
		4:00 - 8:00	M - F	2	120	50	-	55	-	52	-	55	-	52	-	-

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)									
							-	-	SBL	NBT	WBL	-	-	SBT	-	-
253	NW 68 Avenue at NW 22 Street	5:30 - Midnight	M - F	Free	-	-	-	-	-	-	-	-	-	-	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							EBL	WBT	SBT	NBT	WBL	EBT	-	-	-	-
253	NW 67 Avenue at NW 22 Street	-	Su - S	Free	-	-	-	-	-	-	-	-	-	-	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							-	WBT	-	NBT	-	EBT	-	-	-	-
253	NW 6300 Block at NW 22 Street	-	Su - S	Free	-	-	-	-	-	-	-	-	-	-	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							NBL	SBT	-	WBT	SBL	NBT	-	EBT	-	-
209	NW 22 Street at SR-969/Milam Dairy Road	6:15 - 1:15	M - F	5	140	33	8	91	-	20	8	91	-	20	-	-
		1:15 - 4:00	M - F	3	140	92	7	83	-	29	7	83	-	29	-	-
		4:00 - 8:00	M - F	7	80	45	8	33	-	18	8	33	-	18	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							NBL	SBT	FRNT	WBT	-	NBT	-	EBT	-	-
209	NW 19 Street at SR-969/Milam Dairy Road	6:15 - 1:15	M - F	5	140	38	5	77	16	16	-	89	-	16	-	-
		1:15 - 4:00	M - F	3	140	96	6	75	15	18	-	88	-	18	-	-
		4:00 - 8:00	M - F	7	80	46	5	22	10	17	-	34	-	17	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							-	SBT	-	WBT	SBL	NBT	-	-	-	-
209	NW 16 Street at SR-969/Milam Dairy Road	6:15 - 1:15	M - F	5	140	112	-	109	-	18	6	96	-	-	-	-
		1:15 - 4:00	M - F	3	140	38	-	108	-	19	9	91	-	-	-	-
		4:00 - 8:00	M - F	7	80	77	-	41	-	25	8	27	-	-	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**									
							NEL	SWT	-	-	-	NET	-	SET	-	-
209	Corporate Way at SR-969/Milam Dairy Road	6:15 - 1:15	M - F	5	70	6	8	32	-	-	-	47	-	10	-	-
		1:15 - 4:00	M - F	3	70	33	9	27	-	-	-	43	-	14	-	-
		4:00 - 8:00	M - F	7	80	5	12	36	-	-	-	55	-	12	-	-

Table 3.3: Parsec Miami SIS Network Time-of-Day (TOD) Plan (...Continued)

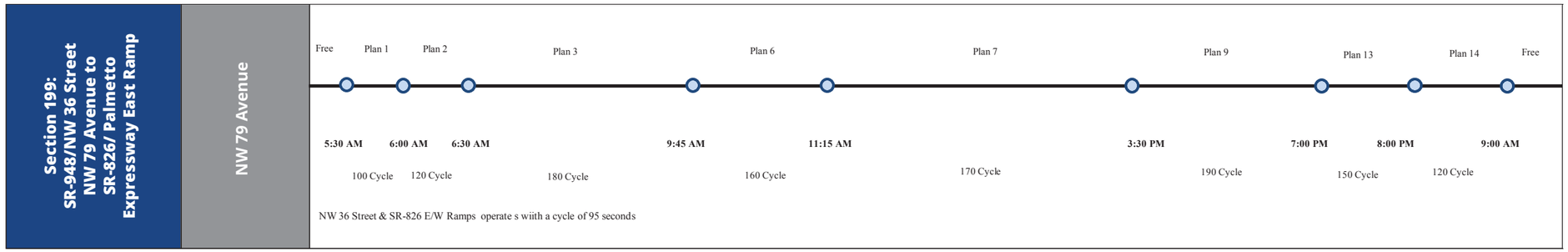


Figure 3.6A: Time-of-Day (TOD) Plans for Section 199

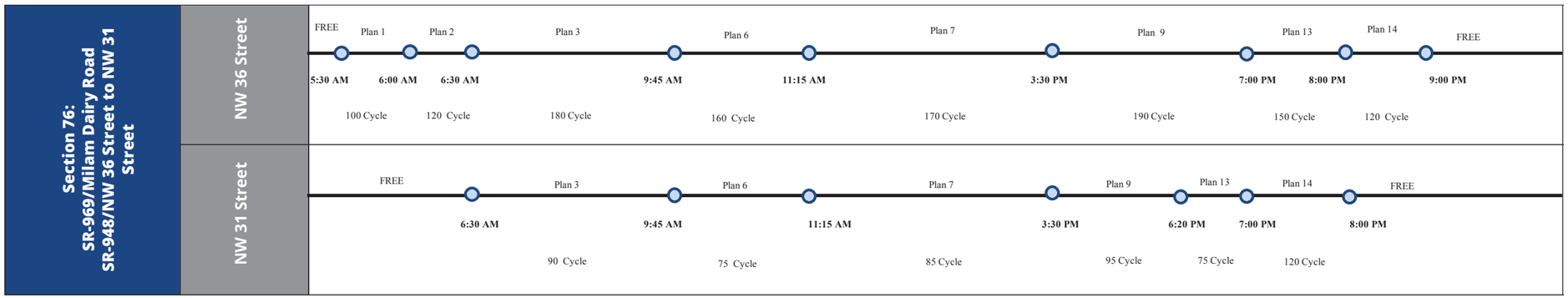


Figure 3.6B: Time-of-Day (TOD) Plans for Section 76

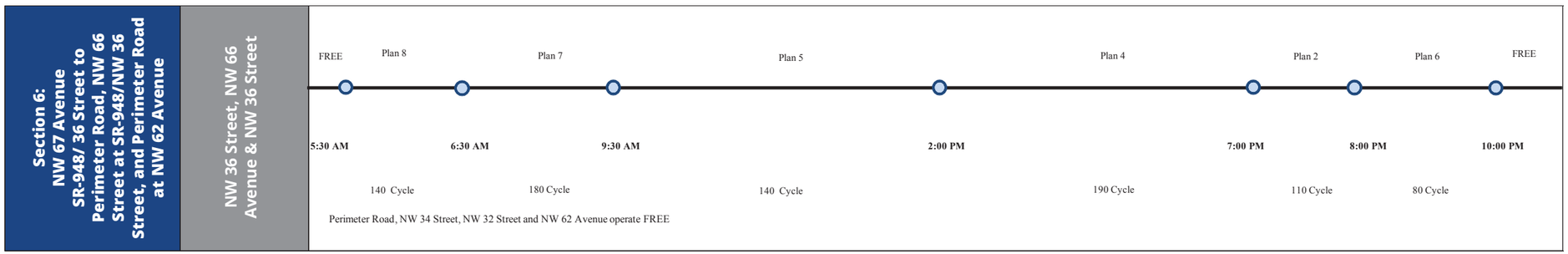


Figure 3.6C: Time-of-Day (TOD) Plans for Section 6

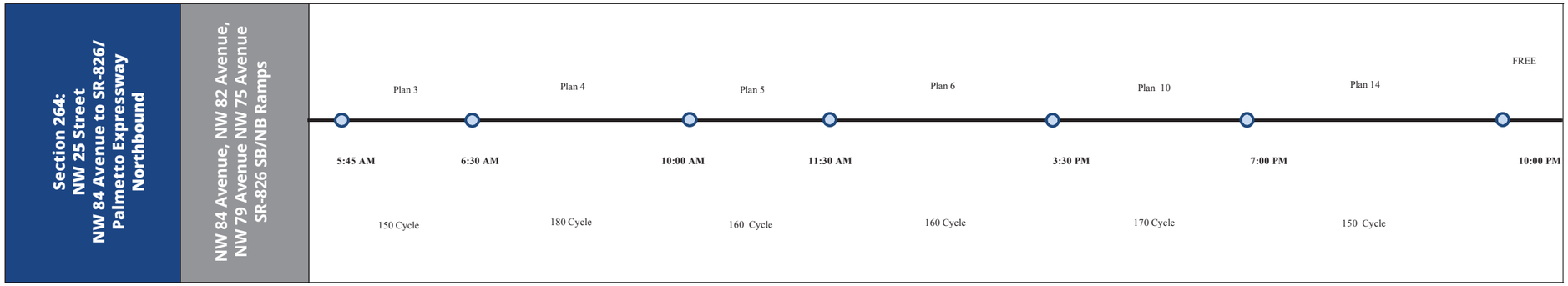


Figure 3.6D: Time-of-Day (TOD) Plans for Section 264

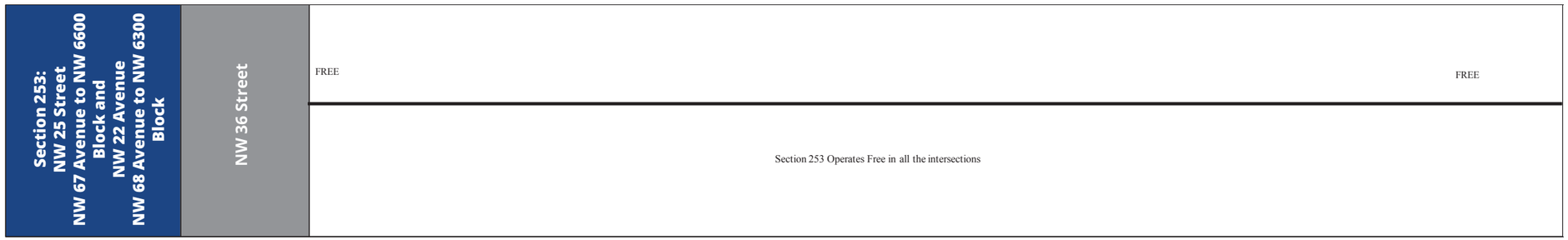


Figure 3.6E: Time-of-Day (TOD) Plans for Section 253

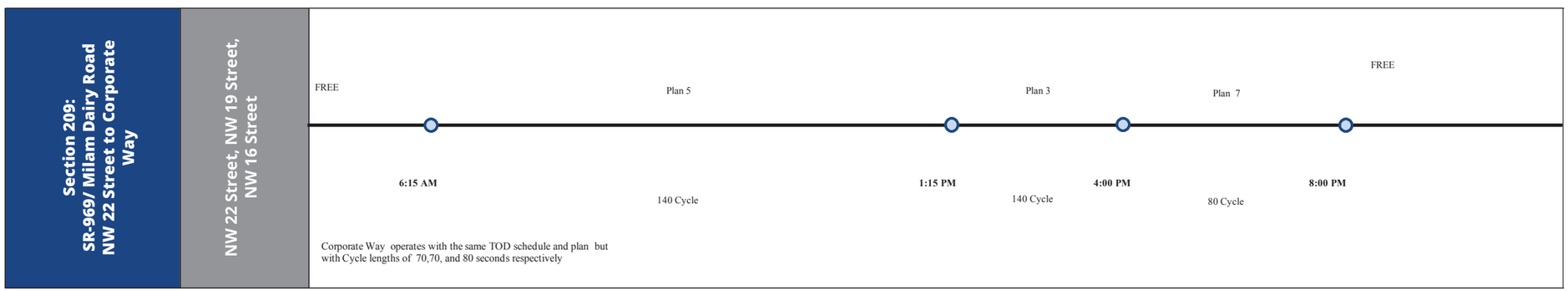


Figure 3.6F: Time-of-Day (TOD) Plans for Section 209

3.2.2 CENTRACS – ADVANCED TRANSPORTATION MANAGEMENT SYSTEM

Centracs is an Intelligence Transportation System (ITS) software that provides a central integrated program for traffic signal systems. The Centracs System uses intelligent interface to operate real-time signal data between intersections. This operation increases the systems performance to improve real-time traffic conditions. The corridor of SR-948/NW 36th Street from NW 97th Avenue to NW 7100 Block is currently operating under the Centracs software. These intersections were analyzed through field visits and an office based assessment of how the software operates by reviewing the systems outputs. Below is a summary of the observations and issues addressed on the Centracs system that operates along NW 36th Street/NW 41st Street:

- Centracs provides one camera that provides vehicle detection for all lanes at the east-west approaches. This means that if there is detection failure in the system there is no way of knowing immediately which lane is not being detected.
- If half cycle is needed along the network under the adaptive mode, the network coordination under Centracs may be affected and the network will not operate efficiently.
- The flow rate from the MOE reports appears to provide low volume. For instance, NW 36th Street at Milam Dairy Road shows less than 1000 veh/h which does not match counts from FDOT Florida Traffic Online (FTO).
- When the distance between intersections is modified in the Centracs system, the values that appear in the time-space diagram revert to a base distance which is not near the true distance. For instance, the distance between both SR 826/Palmetto Expressway signals appears to be 0.25 miles. A review of the distance revealed that these intersections are spaced 0.17 miles apart.
- The Centracs system uses a yield point of Ring 1 (Beginning on Green along coordinated phase). This differs from the yield point used for NW 36th Street, which uses beginning of yellow. This change compromises the coordination along the segment with the signals in the same signal section but that are not within the Centracs system.

In addition, the Centracs system data input was compared to the original KITS data that was recently retimed through the FDOT signal retiming efforts in 2016 at these intersections along the corridor. Please note that Phase Bank 1 was compared only since Phase Bank 2 and Phase Bank 3 are not entered into Centracs. Also, only TOD pattern splits were compared at this moment since most controllers did not have all the patterns entered at the moment the analysis was performed. Below is a list of differences found within the system at these locations:

4885: NW 41st Street at NW 97th Avenue

- Vehicle Extension for Phase 3, 7: 2.0 instead of 4.0; for Phase 4, 8: 2.0 instead of 3.0
- Ring 2 did not match Ring 1 split sum.
- Pattern 4, 6, 7, 11 recall settings should be checked.
- If Phase 2 & 6 are actuated then recommend Vehicle Extension changed from 1.0 to 2.5 or higher

5382: NW 41st Street at NW 93rd Court

- Vehicle Extension for Phase 8: 2.5 instead of 3.0
- Max Time for Phase 2 & 6: 30 -> 80; for Phase 1 & 5: 8 instead of 13
- Most Patterns have different split values.
- Pattern 14: Cycle length: 120 instead of 60
- Pattern 7: Phase 1 & 5 were not skipped
- If Phase 2 & 6 are actuated then recommend Vehicle Extension changed from 1.0 to 2.5 or higher

4864: NW 87th Avenue at NW 33rd Street

- Vehicle Extension for Phase 7: 2.0 instead of 2.5
- Patterns don't show recalls to Phase 2 & 6.
- If Phase 2 & 6 are actuated then recommend Vehicle Extension changed from 1.0 to 2.5 or higher

4332: NW 36th Street at NW 87th Avenue

- Phase 6: direction description missing
- Phase 3 & 4 Yellow: 4.0 instead of 4.4
- If Phase 2 & 6 are actuated then recommend Vehicle Extension changed from 1.0 to 2.5 or higher

4571: NW 36th Street at NW 8400 Block

- Phase 2 & 6 Max Time: 45 instead of 50 and Phase 3 & 4 All Red: 2.2 instead of 2.0
- If Phase 2 & 6 are actuated then recommend Vehicle Extension changed from 1.0 to 2.5 or higher
- Pattern 13: Phase 5 does not exist but has value 13

- Pattern 9: Phase 1 & Phase 7 split difference
- Numerous offset differences which may be expected due to change from Yellow to Ring 1.
- TOD schedule changed weekdays only

6732: NW 36th Street at NW 8300 Block

- Max Limit for Phase 4: 10 instead of 7; Phase 5: 6 instead of 5
- If Phase 2 & 6 are actuated then recommend Vehicle Extension changed from 1.0 to 2.5 or higher
- All Patterns have different split values
- Most offset value remain the same even though reference change from Yellow to Ring 1
- TOD schedule changed weekdays and weekends

4569: NW 36th Street at NW 82nd Avenue

- Walk & FDW for Phase 8 are reversed, Walk: 19 and FDW: 2
- If Phase 2 & 6 are actuated then recommend Vehicle Extension changed from 1.0 to 2.5 or higher
- All Patterns have different split values.
- Most offset value remain the same even though reference change from Yellow to Ring 1.
- TOD schedule changed weekdays only

3954: NW 36th Street at NW 79th Avenue

- Vehicle Extension for all Phases changed to 5.0
- All Red for Phases 3 & 4: 2.6 instead of 2.0
- If Phase 2 & 6 are actuated then recommend Vehicle Extension changed from 1.0 to 2.5 or higher
- All Patterns have different split values, except weekend
- Most offset value remain the same even though reference change from Yellow to Ring 1
- TOD schedule changed weekdays only

5429: NW 36th Street at SR-826/Palmetto Expressway West Ramp

- Unused Phase 4 has values in Max Limit, Yellow, and All Red
- If Phase 2 & 6 are actuated then recommend Vehicle Ext. changed from 1.0 to 2.5 or higher
- Pattern 9 Cycle length: 95 –instead of 190
- Pattern 3 has split difference
- All offset value remain the same even though reference change from Yellow to Ring 1
- TOD schedule changed weekdays only

5429: NW 36th Street at SR-826/Palmetto Expressway East Ramp

- Unused Phase 8 has values in All Red
- If Phase 2 & 6 are actuated then recommend Vehicle Ext. changed from 1.0 to 2.5 or higher
- Pattern 9 Cycle length: 95 instead of 190
- All offset value remain the same even though reference change from Yellow to Ring 1
- TOD schedule changed weekdays only

3163: NW 36th Street at Milam Dairy Road/NW 72nd Avenue

- All Patterns have different split values, except weekend
- All offset value remain the same even though reference change from Yellow to Ring 1
- TOD schedule changed weekdays only

3830: NW 36th Street at NW 7100 Block

- Additional Phases and functionality were used to accommodate reservicing, preemption, and Warning Beacon
- Vehicle Extension for Phase 6: 4.0 instead of 2.5; Ph. 7: 2.0 instead of 4.0
- Max Limit for Phase 6: 30 instead of 40
- Pattern 16 Cycle length: 150 instead of 120
- All Patterns have different split values
- All offset value changed
- TOD schedule changed weekdays only

3.2.3 REGIONAL TRANSPORTATION SYSTEM (RITIS)

Average travel time and travel speed data was obtained from RITIS (Regional Integrated Transportation Information System). The RITIS data is based on an average of two-weeks, three-days data collected for typical weekdays from May 15th, 2017 to May 19th, 2017 for routes one and two; and from May 22nd, 2017 to May 26th, 2017 for route three. The RITIS data for the Parsec Miami SIS network shows the following results.

Based on the RITIS data (See **Table 3.4A and 3.4B**) the Parsec Miami SIS network route one (approximate length of 3.0 miles); SR-948/NW 36th Street from SR-826/Palmetto Expressway SB ramp to NW 67th Avenue and NW 67th Avenue from NW 36th Street to NW 34th Street during the morning peak (6:30 AM to 9:45AM) shows that the eastbound westbound direction has an average travel time approximately six minutes and an average travel speed of 21 mph for the eastbound and 24 mph for the westbound. The midday peak (12:00 PM to 2:00 PM) shows that the corridor experiences an average travel time of five minutes for the eastbound direction and approximately six minute for the westbound direction. During the midday peak period the eastbound and westbound direction experienced an average travel speed of 23 mph. Finally, during afternoon peak (3:30 PM to 7:00 PM) route one experienced an average travel time of six minutes in both directions, an average travel speed of 20 mph for the eastbound direction and 22 mph for the westbound direction. The northbound southbound directions for route one during the morning peak show an approximate average travel time of 2 minutes and an average travel speed of 21 mph for both directions. The midday peak shows that this corridor experiences an approximate average travel time of two minutes in both directions and an approximate average travel speed of 20 mph. Finally, during the afternoon peak for route one experienced an approximate average travel time of three minutes for the northbound direction and an approximate two and a half minutes for the southbound direction. As for the average travel speed, the afternoon peak experienced 16 mph average for the northbound direction and an 18 mph average for the westbound direction.

TOD	RITIS Performance Measure	EASTBOUND Existing	WESTBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	5.8	5.5
	Average Travel Speed (mph)	21.0	24.0
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	5.0	5.8
	Average Travel Speed (mph)	23.0	23.0
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	5.8	6.1
	Average Travel Speed (mph)	20.0	22.0

Table 3.4A: RITIS Data Route One – Eastbound/Westbound

TOD	RITIS Performance Measure	NORTHBOUND Existing	SOUTHBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	2.1	2.1
	Average Travel Speed (mph)	21.0	21.0
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	2.4	2.2
	Average Travel Speed (mph)	19.0	20.0
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	2.8	2.4
	Average Travel Speed (mph)	16.0	18.0

Table 3.4B: RITIS Data Route One – Northbound/Southbound

The RITIS data (See **Table 3.4C and 3.4D**) for the Parsec Miami SIS network route two (approximate length of 1.7 miles); NW 25th Street from SR-826/Palmetto Expressway SB ramp to NW 67th Avenue and NW 67th Avenue from NW 25th Street to NW 34th Street during the morning peak experiences an average travel time of approximately three and half minutes for the eastbound and westbound directions. Meanwhile, the eastbound direction experiences an average travel speed of 18 mph, and the westbound direction experienced an average travel speed of 17 mph. During the midday peak both directions experience an approximate average travel time of three and a half minutes and an average travel speed of 17 mph. Finally, during the afternoon peak, the eastbound direction experiences an average travel time of four minutes and an average travel speed of 15 mph while the westbound direction experiences an approximate average time travel of three minutes and an average travel speed of 18 mph.

On the northbound southbound direction during the morning peak both directions experience an approximate average travel time of two minutes and an average travel speed of 21 mph. During the midday peak both directions experience an approximate average travel time of two and a half minutes and an approximate average travel speed of 20 mph. Finally, during the afternoon peak the northbound direction experiences an average travel time of four minutes while the westbound an approximate average travel time of three minutes. The northbound and southbound directions experience an average travel speed of 16 mph and 18mph, respectively.

The RITIS data (See **Table 3.4E**) for the Parsec Miami SIS route three (approximate length of 3.2 miles); SR-969/Milam Dairy Road from NW 14th Street to NW 43rd Street during the morning peak experiences an approximate average travel time of eight minutes and an average travel speed of 24 mph on both northbound and southbound directions. During the midday peak, the northbound direction experiences an approximate average travel time of eight minutes while the southbound an approximate average travel time of nine minutes. As for the average travel speed the eastbound experiences an average travel speed of 24 mph and the southbound an average travel speed of 23 mph. Finally, during the afternoon peak the eastbound experiences an approximate average travel time of 11 minutes while the southbound experiences an approximate of travel time of 10 minutes. The northbound and southbound directions experience an average travel speed of 18 mph and 20 mph, respectively.

TOD	RITIS Performance Measure	EASTBOUND Existing	WESTBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	3.5	3.3
	Average Travel Speed (mph)	18.0	17.0
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	3.5	3.3
	Average Travel Speed (mph)	17.0	17.0
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	4.0	3.2
	Average Travel Speed (mph)	15.0	18.0

Table 3.4C: RITIS Data Route Two – Eastbound/Westbound

TOD	RITIS Performance Measure	NORTHBOUND Existing	SOUTHBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	2.1	2.1
	Average Travel Speed (mph)	21.0	21.0
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	2.4	2.3
	Average Travel Speed (mph)	19.0	20.0
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	2.8	2.4
	Average Travel Speed (mph)	16.0	18.0

Table 3.4D: RITIS Data Route Two – Northbound/Southbound

TOD	RITIS Performance Measure	NORTHBOUND Existing	SOUTHBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	7.9	8.2
	Average Travel Speed (mph)	24.0	24.0
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	8.1	8.7
	Average Travel Speed (mph)	24.0	23.0
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	11.4	10.4
	Average Travel Speed (mph)	18.0	20.0

Table 3.4E: RITIS Data Route Three – Northbound/Southbound

3.2.4 PC-TRAVEL TIME

Travel time runs were performed for the Parsec North SIS routes using PC-Travel to evaluate the corridors performance measures. The field travel time was also collected during the morning, midday and afternoon peak periods. The travel times were performed on May 16th, 2017 for the Parsec Miami route one (approximate length of 1.5 miles), on May 17th, 2017 for route two (approximate length of 1.5 miles), and on May 24th, 2017 for route three (approximate length of 2.1 miles), under regular weather conditions.

Table 3.5A shows that route one during the morning peak in the eastbound direction experiences an average travel time of approximately 12 minutes, an average travel speed of 9 mph, an average number of stops for the length of the corridor of eight stops, and a corridor average total delay of nine minutes. Meanwhile, the westbound direction during this period experienced an average travel time of 8 minutes, an average travel speed of 14 mph, five stops for the length of the corridor, and approximately five minutes of corridor total delay.

During the midday peak period, the eastbound direction experiences an average travel time of approximately six minutes, an average travel speed of 18 mph, four stops for the length of the corridor and approximately three minutes of corridor total delay. The westbound direction, experiences an average travel time of approximately eight minutes, an average travel speed of 14 mph, four stops for the length of the corridor and approximately five minutes of corridor total delay.

Lastly, the Parsec Miami SIS network one during the afternoon peak experienced an average travel time of approximately eight minutes in the eastbound direction, an average travel speed of 14mph, an average number of stops for the length of the corridor of four stops and an average across the corridor total delay of approximately five minutes. The westbound direction experienced an average travel time of approximately seven minutes, an average travel speed of 15 mph, an average number of stops across the corridor of four stops, and an average total delay of approximately four minutes across the corridor.

The Parsec Miami SIS network route two as shows in **Table 3.5B** shows that during the morning peak, the eastbound direction experienced an average travel time of six and half minutes with an average travel speed of 16 mph and an average total corridor delay of three minutes. Meanwhile, the westbound direction during this period experienced an average travel time of six minutes, an average speed of 17 mph with an average total delay of three minutes.

TOD	Performance Measure	EASTBOUND Existing	WESTBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	11.9	8
	Average Travel Speed (mph)	9.0	14.0
	Average Number of Stops	8	5
	Average Total Delay (min)	9.2	5.1
	Average Time Below 5 mph (min)	7.2	3.7
	Average Time Below 15 mph (min)	8.7	3.7
	Average Time Below 30 mph (min)	10.1	5.6
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	6.1	8.1
	Average Travel Speed (mph)	18.0	14.0
	Average Number of Stops	4	4
	Average Total Delay (min)	3.3	5.3
	Average Time Below 5 mph (min)	2.1	3.7
	Average Time Below 15 mph (min)	2.7	4.6
	Average Time Below 30 mph (min)	4	5.9
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	7.9	7.2
	Average Travel Speed (mph)	14.0	15.0
	Average Number of Stops	4	4
	Average Total Delay (min)	5.1	4.4
	Average Time Below 5 mph (min)	3.7	3
	Average Time Below 15 mph (min)	11.9	8
	Average Time Below 30 mph (min)	9.0	14.0

Table 3.5A: Field Collected Data Route One

TOD	Performance Measure	NORTHBOUND Existing	SOUTHBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	6.5	5.8
	Average Travel Speed (mph)	16.0	17
	Average Number of Stops	3	3
	Average Total Delay (min)	3	3.3
	Average Time Below 5 mph (min)	2.3	1.7
	Average Time Below 15 mph (min)	2.8	2.3
	Average Time Below 23 mph (min)	3.2	3.9
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	6	6.6
	Average Travel Speed (mph)	18.0	15.0
	Average Number of Stops	4	4
	Average Total Delay (min)	2.5	4.2
	Average Time Below 5 mph (min)	1.9	2.6
	Average Time Below 15 mph (min)	2.4	3.3
	Average Time Below 23 mph (min)	2.8	4.7
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	7.5	7.6
	Average Travel Speed (mph)	14.0	13.0
	Average Number of Stops	6	6
	Average Total Delay (min)	4.1	5.2
	Average Time Below 5 mph (min)	3.2	3.6
	Average Time Below 15 mph (min)	4.2	4.6
	Average Time Below 23 mph (min)	4.6	5.7

Table 3.5B: Field Collected Data Route Two

The midday peak period, shows that the eastbound direction has an average travel time of six minutes, an average speed of 18 mph and a corridor average delay of two and half minutes. As for the westbound direction, the corridor experienced an average travel time of six minutes, an average travel speed of 15 mph and an average corridor delay of four minutes.

Lastly, during the afternoon peak the eastbound and westbound directions experienced an average travel time of eight minutes; with an average travel speed of 14 mph for the eastbound direction and a speed of 13 mph for the westbound direction. The eastbound direction experienced an average total delay of four minutes, and the westbound direction experienced an average delay of five minutes.

The Parsec Miami SIS network route three as shows in **Table 3.5C** shows that during the morning peak, the northbound direction experienced an average travel time of five minutes, an average travel speed of 24mph, an average of two stops across the corridor and an average total delay of approximately two minutes. As for the southbound direction it experienced an average travel time of approximately seven minutes, an average travel speed of 18 mph, three stops in average across the network, and an average total delay of approximately three minutes.

During the midday peak period, both the northbound and the southbound direction experienced an average travel time of approximately six minutes, an average travel speed of approximately 20 mph, an average total delay across the corridor of approximately three minutes and an average number of stops for the length of the corridor of three stops.

Lastly, the Parsec Miami SIS network route three during the afternoon peak experienced an average travel time of approximately 11 minutes for the northbound direction, an average travel speed of 11 mph, an average number of seven stops across the corridor and an average total delay of eight minutes across the length of the corridor. As for the southbound direction, it experienced an average travel time of approximately seven minutes, an average travel speed of 16 mph, and an average travel total delay of approximately four minutes.

The RITIS and field collected travel times and travel speed data are included in **Appendix B**.

TOD	Performance Measure	NORTHBOUND Existing	SOUTHBOUND Existing
AM Peak Period (6:30AM-9:45AM)	Average Travel Time (min)	5	6.4
	Average Travel Speed (mph)	24.0	18.0
	Average Number of Stops	2	3
	Average Total Delay (min)	1.6	3.2
	Average Time Below 5 mph (min)	1.1	2.6
	Average Time Below 15 mph (min)	1.4	3.1
	Average Time Below 23 mph (min)	1.8	3.7
Midday Period (12:00PM-2:00PM)	Average Travel Time (min)	5.8	6.1
	Average Travel Speed (mph)	21.0	18.0
	Average Number of Stops	3	3
	Average Total Delay (min)	2.4	2.9
	Average Time Below 5 mph (min)	1.9	2.1
	Average Time Below 15 mph (min)	2.3	2.7
	Average Time Below 23 mph (min)	2.7	3.1
PM Peak Period (3:30PM-7:00PM)	Average Travel Time (min)	10.9	7.1
	Average Travel Speed (mph)	11	16.0
	Average Number of Stops	7	4
	Average Total Delay (min)	7.6	4.1
	Average Time Below 5 mph (min)	6.7	3.4
	Average Time Below 15 mph (min)	7.6	4
	Average Time Below 23 mph (min)	8.2	4.5

Table 3.5C: Field Collected Data Route Three

3.3 PARSEC MIAMI SIS NETWORK DEFICIENCIES AND COUNTERMEASURES

3.3.1 SIGNAL TIMING RECOMMENDATIONS (SHORT TERM)

Sections 199 and 76- SR-948/NW 36th Street from NW 79th Avenue to NW 7100 Block

- It is recommended to operate Plan 2 until 6:00 AM. The pre morning plan is recommended to operate under a new plan from 6:00 AM to 7:00 AM at a cycle length of 160 seconds. The morning plan, Plan 3 operates from 7:00 AM to 10:00 AM at an increased cycle length of 190 seconds. The post morning plan is recommended to operate a new plan from 10:00 AM to 11:30 AM at 180 second cycle length. In addition, operate Plan 7 from 11:30 AM to 1:30 PM at the existing cycle length. It is recommended to operate a pre afternoon plan from 1:30 PM to 3:30 PM at a 180 second cycle length. The afternoon plan, Plan 9, operate from 3:30 to 7:00 PM at the existing cycle length. As for the post afternoon peak it is recommended to operate a new plan from 7:00 PM to 8:00 PM at a reduced cycle length of 160 seconds. In addition, the intersection offsets are recommended to be adjusted with the proposed cycle lengths to improve corridor progression.
- Please note that these signals are under the Centracs system and for these timings to operate and improve traffic operations, the issues addressed under the field observations for the Centracs system (Section 3.2.2) should be addressed to avoid issues with the signal timings.

Section 6- SR-948/NW 36th Street from NW 67th Avenue to East Drive

- This section will also include the intersection of NW 67th Avenue at Perimeter Road (Asset 5493) as part of the timing recommendations.
- It is recommended to operate Plan 8 from 5:30 AM to 7:00 AM and Plan 7 from 7:00 AM to 10:15 AM. For the rest of the day the TOD plans and cycle lengths remain the same. In addition, the intersection offsets are recommended to be adjusted to improve traffic progression for the peak direction during the analyzed periods.

Section 264- NW 25th Street from NW 87th Avenue/Galloway Road to SR-969/Milam Dairy Road

- For the pre morning peak, Plan 3 is proposed to operate from 5:30 AM to 7:00 AM. For the morning peak, Plan 4 is proposed to operate from 7:00 AM to 11:00 AM and for the midday peak Plan 5 is proposed to operate from 11:00 AM to 4:30 PM with the cycle length of 150,180, and 190 seconds, respectively. It is also proposed to delete the TOD operation from 11:30 AM to 3:30 PM. The afternoon peak is proposed to operate from 4:30 PM to 7:00 PM under Plan 10 with a cycle length of 200 seconds. It is also recommended that both signals at SR-826/Palmetto Expressway operate at half cycle. In addition, the intersection offsets are recommended to be adjusted with the proposed cycle lengths to improve corridor progression.

Section 253- NW 25th Street from SR-969/Milam Dairy Road to NW 6300 Block (Airport Cargo Area)

- It is recommended to operate Plan 1 from 6:00 AM to 7:30 AM at an increased cycle length of 110 seconds. As for the morning peak and midday peak, it is recommended to operate under a new plan from 7:30 AM to 3:30 PM at 120 second cycle length. The afternoon peak is recommended to operate from 3:30 PM to 7:00 PM at 130 second cycle length. As for the post afternoon peak, operate plan 1 from 7:00 PM to 9:00 PM as FREE. In addition, the intersection offsets are recommended to be adjusted with the proposed cycle lengths to improve corridor progression.

Section 209- SR-969/Milam Dairy Road from NW 75th Avenue/Corporate Way to NW 25th Street

- From 6:15 AM to11:30 AM it is recommended to keep the existing Plan and cycle length. From 11:30 AM to 4:00 PM operate under Plan 3 with a cycle length of 140 seconds for all intersections except SR-969/Milam Dairy Road at NW 25th Street; for this intersection a half cycle of 70 seconds is recommended. For the post afternoon peak from 8:00 PM to 10:00 PM, Plan 3 is recommended with a cycle of 140 seconds except for SR-969/Milam Dairy Road at NW 25th Street intersection which again is recommended to operate at a half cycle of 70 seconds. After 10:00 PM it is recommended to operate the signals in this section as free. In addition, the intersection offsets are recommended to be adjusted with the proposed cycle lengths to improve corridor progression.

3.3.2 GEOMETRIC MODIFICATIONS (MID TERM)

SR-948/NW 36th Street and NW 79th Avenue

- At SR-948/NW 36th Street and NW 79th Avenue it was observed that the east leg has a high demand of left turning vehicles that spill over from the turning bay to the through lanes. It is recommended to assess the feasibility of extending the left turn bay in order to decongest the through lanes which will alleviate the traffic progression in this area. The pattern here also involves many SB SR-826/Palmetto Expressway off ramp demand that is destined to SB NW 79th Avenue which results in a short weaving section and causes much friction. **Figure 3.7** depicts the location of the westbound left turn bay at SR-948/NW 36th Street and NW 79th Avenue.

Figure 3.7: SR-948/NW 36th Street and NW 79th Avenue

SR-948/NW 36th Street and SR-969/Milam Dairy Road

- Field observations show heavy northbound queue from SR-948/NW 36th Street to NW 34th Street and very heavy southbound movements that cause vehicles to wait up to three cycles to clear the intersection with SR-969/Milam Dairy Road. It is recommended that a feasibility study be conducted for extending the left turn bays for both the southbound and northbound directions. In addition, it is recommended to also see if an additional northbound through lane can be accommodated on the approach to increase capacity and throughput at the intersection. **Figure 3.8** depicts the intersection and location of the northbound and southbound left turn bays.

SR-948/NW 36th Street and NW 7100 Block

- Due to the lane configuration and the alignment of the signal faces for the westbound approach, especially the permitted westbound left turn at NW 7100 Block, vehicles were observed to run the red light from the left turn bay and continue through into the outside westbound left turn lane of SR-948/NW 36th Street and SR-969/Milam Dairy Road. Many vehicles are using the left turn bay at NW 7100 Block as a through lane to the downstream intersection, and at times when there is a vehicle waiting to make a left, other vehicles come up behind and have to make an abrupt stop or tend to suddenly swerve into the adjacent lane. It is recommended to check the feasibility of installing a signal face aligned with the westbound left turn lane at NW 7100 Block, or to somehow distinguish a separation between the left turn bay at NW 7100 Block from the receiving left turn lane at SR-969/Milam

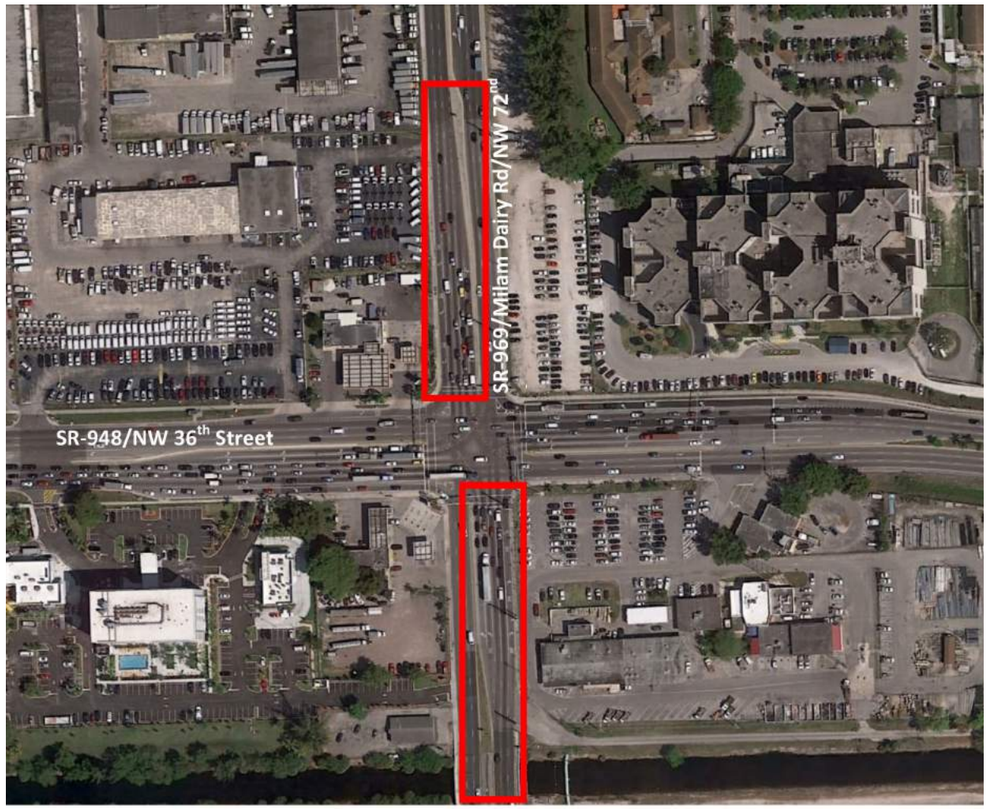


Figure 3.8: SR-948/NW 36th Street at SR-969/Milam Dairy Road

Diary Road. **Figure 3.9** depicts the westbound approach at SR-948/NW 36th Street and NW 7100 Block.

NW 25th Street and NW 67th Avenue

- Field observations show that there is constant demand (throughout the entire day) for the eastbound left turn movement at the intersection of NW 25th Street and NW 67th Avenue. This high demand causes spillbacks onto the through lanes extending back to the train tracks (approximately 240 feet). The current left turn bay is approximately 260 feet long (including the taper) and there is a painted (pavement marking only) median separator between the current left turn bay and the eastbound through lanes. It is recommended to check the feasibility and need (checking volume demand) of extending the current left turn bay length and possibly adding a secondary left turn bay to make the eastbound approach have a dual left turn bay approach. The northbound access point of NW 68th Avenue should also be reviewed for access management. **Figure 3.10** depicts the eastbound approach at NW 25th Street and NW 67th Avenue.

3.3.3 PLANNING CONSIDERATIONS (LONG TERM)

SR-948/NW 36th Street and NW 79th Avenue

- Based on the field observations, the segment of NW 36th Street between NW 79th Avenue and SR-826/Palmetto Expressway on-ramps (in eastbound direction) experiences heavy weaving maneuvers due to the proximity of the on-ramps to the signalized intersection. The short distance does not provide adequate decision time to drivers and vehicles were observed to make two to three lane changes within 400 feet while contending with permitted northbound right turning vehicles from NW 79th Avenue. It is recommended that both a safety study and lane configuration study be conducted for this segment of the interchange and the interaction with turning vehicles from NW 79th Avenue. (See Figure 3.7 for an aerial view of the intersection.)

SR-948/NW 36th Street, NW 67th Avenue, Perimeter Drive, and NW 66th Avenue

- Based on the field observations, vehicles in both the westbound left turn bay at NW 67th Avenue and the eastbound left turn bay at NW 66th Avenue tend to spill back into the through

Figure 3.9: SR-948/NW 36th Street at NW 7100 Block

Figure 3.10: NW 25th Street at NW 67th Avenue

lanes along NW 36th Street, during the morning and afternoon peak periods, respectively. NW 67th Avenue provides connection to several airport air cargo facilities and a high percentage of trucks are observed traversing this roadway. NW 66th Avenue, on the other hand, is one of the only direct access point from NW 36th Street to the residential areas of Virgin Gardens and Miami Springs; the next direct connection is approximately 0.9 miles east at Curtiss Parkway/NW 57th Avenue. This is also why the demand on the left turns is peak direction driven; westbound in the mornings and eastbound in the afternoon.

- Secondly, the short segment (approximately 100 feet) of roadway created between NW 36th Street at NW 67th Avenue and NW 67th Avenue at Perimeter Drive is frequently congested due to the lack of storage space; only about three passenger cars or one semi-truck can fit per available lane on the northbound approach.
- It is recommended that the entire area and all three signalized intersections be studied to see if a possible redesign of this area would help with capacity, access management, and network connection issues. **Figure 3.11** depicts the three intersections and area of recommended study.

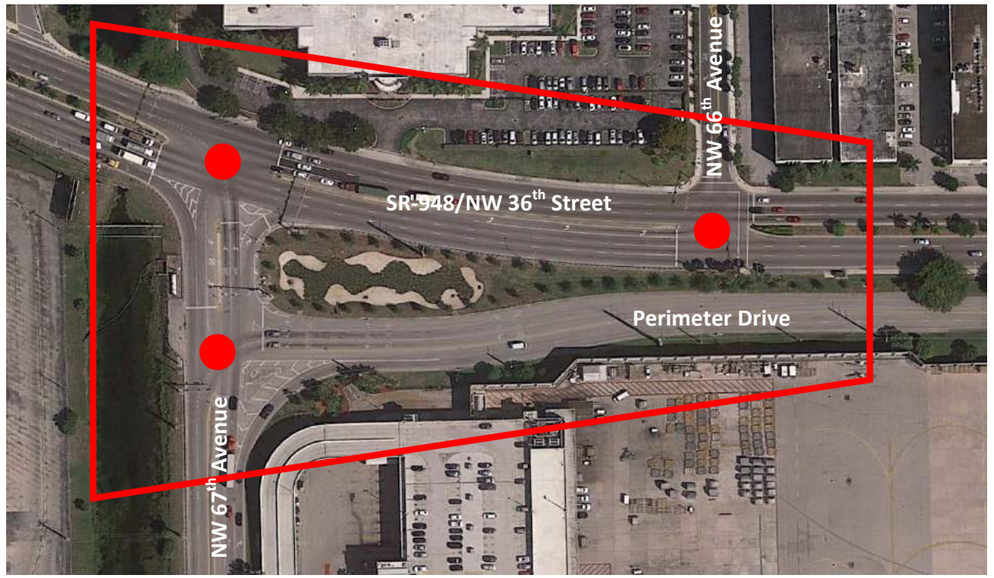


Figure 3.11: SR-948/NW 36th Street at NW 67th Avenue and at NW 66th Avenue/ NW 67th Avenue at Perimeter Drive

NW 25th Street and NW 75th Avenue

- Field observations show that the eastbound left at the intersection of NW 25th Street and NW 75th Avenue is heavy and spills back onto the through lanes. It is recommended that a study be conducted to assess the feasibility of increasing the storage area and capacity of the eastbound left turn lane at the intersection. Please note that this may require an alternatives design study, due to the geometric constraints applied by having the NW 25th Street Viaduct ramp entrance and support structures in the median of NW 25th Street corridor. **Figure 3.12** depicts the eastbound approach at NW 25th Street and NW 75th Avenue and the NW 25th Street Viaduct.

Figure 3.12: NW 25th Street at NW 75th Avenue

3.3.4 DATA NEEDS

During the field observations key locations along the Parsec Miami SIS network were identified for future analysis to improve traffic conditions along the corridor for vehicles and heavy trucks. Every effort shall be given to reuse exiting resources for data collection, however the data should have been collected recently (i.e. within the past two years). The following locations for further analysis are listed below:

- An interchange ramp access, roadway capacity and safety study is recommended for SR-948/NW 36th Street between NW 79th Avenue and NW 7100 Block. These recommended studies should incorporate the assessment of the issues/recommendations identified within Sections 3.3.1, 3.3.2, and 3.3.3. The data needs would include approach counts (with vehicle classification) for all approaches of the SR-948/NW 36th Street intersections with NW 79th Street and SR-969/Milam Dairy Road, as well as along all the SR-826/Palmetto Expressway on- and off-ramps. Weaving volume data and possibly origin-destination (O-D) data is recommended for the roadway segment of SR-948/NW 36th Street between NW 79th Avenue and SR-826/Palmetto Expressway eastbound on-ramps. Thirdly, turning movement counts are recommended for the following intersections:
  - **SR-948/NW 36th Street at NW 79th Avenue**
  - **SR-948/NW 36th Street at SR-826/Palmetto Expressway southbound**
  - **SR-948/NW 36th Street at SR-826/Palmetto Expressway northbound**
  - **SR-948/NW 36th Street at SR-969/Milam Dairy Road**
- Turning movement counts and approach counts (with vehicle classification) are recommended at the intersections of SR-948/NW 36th Street at NW 67th Avenue and at NW 66th Avenue, NW 67th Avenue at Perimeter Drive, and for the driveways of NW 67th Avenue at NW 34th Street and at NW 32nd Street. Additional data concerning geometric elements, utilities, and right-of-way (ROW) verification may be need for the design alternatives planning study recommended for the area.
- Turning movement counts are recommended for the intersection of NW 25th Street at NW 79th Avenue, specifically to access the lane configuration and capacity of the north leg of the intersection (southbound approach).
- Turning movement counts and approach counts (with vehicle classification) are recommended at the intersections of NW 25th Street at NW 75th Avenue. Additional data concerning geometric elements, utilities, and right-of-way (ROW) verification may be need for the design alternatives planning study recommended for the area.
- Due to the multiple direction spill back of the left turning lanes (during the morning and afternoon peak periods) at the intersections of NW 25th Street at SR-969/Milam Dairy Road and at NW 67th Avenue, it is recommended to obtain approach counts and turning movement counts at these two intersection. Also to assess the need of the access point from NW 68th Avenue, turning movement counts are recommended to be collected for the intersection/median opening of NW 25th Street and NW 68th Avenue.

3.3.5 INSTALLATION LOCATIONS OF BLUETOOTH DEVICES AND CAMERAS

In addition to the data needs, installation of video cameras and/or Bluetooth devices may further help identify bottlenecks, congestion during other times of the day, geometric constraints, and allow for general monitoring of the SIS connector. These devices may also be used in the process of data collection and may be levied towards active arterial monitoring type projects.

Please note that as part of the Miami-Dade County Econolite Controllers/Centracs Software Pilot Project along SR-948/NW 36th Street, from NW 97th Avenue to NW 7100 Block, both cameras and Bluetooth devices have already been installed along the corridor and at individual intersections, respectively. These already existing devices shall not be included in the recommended locations lists for camera and Bluetooth devices.

For the Parsec Miami SIS network there are thirteen potential locations for Bluetooth deployment and six locations for camera installation. The following **Table 3.6** lists the intersections in which Bluetooth and/or camera devices may potentially be installed:

No.	Intersection Location	Asset No.	Section	Camera (Y/N?)	Bluetooth (Y/N?)
1	NW 79 Avenue at SR-948/NW 36 Street	3954	199	(Pilot)	(Pilot)
2	SR 826/Palmetto Expressway W at SR-948/NW 36th Street	5429	199	(Pilot)	(Pilot)
3	SR 826/Palmetto Expressway E at SR-948/NW 36 Street	5428	199	(Pilot)	(Pilot)
4	SR-969/Milam Dairy Road at SR-948/NW 36 Street	3163	76	(Pilot)	(Pilot)
5	SR-969/Milam Dairy Road at NW 31 Street	5440	76	(Pilot)	(Pilot)
6	SR-969/Milam Dairy Road at NW 7100 Block	3830	76	(Pilot)	(Pilot)
7	NW 67 Avenue at SR-948/NW 36 Street	5333	6	Y	Y
8	NW 66 Avenue at SR-948/NW 36 Street	3906	6	N	Y
9	NW 67 Avenue at Perimeter Rd	5493	6	N	N
10	NW 67 Avenue at NW 34 Street	6057	6	N	N
11	NW 67 Avenue at NW 32 Street	3764	6	N	Y
12	Perimeter Rd at NW 62 Avenue	4503	6	N	N
13	NW 25 Street at NW 84 Avenue	5692	264	N	N
14	NW 25 Street at NW 82 Avenue	5113	264	N	Y
15	NW 25 Street at NW 79 Avenue	5111	264	Y	Y
16	NW 25 Street at NW 75 Avenue	5200	264	Y	Y
17	NW 25 Street at NW SR-826/Palmetto Expressway SB	4919	264	N	N
18	NW 25 Street at SR-826/Palmetto Expressway NB	4918	264	N	N
19	NW 25 Street at NW 67 Avenue	5513	253	Y	Y
20	NW 25 Street at NW 6600 Block	5695	253	N	N
21	NW 22 Street at NW 68 Avenue	5452	253	N	N
22	NW 22 Street at NW 67 Avenue	5451	253	N	Y
23	NW 22 Street at NW 6300 Block	5706	253	N	N
24	SR-969/Milam Dairy Road at NW 25 Street	2897	209	Y	Y
25	SR-969/Milam Dairy Road at NW 22 Street	4350	209	N	Y
26	SR-969/Milam Dairy Road at NW 19 Street	4708	209	N	N
27	SR-969/Milam Dairy Road at NW 16 Street	4621	209	N	Y
28	SR-969/Milam Dairy Road at NW Corporate Way	4992	209	Y	Y

Table 3.6: Potential Bluetooth/Camera Device Installation Locations

Chapter 3

APPENDICES

Signal Timing Sheets-**Appendix A**

RITIS and Field Collected Performance Measures Travel Time and Travel Speed Data-**Appendix B**

A

APPENDIX

Signal Timing Sheets

TOD Schedule Report
for 3954: NW 79 Av&NW 36 St

Print Date: 4/11/2017 **Print Time:** 2:43 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3954	NW 79 Av&NW 36 St	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 8 - 8	11 - 8 - 8	4.4	2
2 WBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	40 - 24 - 24	0 - 24 - 24	4.4	2
3 SBT	5 - 5 - 5	22 - 22 - 22	7 - 7 - 7	2.5 - 2.5 - 8	30 - 17 - 100	35 - 25 - 15	4.4	2.6
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 2.5 - 2.5	15 - 12 - 80	35 - 25 - 15	4.4	2.6
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	4 - 2.5 - 2	30 - 16 - 15	39 - 50 - 80	4.4	2
6 EBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	40 - 24 - 24	0 - 24 - 24	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 3954: NW 79 Av&NW 36 St

Print Date: 4/11/2017 **Print Time:** 2:43 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	Free											
0530	1	100	6	38	16	14	7	37	0	0	0	42
0600	2	120	11	39	23	21	12	38	0	0	0	19
0630	3	180	10	104	25	15	32	82	0	0	0	39
0945	6	160	9	78	26	21	19	68	0	0	0	104
1115	7	170	8	89	29	18	20	77	0	0	0	33
1530	9	190	11	96	34	23	24	83	0	0	0	166
1900	13	150	6	75	26	17	13	68	0	0	0	142
2000	14	120	8	43	26	17	11	40	0	0	0	104
2100	Free											
	15	100	5	35	21	13	8	32	0	0	0	35
	18	100	4	47	12	11	5	46	0	0	0	30
	20	120	6	58	16	14	7	57	0	0	0	30
	24	140	6	86	12	10	65	27	0	0	0	10
	25	180	6	101	26	21	29	78	0	0	0	31
	26	150	6	71	26	21	29	48	0	0	0	104
	27	170	6	91	21	26	32	65	0	0	0	64
	28	190	8	99	34	23	37	70	0	0	0	166
	29	180	6	101	26	21	29	78	0	0	0	31
	30	120	11	39	23	21	12	38	0	0	0	16

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0530	1	M T W Th F
0600	2	M T W Th F
0600	18	Su S
0630	3	M T W Th F
0900	20	Su S
0945	6	M T W Th F
1115	7	M T W Th F
1530	9	M T W Th F
1900	13	M T W Th F
1900	Free	Su S
2000	14	M T W Th F
2100	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	Su S
0000	TOD OUTPUTS	------2-	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	-------1	Su S
0900	TOD OUTPUTS	--------	Su S
1900	TOD OUTPUTS	------2-	Su S
2000	TOD OUTPUTS	--------	M T W ThF

*** Settings**

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

TOD Schedule Report
for 5429: SR- 826 W-NW 36 St

Print Date: 4/11/2017

Print Time: 2:44 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5429	SR- 826 W-NW 36 St	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	30 - 30 - 32	0 - 26 - 32	4.4	2.7
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	30 - 30 - 32	0 - 26 - 32	4.4	2.7
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	5 - 5 - 5	7 - 7 - 7	7 - 7 - 7	4.5 - 3.5 - 5	14 - 15 - 15	57 - 16 - 12	4.4	2.2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 5429: SR- 826 W-NW 36 St

Print Date: 4/11/2017

Print Time: 2:44 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	-	-	EBT	-	SBT		
	Free											
0030	Flash											
0500	Free											
0530	1	100	0	62	0	0	0	62	0	24	0	44
0600	2	120	0	72	0	0	0	72	0	34	0	24
0630	3	180	0	109	0	0	0	109	0	57	0	48
0945	6	160	0	111	0	0	0	111	0	35	0	74
1115	7	170	0	121	0	0	0	121	0	35	0	61
1530	9	95	0	56	0	0	0	56	0	25	0	87
1900	13	150	0	111	0	0	0	111	0	25	0	5
2000	14	120	0	81	0	0	0	81	0	25	0	0
2100	Free											
	15	100	0	66	0	0	0	66	0	20	0	35
	18	120	0	87	0	0	0	87	0	19	0	30
	20	120	0	82	0	0	0	82	0	24	0	30
	24	140	0	44	0	0	0	44	0	82	0	42
	25	100	0	34	0	0	0	34	0	52	0	50
	26	150	0	86	0	0	0	86	0	50	0	55
	27	170	0	111	0	0	0	111	0	45	0	80
	28	95	0	51	0	0	0	51	0	30	0	87
	29	180	0	47	0	0	0	47	0	119	0	64
	30	120	0	72	0	0	0	72	0	34	0	30

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0030	Flash	Su S
0030	Flash	M T W Th F
0500	Free	M T W Th F
0530	1	M T W Th F
0600	2	M T W Th F
0600	18	Su S
0630	3	M T W Th F
0900	20	Su S
0945	6	M T W Th F
1115	7	M T W Th F
1530	9	M T W Th F
1900	13	M T W Th F
1900	Free	Su S
2000	14	M T W Th F
2100	Free	M T W Th F
2200	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	M T W ThF
0530	TOD OUTPUTS	--------	M T W ThF
2100	TOD OUTPUTS	------2-	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	Su S
0000	TOD OUTPUTS	------2-	M T W ThF
0530	TOD OUTPUTS	--------	M T W ThF
0800	TOD OUTPUTS	-------1	Su S
0900	TOD OUTPUTS	--------	Su S
1900	TOD OUTPUTS	------2-	Su S
2100	TOD OUTPUTS	------2-	M T W ThF

*** Settings**

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

TOD Schedule Report
for 5428: SR- 826 E&NW 36 St

Print Date: 4/11/2017 **Print Time:** 2:44 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5428	SR- 826 E&NW 36 St	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	1 - 1 - 1	30 - 30 - 26	0 - 75 - 75	4.4	3.1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	5 - 5 - 5	7 - 7 - 7	7 - 7 - 7	3.5 - 3.5 - 3.5	15 - 15 - 16	75 - 19 - 65	4.4	2.4
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	1 - 1 - 1	30 - 30 - 26	0 - 75 - 75	4.4	3.1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 5428: SR- 826 E&NW 36 St

Print Date: 4/11/2017 **Print Time:** 2:44 PM

Current TOD Schedule	Plan	Cycle	Green Time 1		2		3		4		5		6		7		8		Ring Offset	Offset
	Free		-		WBT		-		NBT		-		EBT		-		-			
0030	Flash																			
0500	Free																			
0530	1	100	0		62	0			23	0			62	0		0		0	0	75
0600	2	120	0		72	0			33	0			72	0		0		0	0	18
0630	3	180	0		119	0			46	0			119	0		0		0	0	150
0945	6	160	0		115	0			30	0			115	0		0		0	0	118
1115	7	170	0		121	0			34	0			121	0		0		0	0	0
1530	9	95	0		56	0			24	0			56	0		0		0	0	8
1900	13	150	0		119	0			16	0			119	0		0		0	0	18
2000	14	120	0		83	0			22	0			83	0		0		0	0	5
2100	Free																			
	15	100	0		68	0			17	0			68	0		0		0	0	35
	18	100	0		67	0			18	0			67	0		0		0	0	30
	20	120	0		82	0			23	0			82	0		0		0	0	30
	24	140	0		85	0			40	0			85	0		0		0	0	42
	25	100	0		68	0			17	0			68	0		0		0	0	16
	26	150	0		93	0			42	0			93	0		0		0	0	132
	27	170	0		108	0			47	0			108	0		0		0	0	0
	28	95	0		46	0			34	0			46	0		0		0	0	8
	29	150	0		106	0			29	0			106	0		0		0	0	64
	30	120	0		72	0			33	0			72	0		0		0	0	30

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0030	Flash	Su S
0030	Flash	M T W Th F
0500	Free	M T W Th F
0530	1	M T W Th F
0600	2	M T W Th F
0600	18	Su S
0630	3	M T W Th F
0900	20	Su S
0945	6	M T W Th F
1115	7	M T W Th F
1530	9	M T W Th F
1900	13	M T W Th F
1900	Free	Su S
2000	14	M T W Th F
2100	Free	M T W Th F
2200	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	M T W ThF
0530	TOD OUTPUTS	--------	M T W ThF
1600	TOD OUTPUTS	------2-	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2100	TOD OUTPUTS	-----3--	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	M T W ThF
0000	TOD OUTPUTS	-----3--	Su S
0530	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	-------1	Su S
0900	TOD OUTPUTS	--------	Su S
1600	TOD OUTPUTS	------2-	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	-----3--	Su S
2100	TOD OUTPUTS	-----3--	M T W ThF

*** Settings**

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

TOD Schedule Report

for 3163: Milam Dairy Rd&NW 36 St&NW 72 Av

Print Date: 4/11/2017

Print Time: 2:44 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3163	Milam Dairy Rd&NW 36 St&NW 72 Av	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	4 - 4 - 4	10 - 18 - 45	32 - 12 - 20	4.8	2.1
2 WBT	5 - 5 - 5	22 - 22 - 22	18 - 18 - 18	3 - 3 - 3	35 - 32 - 35	35 - 25 - 60	4.8	2.1
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	4 - 4 - 4	18 - 15 - 15	40 - 15 - 32	4.8	2.4
4 NBT	5 - 5 - 5	30 - 30 - 30	16 - 16 - 16	3 - 3 - 3	20 - 20 - 22	55 - 22 - 53	4.8	2.4
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	4 - 4 - 4	10 - 10 - 15	27 - 12 - 20	4.8	2.1
6 EBT	5 - 5 - 5	22 - 22 - 22	18 - 18 - 18	3 - 3 - 3	35 - 32 - 35	35 - 25 - 60	4.8	2.1
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	4 - 4 - 4	18 - 15 - 15	30 - 15 - 45	4.8	2.4
8 SBT	5 - 5 - 5	30 - 30 - 30	16 - 16 - 16	3 - 3 - 3	20 - 20 - 22	55 - 24 - 53	4.8	2.4

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 3163: Milam Dairy Rd&NW 36 St&NW 72 Av

Print Date: 4/11/2017

Print Time: 2:45 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	Free											
0530	1	100	7	29	14	22	7	29	12	24	0	55
0600	2	120	10	36	18	28	10	36	16	30	0	72
0630	3	180	27	73	26	26	19	81	19	33	0	94
0945	6	160	25	60	26	21	15	70	20	27	0	22
1115	7	170	25	56	29	32	25	56	23	38	0	136
1530	9	190	20	68	20	54	18	70	20	54	0	56
1900	13	150	13	48	21	40	13	48	21	40	0	56
2000	14	120	10	33	14	35	10	33	14	35	0	38
2100	Free											
	15	100	7	26	11	28	7	26	11	28	0	38
	18	100	7	30	6	29	7	30	6	29	0	30
	20	120	10	37	9	36	10	37	9	36	0	30
	21	120	10	36	11	35	10	36	11	35	0	38
	24	140	13	36	29	34	13	36	39	24	0	124
	25	150	21	53	23	25	13	61	25	23	0	22
	26	170	22	56	29	35	22	56	33	31	0	146
	27	190	22	62	27	51	22	62	30	48	0	56
	28	150	13	43	21	45	13	43	26	40	0	56
	29	115	8	39	9	31	8	39	14	26	0	38
	30	120	10	36	18	28	10	36	16	30	0	72

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0530	1	M T W Th F
0600	2	M T W Th F
0600	18	Su S
0630	3	M T W Th F
0900	20	Su S
0945	6	M T W Th F
1115	7	M T W Th F
1530	9	M T W Th F
1900	13	M T W Th F
1900	Free	Su S
2000	14	M T W Th F
2100	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	M T W ThF
0530	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
2100	TOD OUTPUTS	-----3--	M T W ThF
2200	TOD OUTPUTS	------2-	M T W ThF
2315	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	M T W ThF
0000	TOD OUTPUTS	------2-	Su S
0530	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	-------1	Su S
0900	TOD OUTPUTS	--------	Su S
2100	TOD OUTPUTS	------2-	Su S
2100	TOD OUTPUTS	-----3--	M T W ThF
2200	TOD OUTPUTS	------2-	M T W ThF
2315	TOD OUTPUTS	-------1	M T W ThF
2315	TOD OUTPUTS	-------1	Su S

*** Settings**

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

TOD Schedule Report
for 5440: Milam Dairy Rd&NW 31 St

Print Date: 4/11/2017 **Print Time:** 2:56 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5440	Milam Dairy Rd&NW 31 St	DOW-3	TOD	[07] NOON/LUNCH	85	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	-	-	-	NBT	-	EBT
11	31	0	0	0	49	0	23

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	10 - 8 - 10	15 - 7 - 12	4.8	2
2 SBT	7 - 7 - 7	20 - 20 - 20	18 - 18 - 18	1 - 1 - 1	30 - 30 - 30	0 - 20 - 30	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	20 - 20 - 20	18 - 18 - 18	1 - 1 - 1	30 - 30 - 30	0 - 20 - 30	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	5 - 5 - 5	16 - 16 - 16	7 - 7 - 7	5 - 3 - 5	15 - 25 - 15	50 - 15 - 35	4	2.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	--------
External Permit 1	-2---6-8
External Permit 2	12---6-8

TOD Schedule Report
for 5440: Milam Dairy Rd&NW 31 St

Print Date: 4/11/2017 **Print Time:** 2:56 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	Flash											
0530	Free											
0630	3	90	12	30	0	0	0	49	0	28	0	49
0945	6	75	10	23	0	0	0	40	0	22	0	41
1115	7	85	11	31	0	0	0	49	0	23	0	0
1530	9	95	10	36	0	0	0	53	0	29	0	2
1820	13	75	7	26	0	0	0	40	0	22	0	19
1900	14	120	7	71	0	0	0	85	0	22	0	41
2000	Free											
	20	120	11	59	0	0	0	77	0	30	0	0
	24	140	11	79	0	0	0	97	0	30	0	83

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su S
0000	Flash	M T W Th F
0530	Free	M T W Th F
0600	Free	Su S
0630	3	M T W Th F
0900	20	Su S
0945	6	M T W Th F
1115	7	M T W Th F
1530	9	M T W Th F
1820	13	M T W Th F
1900	14	M T W Th F
1900	Free	Su S
2000	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	M T W ThF
0530	TOD OUTPUTS	---5----	M T W ThF
0615	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	---5----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	M T W ThF
0000	TOD OUTPUTS	---5----	Su S
0530	TOD OUTPUTS	---5----	Su S
0530	TOD OUTPUTS	---5----	M T W ThF
0615	TOD OUTPUTS	--------	M T W ThF
1600	TOD OUTPUTS	---5---1	Su S
1900	TOD OUTPUTS	---5----	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5333: Ludlam Rd&NW 36 St

Print Date: 4/11/2017 **Print Time:** 2:49 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5333	Ludlam Rd&NW 36 St	DOW-3	TOD	[04] HEAVY AM PEAK	190	109	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	WL2	NBT	WBL	EBT	-	-
0	134	0	43	23	104	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	30 - 30 - 30	0 - 45 - 45	4.4	2.2
3 WL2	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	5 - 4 - 4	5 - 10 - 20	17 - 20 - 16	4.4	2.2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 4 - 4	15 - 20 - 20	45 - 40 - 30	4	2.1
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	5 - 4 - 4	5 - 10 - 20	30 - 22 - 30	4.4	2.2
6 EBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	30 - 30 - 30	0 - 45 - 45	4.4	2.2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-23456--
External Permit 0	--------
External Permit 1	-2-456--
External Permit 2	-2-4-6--

TOD Schedule Report
for 5333: Ludlam Rd&NW 36 St

Print Date: 4/11/2017 **Print Time:** 2:49 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	WL2	NBT	WBL	EBT	-	-		
	Free											
0530	8	140	0	93	0	34	16	70	0	0	0	45
0630	7	180	0	105	16	39	18	80	0	0	0	112
0930	5	140	0	92	0	35	16	69	0	0	0	90
1400	4	190	0	134	0	43	23	104	0	0	0	109
1900	2	110	0	69	0	28	10	52	0	0	0	83
2000	6	80	0	53	0	14	11	35	0	0	0	30
2200	Free											
	1	110	0	78	0	19	10	61	0	0	0	26
	3	90	0	58	0	19	18	33	0	0	0	7
	9	80	0	53	0	14	6	40	0	0	0	22
	10	130	0	85	0	32	18	60	0	0	0	38
	11	130	0	82	0	35	18	57	0	0	0	38
	19	80	0	53	0	14	11	35	0	0	0	22
	30	160	0	112	0	35	18	87	0	0	0	38

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0530	8	M T W Th F
0630	7	M T W Th F
0630	19	Su S
0930	5	M T W Th F
1400	4	M T W Th F
1900	2	M T W Th F
2000	6	M T W Th F
2200	Free	M T W Th F
2200	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--6----1	M T W ThF
0530	TOD OUTPUTS	---5--2-	M T W ThF
0630	TOD OUTPUTS	--------	M T W ThF
0930	TOD OUTPUTS	---5----	M T W ThF
2000	TOD OUTPUTS	------2-	M T W ThF
2200	TOD OUTPUTS	--6----1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--6----1	M T W ThF
0000	TOD OUTPUTS	--6----1	Su S
0000	TOD OUTPUTS	--6----1	Su S
0530	TOD OUTPUTS	---5--2-	M T W ThF
0630	TOD OUTPUTS	--------	M T W ThF
0730	TOD OUTPUTS	---5---1	Su S
0930	TOD OUTPUTS	---5----	M T W ThF
2000	TOD OUTPUTS	------2-	M T W ThF
2200	TOD OUTPUTS	--6----1	M T W ThF
2200	TOD OUTPUTS	--6----1	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3903: NW 66 Av&NW 36 St

Print Date: 4/11/2017 **Print Time:** 2:50 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3903	NW 66 Av&NW 36 St	DOW-3	TOD	[04] HEAVY AM PEAK	190	93	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	-	-	EBT	EL2	SBT
18	107	0	0	0	131	18	22

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	10 - 8 - 8	43 - 20 - 20	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	35 - 35 - 35	0 - 60 - 60	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	35 - 35 - 35	0 - 60 - 60	4.4	2
7 EL2	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	10 - 8 - 8	20 - 16 - 16	4.4	2
8 SBT	5 - 5 - 5	16 - 16 - 16	7 - 7 - 7	3.5 - 3 - 3	15 - 13 - 13	38 - 25 - 25	4	2.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---678
External Permit 0	--------
External Permit 1	12---6-8
External Permit 2	-2---6-8

TOD Schedule Report
for 3903: NW 66 Av&NW 36 St

Print Date: 4/11/2017 **Print Time:** 2:50 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 EL2	8 SBT	Ring Offset	Offset
	Free											
0530	8	140	8	78	0	0	0	92	0	35	0	43
0630	7	180	13	116	0	0	0	135	0	32	0	149
0930	5	140	20	71	0	0	0	97	0	30	0	96
1400	4	190	18	107	0	0	0	131	18	22	0	93
1900	2	110	18	53	0	0	0	77	0	20	0	82
2000	6	80	6	40	0	0	0	52	0	15	0	26
2200	Free											
	1	110	5	66	0	0	0	77	0	20	0	29
	3	90	11	46	0	0	0	63	0	14	0	10
	9	80	6	40	0	0	0	52	0	15	0	18
	10	130	33	62	0	0	0	101	0	16	0	34
	11	130	40	55	0	0	0	101	0	16	0	34
	19	80	6	40	0	0	0	52	0	15	0	18
	30	160	40	85	0	0	0	131	0	16	0	34

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0530	8	M T W Th F
0630	7	M T W Th F
0630	19	Su S
0930	5	M T W Th F
1400	4	M T W Th F
1900	2	M T W Th F
2000	6	M T W Th F
2200	Free	M T W Th F
2200	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--6-----	M T W ThF
0530	TOD OUTPUTS	---5----	M T W ThF
1400	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	---5----	M T W ThF
2200	TOD OUTPUTS	--6-----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--6-----	M T W ThF
0000	TOD OUTPUTS	--6-----	Su S
0530	TOD OUTPUTS	---5----	M T W ThF
0730	TOD OUTPUTS	---5----	Su S
1400	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	---5----	M T W ThF
2200	TOD OUTPUTS	--6-----	M T W ThF
2200	TOD OUTPUTS	--6-----	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5493: Ludlam Rd&Perimeter Rd

Print Date: 4/11/2017 **Print Time:** 2:51 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5493	Ludlam Rd&Perimeter Rd	DOW-3	TOD	[04] HEAVY AM PEAK	190	3	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBL	SBL	NBT	-	-
0	138	0	40	18	114	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 30 - 30	0 - 45 - 45	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 7 - 15	40 - 40 - 30	4	2
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	10 - 7 - 12	18 - 16 - 15	4	2
6 NBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	40 - 30 - 30	0 - 45 - 40	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	-2-4-6--
External Permit 2	-2-4-6--

TOD Schedule Report
for 5493: Ludlam Rd&Perimeter Rd

Print Date: 4/11/2017 **Print Time:** 2:51 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	WBL	SBL	NBT	-	-		
	Free											
0530	8	140	0	93	0	35	5	82	0	0	0	30
0630	7	180	0	128	0	40	16	106	0	0	0	27
0930	5	140	0	90	0	38	10	74	0	0	0	90
1400	4	190	0	138	0	40	18	114	0	0	0	3
1900	2	110	0	69	0	29	10	53	0	0	0	83
2000	6	80	0	53	0	15	7	40	0	0	0	30
2200	Free											
	1	110	0	78	0	20	10	62	0	0	0	15
	3	130	0	89	0	29	18	65	0	0	0	38
	9	80	0	53	0	15	6	41	0	0	0	22
	10	130	0	85	0	33	18	61	0	0	0	128
	11	130	0	82	0	36	18	58	0	0	0	38
	19	80	0	53	0	15	6	41	0	0	0	22
	30	160	0	112	0	36	18	88	0	0	0	38

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0530	8	M T W Th F
0630	7	M T W Th F
0630	19	Su S
0930	5	M T W Th F
1400	4	M T W Th F
1900	2	M T W Th F
2000	6	M T W Th F
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5---1	SuM T W ThF S
0530	TOD OUTPUTS	-------1	M T W ThF
0700	TOD OUTPUTS	--------	M T W ThF
1030	TOD OUTPUTS	--------	M T W ThF
1630	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	------2-	M T W ThF
2200	TOD OUTPUTS	---5---1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5---1	SuM T W ThF S
0530	TOD OUTPUTS	-------1	M T W ThF
0700	TOD OUTPUTS	--------	M T W ThF
0730	TOD OUTPUTS	-------1	Su S
1030	TOD OUTPUTS	--------	M T W ThF
1630	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	------2-	M T W ThF
2200	TOD OUTPUTS	---5---1	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

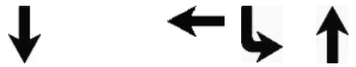
TOD Schedule Report
for 6057: Ludlam Rd&NW 34 St

Print Date: 4/11/2017 **Print Time:** 2:54 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6057	Ludlam Rd&NW 34 St	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	8 - 8 - 8	8 - 8 - 8	8 - 8 - 8	1 - 1 - 1	35 - 40 - 35	0 - 25 - 0	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	15 - 15 - 10	24 - 13 - 0	4	2
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	14 - 16 - 14	16 - 7 - 0	4	2
6 NBT	8 - 8 - 8	8 - 8 - 8	8 - 8 - 8	1 - 1 - 1	35 - 40 - 35	0 - 25 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	WBT	SBL	NBT	-	-		
	Flash											
0530	Free											
2200	Free											

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0530	Free	M T W Th F
0630	Free	Su S
2200	Free	Su S
2200	Free	M T W Th F

TOD Schedule Report
for 6057: Ludlam Rd&NW 34 St

Print Date: 4/11/2017 **Print Time:** 2:54 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	------2-	SuM T W ThF S
0700	TOD OUTPUTS	-------1	SuM T W ThF S
0930	TOD OUTPUTS	--------	SuM T W ThF S
1600	TOD OUTPUTS	-------1	SuM T W ThF S
1800	TOD OUTPUTS	--------	SuM T W ThF S
1830	TOD OUTPUTS	------2-	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	------2-	SuM T W ThF S
0700	TOD OUTPUTS	-------1	SuM T W ThF S
0930	TOD OUTPUTS	--------	SuM T W ThF S
1600	TOD OUTPUTS	-------1	SuM T W ThF S
1800	TOD OUTPUTS	--------	SuM T W ThF S
1830	TOD OUTPUTS	------2-	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3764: Ludlam Rd&NW 32 St

Print Date: 4/11/2017 **Print Time:** 2:54 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3764	Ludlam Rd&NW 32 St	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	12 - 14 - 12	12 - 7 - 0	3.7	2.4
2 SBT	8 - 8 - 8	8 - 8 - 8	8 - 8 - 8	1 - 1 - 1	50 - 40 - 35	35 - 25 - 0	4	2.4
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	8 - 8 - 8	8 - 8 - 8	8 - 8 - 8	1 - 1 - 1	50 - 40 - 35	35 - 25 - 0	4	2.4
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	12 - 15 - 18	18 - 10 - 0	4	2.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	Flash											
0530	Free											

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0100	Flash	Su S
0530	Free	M T W Th F
0630	Free	Su S

TOD Schedule Report
for 3764: Ludlam Rd&NW 32 St

Print Date: 4/11/2017 **Print Time:** 2:54 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	------2-	SuM T W ThF S
0700	TOD OUTPUTS	-------1	SuM T W ThF S
0930	TOD OUTPUTS	--------	SuM T W ThF S
1600	TOD OUTPUTS	-------1	SuM T W ThF S
1800	TOD OUTPUTS	--------	SuM T W ThF S
1830	TOD OUTPUTS	------2-	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	------2-	SuM T W ThF S
0700	TOD OUTPUTS	-------1	SuM T W ThF S
0930	TOD OUTPUTS	--------	SuM T W ThF S
1600	TOD OUTPUTS	-------1	SuM T W ThF S
1800	TOD OUTPUTS	--------	SuM T W ThF S
1830	TOD OUTPUTS	------2-	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4503: Perimeter Rd&NW 62 Av

Print Date: 4/11/2017 **Print Time:** 3:03 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4503	Perimeter Rd&NW 62 Av	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

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

Active Phase Bank: Phase Bank 1

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

Last In Service Date: unknown

Permitted Phases

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

Green Time

Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	NBT	-	EBT	-	SBT		
	Free											

Local TOD Schedule

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

TOD Schedule Report
for 4503: Perimeter Rd&NW 62 Av

Print Date: 4/11/2017 **Print Time:** 3:03 PM

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5692: NW 84 Av&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:56 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5692	NW 84 Av&NW 25 St	DOW-3	TOD	[06] MID-MORNING	160	121	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBL	WBL	EBT	-	WL+PED
0	104	0	32	11	87	0	6

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	28 - 28 - 28	7 - 7 - 7	1 - 1 - 1	50 - 23 - 50	0 - 0 - 50	4.4	2.1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 13 - 20	35 - 0 - 65	4.4	2.1
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	21 - 0 - 10	4.4	2.1
6 EBT	7 - 7 - 7	28 - 28 - 28	7 - 7 - 7	1 - 1 - 1	50 - 23 - 50	0 - 0 - 50	4.4	2.1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 WL+	5 - 5 - 5	22 - 22 - 22	5 - 5 - 5	0 - 0 - 0	33 - 33 - 33	33 - 33 - 33	4.4	2.1

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report
for 5692: NW 84 Av&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:56 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	NBL	WBL	EBT	-	WL+		
	17	110	0	76	0	10	6	64	0	6	0	93
0545	3	150	0	108	0	23	11	91	0	1	0	86
0630	4	180	0	131	0	25	11	114	0	6	0	92
1000	5	160	0	111	0	25	6	99	0	6	0	77
1130	6	160	0	104	0	32	11	87	0	6	0	121
1530	10	170	0	122	0	24	7	109	0	6	0	8
1900	14	150	0	107	0	19	7	94	0	6	0	74
2200	17	110	0	76	0	10	6	64	0	6	0	93
	8	150	0	94	0	32	7	81	0	6	0	42
	9	160	0	104	0	32	7	91	0	6	0	84
	19	110	0	76	0	10	6	64	0	6	0	93
	20	130	0	93	0	13	7	80	0	6	0	84
	21	150	0	113	0	13	6	101	0	6	0	53
	23	110	0	76	0	10	6	64	0	6	0	93
	25	130	0	96	0	10	6	84	0	6	0	84
	27	220	0	184	0	12	6	172	0	6	0	102
	29	180	0	145	0	10	6	133	0	7	0	174

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	23	Su S
0545	3	M T W Th F
0600	19	Su S
0630	4	M T W Th F
0730	20	Su S
1000	5	M T W Th F
1100	21	Su S
1130	6	M T W Th F
1530	10	M T W Th F
1630	20	Su S
1900	14	M T W Th F
2030	23	Su S
2200	17	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1930	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1930	TOD OUTPUTS	-------1	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5113: NW 82 Av&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:57 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5113	NW 82 Av&NW 25 St	DOW-3	TOD	[06] MID-MORNING	160	104	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
27	73	12	24	25	75	12	24

Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	15 - 15 - 15	45 - 45 - 45	4.4	2
2	WBT	5 - 5 - 5	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	27 - 27 - 27	0 - 50 - 50	4.4	2
3	SBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	8 - 8 - 8	28 - 23 - 55	4	2
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	14 - 14 - 14	50 - 50 - 50	4	2
5	WBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	12 - 12 - 12	45 - 45 - 45	4.4	2
6	EBT	5 - 5 - 5	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	27 - 27 - 27	0 - 50 - 50	4.4	2
7	NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	8 - 8 - 8	28 - 23 - 55	4	2
8	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	8 - 14 - 14	32 - 50 - 50	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	12345678
External Permit 1	12345678
External Permit 2	12345678

TOD Schedule Report
for 5113: NW 82 Av&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:57 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	17	110	23	44	9	10	17	50	9	10	0	82
0545	3	150	21	73	9	23	14	80	9	23	0	75
0630	4	180	23	105	12	16	18	110	12	16	0	81
1000	5	160	27	73	14	22	27	73	14	22	0	55
1130	6	160	27	73	12	24	25	75	12	24	0	104
1530	10	170	15	91	20	20	22	84	13	27	0	150
1900	14	150	26	59	20	21	16	69	13	28	0	58
2200	17	110	23	44	9	10	17	50	9	10	0	82
	9	160	27	73	16	20	25	75	11	25	0	65
	19	110	20	47	9	10	20	47	9	10	0	82
	20	130	13	71	13	9	18	66	13	9	0	8
	21	150	18	81	13	14	18	81	13	14	0	118
	23	110	9	61	9	7	14	56	9	7	0	82
	24	140	44	48	10	14	30	62	10	14	0	10
	25	130	10	74	10	12	10	74	10	12	0	27
	29	180	12	122	9	13	12	122	9	13	0	135

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	23	Su S
0545	3	M T W Th F
0600	19	Su S
0630	4	M T W Th F
0730	20	Su S
1000	5	M T W Th F
1100	21	Su S
1130	6	M T W Th F
1530	10	M T W Th F
1630	20	Su S
1900	14	M T W Th F
2030	23	Su S
2200	17	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5111: NW 79 PI&NW 25 St

Print Date: 4/11/2017

Print Time: 2:57 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5111	NW 79 PI&NW 25 St	DOW-3	TOD	[06] MID-MORNING	160	85	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	NBT	WBL	EBT	-	-
14	61	37	19	14	61	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	7 - 10 - 7	30 - 18 - 40	4.4	3
2	WBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	40 - 30 - 40	0 - 0 - 0	4.4	2
3	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	13 - 20 - 13	40 - 35 - 90	4.4	3.2
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	7 - 10 - 7	25 - 20 - 35	4	4.3
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3.5 - 3.5 - 3.5	7 - 10 - 7	20 - 18 - 20	4.4	3
6	EBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	40 - 30 - 40	0 - 0 - 0	4.4	2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 5111: NW 79 PI&NW 25 St

Print Date: 4/11/2017

Print Time: 2:57 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	17	110	6	36	27	12	6	36	0	0	0	34
0545	3	150	15	71	25	10	10	76	0	0	0	59
0630	4	180	20	83	34	14	12	91	0	0	0	56
1000	5	160	15	61	39	16	12	64	0	0	0	38
1130	6	160	14	61	37	19	14	61	0	0	0	85
1530	10	170	18	71	34	18	9	80	0	0	0	162
1900	14	150	13	58	35	15	13	58	0	0	0	41
2200	17	110	6	36	27	12	6	36	0	0	0	34
	19	110	10	31	30	10	10	31	0	0	0	34
	20	130	12	44	30	15	9	47	0	0	0	23
	21	150	14	53	38	16	14	53	0	0	0	122
	23	100	12	25	24	10	12	25	0	0	0	34
	25	150	10	81	20	10	6	85	0	0	0	35
	26	130	19	25	35	22	9	35	0	0	0	23
	27	150	30	36	35	20	12	54	0	0	0	122
	30	140	22	29	40	20	12	39	0	0	0	100

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	Free	Su S
0545	3	M T W Th F
0600	19	Su S
0630	4	M T W Th F
0730	20	Su S
1000	5	M T W Th F
1100	21	Su S
1130	6	M T W Th F
1530	10	M T W Th F
1630	20	Su S
1900	14	M T W Th F
2030	Free	Su S
2200	17	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S
1900	TOD OUTPUTS	-------1	M T W ThF
2330	TOD OUTPUTS	---5----	M T W Th

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S
1900	TOD OUTPUTS	-------1	M T W ThF
2330	TOD OUTPUTS	---5----	M T W Th

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5200: NW 75 Av&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:58 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5200	NW 75 Av&NW 25 St	DOW-3	TOD	[06] MID-MORNING	160	42	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
43	64	13	16	28	79	13	16

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	7 - 5 - 7	8 - 3 - 8	10 - 21 - 10	60 - 21 - 10	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	2.5 - 2.5 - 2.5	35 - 45 - 35	0 - 0 - 80	4.4	2
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	15 - 5 - 15	20 - 5 - 15	3.7	2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 7 - 10	24 - 7 - 10	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	7 - 5 - 7	3 - 3 - 3	7 - 7 - 7	30 - 7 - 7	4.4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	2.5 - 2.5 - 2.5	35 - 45 - 35	0 - 0 - 80	4.4	2
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	10 - 5 - 10	20 - 5 - 10	3.7	2
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 7 - 10	30 - 7 - 10	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	12-456-8
External Permit 2	12-456-8

TOD Schedule Report
for 5200: NW 75 Av&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:58 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	17	110	7	63	9	7	7	63	9	7	0	81
0545	3	150	39	70	9	8	14	95	9	8	0	23
0630	4	180	50	73	12	21	18	105	6	27	0	3
1000	5	160	46	59	15	16	29	76	15	16	0	13
1130	6	160	43	64	13	16	28	79	13	16	0	42
1530	10	170	20	91	13	22	16	95	13	22	0	117
1900	14	150	36	69	8	13	21	84	8	13	0	29
2200	17	110	7	63	9	7	7	63	9	7	0	81
	9	160	43	64	13	16	28	79	13	16	0	146
	19	110	7	63	9	7	7	63	9	7	0	81
	20	130	10	74	13	9	10	74	13	9	0	13
	21	150	10	94	13	9	10	94	13	9	0	109
	23	110	7	63	9	7	7	63	9	7	0	81
	24	140	41	26	25	24	16	51	25	24	0	43
	25	130	10	74	13	9	10	74	13	9	0	42
	29	180	10	124	13	9	10	124	13	9	0	35

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	Free	Su S
0545	3	M T W Th F
0600	19	Su S
0630	4	M T W Th F
0730	20	Su S
1000	5	M T W Th F
1100	21	Su S
1130	6	M T W Th F
1530	10	M T W Th F
1630	20	Su S
1900	14	M T W Th F
2030	Free	Su S
2200	17	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0500	TOD OUTPUTS	---5----	M T W ThF
0600	VEH MAX RECALL	-------1	M T W ThF
0630	TOD OUTPUTS	--------	M T W ThF
1300	VEH MAX RECALL	--------	M T W ThF
2000	TOD OUTPUTS	---5----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	TOD OUTPUTS	--------	Su S
0030	TOD OUTPUTS	--------	Su S
0500	TOD OUTPUTS	---5----	M T W ThF
0600	VEH MAX RECALL	-------1	M T W ThF
0630	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	---5----	S
0800	TOD OUTPUTS	---5----	Su
1300	VEH MAX RECALL	--------	M T W ThF
2000	TOD OUTPUTS	---5----	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4919: SR- 826 SB&NW 25 St

Print Date: 4/11/2017

Print Time: 2:58 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4919	SR- 826 SB&NW 25 St	DOW-3	TOD	[06] MID-MORNING	160	101	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	-	WBL	EBT	WL2	SBT
0	96	0	0	18	72	16	30

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	2.5 - 2.5 - 2.5	30 - 40 - 30	0 - 60 - 35	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	5 - 5 - 5	45 - 20 - 30	45 - 50 - 90	4.4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	2.5 - 2.5 - 2.5	30 - 40 - 30	0 - 0 - 30	4.4	2
7 WL2	0 - 0 - 0	0 - 0 - 0	5 - 5 - 0	5 - 5 - 0	45 - 20 - 0	55 - 15 - 0	4	2
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	5 - 3 - 5	25 - 15 - 45	50 - 50 - 19	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--5678
External Permit 0	--------
External Permit 1	-2--5678
External Permit 2	--------

TOD Schedule Report
for 4919: SR- 826 SB&NW 25 St

Print Date: 4/11/2017

Print Time: 2:58 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	-	WBL	EBT	WL2	SBT		
	17	110	0	79	0	0	55	18	0	19	0	62
0545	3	150	0	83	0	0	18	59	15	34	0	56
0630	4	180	0	104	0	0	20	78	14	44	0	62
1000	5	160	0	96	0	0	16	74	14	32	0	48
1130	6	160	0	96	0	0	18	72	16	30	0	101
1530	10	170	0	112	0	0	29	77	12	28	0	0
1900	14	150	0	98	0	0	20	72	14	20	0	65
2200	17	110	0	79	0	0	55	18	0	19	0	62
	1	180	0	109	0	0	44	59	11	42	0	118
	8	150	0	102	0	0	18	78	10	20	0	60
	9	160	0	100	0	0	18	76	14	28	0	102
	15	110	0	79	0	0	24	49	0	19	0	35
	16	130	0	99	0	0	39	54	0	19	0	2
	18	150	0	116	0	0	44	66	0	22	0	112
	19	110	0	66	0	0	14	46	14	12	0	35
	20	130	0	78	0	0	17	55	17	17	0	2
	21	150	0	98	0	0	17	75	17	17	0	112
	22	110	0	66	0	0	14	46	14	12	0	35
	23	110	0	87	0	0	63	18	0	11	0	62
	24	110	0	65	0	0	8	51	17	10	0	62
	25	130	0	29	0	0	5	18	0	89	0	61
	27	110	0	57	0	0	33	18	0	41	0	62
	29	180	0	31	0	0	5	20	0	137	0	171
	30	130	0	108	0	0	83	19	0	10	0	62

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	23	Su S
0545	3	M T W Th F
0600	19	Su S
0630	4	M T W Th F
0730	20	Su S
1000	5	M T W Th F
1100	21	Su S
1130	6	M T W Th F
1530	10	M T W Th F
1630	20	Su S
1900	14	M T W Th F
2030	23	Su S
2200	17	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	----4---	M T W ThF
0500	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	----4---	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	----4---	Su S
0000	TOD OUTPUTS	----4---	M T W ThF
0500	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	--------	Su S
2030	TOD OUTPUTS	----4---	Su S
2200	TOD OUTPUTS	----4---	M T W ThF

*** Settings**

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

TOD Schedule Report
for 4918: SR- 826 NB&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:58 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4918	SR- 826 NB&NW 25 St	DOW-3	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	EL2	NBT	-	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	5 - 5 - 5	12 - 12 - 12	34 - 40 - 34	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	2.5 - 2.5 - 2.5	30 - 30 - 30	0 - 0 - 0	4.4	2
3 EL2	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	5 - 5 - 5	12 - 12 - 12	45 - 45 - 45	4.4	2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	5 - 5 - 5	45 - 45 - 45	55 - 55 - 18	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	2.5 - 2.5 - 2.5	30 - 30 - 30	0 - 0 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6--
External Permit 0	--------
External Permit 1	12-4-6--
External Permit 2	-234-6--

TOD Schedule Report
for 4918: SR- 826 NB&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:58 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 EL2	4 NBT	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	17	110	16	23	0	53	0	45	0	0	0	66
0545	3	150	20	57	16	33	0	83	0	0	0	13
0630	4	180	15	71	25	45	0	92	0	0	0	164
1000	5	160	20	67	18	31	0	93	0	0	0	5
1130	6	160	20	69	15	32	0	95	0	0	0	60
1530	10	170	15	83	13	35	0	104	0	0	0	127
1900	14	150	20	70	13	23	0	96	0	0	0	35
2200	17	110	16	23	0	53	0	45	0	0	0	66
	1	180	11	60	43	42	0	77	0	0	0	120
	8	75	10	17	9	15	0	33	0	0	0	60
	9	160	20	69	14	33	0	95	0	0	0	60
	15	110	24	49	0	19	0	79	0	0	0	61
	16	130	24	44	0	44	0	74	0	0	0	3
	18	150	30	58	0	44	0	94	0	0	0	140
	19	110	11	45	11	19	0	62	0	0	0	68
	20	130	14	54	14	24	0	74	0	0	0	3
	21	150	14	74	14	24	0	94	0	0	0	112
	23	110	16	19	0	57	0	41	0	0	0	66
	24	110	26	19	24	17	0	51	0	0	0	30
	25	130	14	84	0	14	0	104	0	0	0	31
	26	80	9	17	7	23	0	32	0	0	0	60
	29	220	5	18	0	179	0	29	0	0	0	66

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	23	Su S
0545	3	M T W Th F
0600	19	Su S
0630	4	M T W Th F
0730	20	Su S
1000	5	M T W Th F
1100	21	Su S
1130	6	M T W Th F
1530	10	M T W Th F
1630	20	Su S
1900	14	M T W Th F
2030	23	Su S
2200	17	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	----4---	M T W ThF
0500	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	----4---	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	S
0000	TOD OUTPUTS	----4---	M T W ThF
0000	TOD OUTPUTS	----4---	Su S
0500	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	--------	Su S
2030	TOD OUTPUTS	----4---	Su S
2200	TOD OUTPUTS	----4---	M T W ThF

*** Settings**

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

TOD Schedule Report
for 5113: NW 82 Av&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:57 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5113	NW 82 Av&NW 25 St	DOW-3	TOD	[06] MID-MORNING	160	104	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
27	73	12	24	25	75	12	24

Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	15 - 15 - 15	45 - 45 - 45	4.4	2
2	WBT	5 - 5 - 5	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	27 - 27 - 27	0 - 50 - 50	4.4	2
3	SBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	8 - 8 - 8	28 - 23 - 55	4	2
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	14 - 14 - 14	50 - 50 - 50	4	2
5	WBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	12 - 12 - 12	45 - 45 - 45	4.4	2
6	EBT	5 - 5 - 5	21 - 21 - 21	7 - 7 - 7	1 - 1 - 1	27 - 27 - 27	0 - 50 - 50	4.4	2
7	NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	8 - 8 - 8	28 - 23 - 55	4	2
8	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	8 - 14 - 14	32 - 50 - 50	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	12345678
External Permit 1	12345678
External Permit 2	12345678

TOD Schedule Report
for 5113: NW 82 Av&NW 25 St

Print Date: 4/11/2017 **Print Time:** 2:57 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	17	110	23	44	9	10	17	50	9	10	0	82
0545	3	150	21	73	9	23	14	80	9	23	0	75
0630	4	180	23	105	12	16	18	110	12	16	0	81
1000	5	160	27	73	14	22	27	73	14	22	0	55
1130	6	160	27	73	12	24	25	75	12	24	0	104
1530	10	170	15	91	20	20	22	84	13	27	0	150
1900	14	150	26	59	20	21	16	69	13	28	0	58
2200	17	110	23	44	9	10	17	50	9	10	0	82
	9	160	27	73	16	20	25	75	11	25	0	65
	19	110	20	47	9	10	20	47	9	10	0	82
	20	130	13	71	13	9	18	66	13	9	0	8
	21	150	18	81	13	14	18	81	13	14	0	118
	23	110	9	61	9	7	14	56	9	7	0	82
	24	140	44	48	10	14	30	62	10	14	0	10
	25	130	10	74	10	12	10	74	10	12	0	27
	29	180	12	122	9	13	12	122	9	13	0	135

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	23	Su S
0545	3	M T W Th F
0600	19	Su S
0630	4	M T W Th F
0730	20	Su S
1000	5	M T W Th F
1100	21	Su S
1130	6	M T W Th F
1530	10	M T W Th F
1630	20	Su S
1900	14	M T W Th F
2030	23	Su S
2200	17	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5695: NW 25 St@NW 6600 Blk

Print Date: 4/11/2017 **Print Time:** 3:00 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5695	NW 25 St@NW 6600 Blk	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	25 - 25 - 25	0 - 0 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	60 - 60 - 60	4	2.9
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	25 - 25 - 25	0 - 0 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	60 - 60 - 60	4	2.9

Last In Service Date: unknown

Permitted Phases

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

Green Time

Current TOD Schedule	Plan	Cycle	1 -	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	Flash											
0600	Free											
0645	1	105	0	64	0	28	0	64	0	28	0	44
0900	Free											
1600	2	120	0	55	0	52	0	55	0	52	0	50
2000	Free											

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	Free	Su M T W Th F S
0645	1	M T W Th F
0900	Free	M T W Th F
1600	2	M T W Th F
2000	Free	M T W Th F

TOD Schedule Report
for 5695: NW 25 St@NW 6600 Blk

Print Date: 4/11/2017 **Print Time:** 3:00 PM

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5452: NW 68 Av&NW 22 St

Print Date: 4/11/2017 **Print Time:** 3:01 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5452	NW 68 Av&NW 22 St	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	SBL	NBT	WBL	-	-	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 SBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	12 - 10 - 10	15 - 15 - 12	4	3
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	25 - 20 - 20	40 - 40 - 25	4	3
5 WBL	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 24 - 20	0 - 50 - 55	4	2.6
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	25 - 20 - 20	40 - 40 - 25	4	3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	--345--8
External Permit 0	--------
External Permit 1	---45--8
External Permit 2	---45--8

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	Flash		-	-	SBL	NBT	WBL	-	-	SBT		
0530	Free											

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0530	Free	M T W Th F
0600	Free	Su S

TOD Schedule Report
for 5452: NW 68 Av&NW 22 St

Print Date: 4/11/2017 **Print Time:** 3:01 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	-----3--	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	--------	M T W ThF
0600	TOD OUTPUTS	-------1	Su S
1900	TOD OUTPUTS	-----3--	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5451: Ludlam Rd&NW 22 St

Print Date: 4/11/2017 **Print Time:** 3:01 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5451	Ludlam Rd&NW 22 St	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	7 - 7 - 7	4	2.8
2 WBT	0 - 0 - 0	0 - 0 - 0	14 - 14 - 14	2.5 - 2.5 - 2.5	30 - 30 - 30	0 - 0 - 0	4	2.8
3 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	20 - 20 - 20	20 - 20 - 20	4	3.6
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	10 - 10 - 10	4	3.6
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	7 - 7 - 7	4	2.8
6 EBT	0 - 0 - 0	0 - 0 - 0	14 - 14 - 14	2.5 - 2.5 - 2.5	30 - 30 - 30	0 - 0 - 0	4	2.8
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	Free											

Local TOD Schedule

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

TOD Schedule Report
for 5451: Ludlam Rd&NW 22 St

Print Date: 4/11/2017 **Print Time:** 3:01 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	VEH RECALL	-----3--	SuM T W ThF S
0700	VEH RECALL	--------	SuM T W ThF S
2000	VEH RECALL	-----3--	SuM T W ThF S
2359	VEH RECALL	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	VEH RECALL	-----3--	SuM T W ThF S
0700	VEH RECALL	--------	SuM T W ThF S
2000	VEH RECALL	-----3--	SuM T W ThF S
2359	VEH RECALL	--------	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5706: NW 22 St@NW 6300 Blk

Print Date: 4/11/2017 **Print Time:** 3:01 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5706	NW 22 St@NW 6300 Blk	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	30 - 30 - 30	1 - 1 - 1	30 - 30 - 30	0 - 0 - 0	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	0 - 0 - 0	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	30 - 30 - 30	1 - 1 - 1	30 - 30 - 30	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	Free		-	WBT	-	NBT	-	EBT	-	-		

Local TOD Schedule

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

TOD Schedule Report
for 5706: NW 22 St@NW 6300 Blk

Print Date: 4/11/2017 **Print Time:** 3:01 PM

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4350: Milam Dairy Rd&NW 22 St

Print Date: 4/11/2017 **Print Time:** 3:00 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4350	Milam Dairy Rd&NW 22 St	DOW-3	TOD	[03] AM PEAK	140	92	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	-	WBT	SBL	NBT	-	EBT
7	83	0	29	7	83	0	29

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	20 - 20 - 20	4.8	2
2 SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 40 - 40	0 - 50 - 50	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	30 - 30 - 30	4	2.8
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	20 - 20 - 20	4.8	2
6 NBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 40 - 40	0 - 50 - 50	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	30 - 30 - 30	4	2.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report
for 4350: Milam Dairy Rd&NW 22 St

Print Date: 4/11/2017 **Print Time:** 3:00 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 EBT	Ring Offset	Offset
	Flash											
0530	Free											
0615	5	140	8	91	0	20	8	91	0	20	0	33
1315	3	140	7	83	0	29	7	83	0	29	0	92
1600	7	80	8	33	0	18	8	33	0	18	0	45
2000	Free											
	4	80	9	28	0	22	9	28	0	22	0	67
	6	105	8	51	0	25	8	51	0	25	0	76
	15	100	9	41	0	29	9	41	0	29	0	67
	16	120	14	56	0	29	14	56	0	29	0	81
	17	130	8	74	0	27	8	74	0	27	0	115
	25	130	8	74	0	27	8	74	0	27	0	98
	29	180	8	124	0	27	8	124	0	27	0	161

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0530	Free	M T W Th F
0615	5	M T W Th F
0700	Free	Su S
1315	3	M T W Th F
1600	7	M T W Th F
2000	Free	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

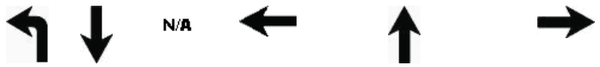
TOD Schedule Report
for 4708: Milam Dairy Rd&NW 19 St

Print Date: 4/11/2017 **Print Time:** 3:02 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4708	Milam Dairy Rd&NW 19 St	DOW-3	TOD	[03] AM PEAK	140	96	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	FRNT	WBT	-	NBT	-	EBT
6	75	15	18	0	88	0	18



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 10	9 - 9 - 9	4.8	2
2 SBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	1 - 1 - 1	45 - 40 - 45	0 - 50 - 50	4.8	2
3 FRN	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	12 - 8 - 16	18 - 9 - 9	4	2
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	15 - 10 - 16	23 - 18 - 18	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	1 - 1 - 1	45 - 40 - 45	0 - 50 - 50	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	15 - 10 - 16	23 - 18 - 18	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6-8
External Permit 0	-234-6-8
External Permit 1	-234-6-8
External Permit 2	-234-6-8

TOD Schedule Report
for 4708: Milam Dairy Rd&NW 19 St

Print Date: 4/11/2017 **Print Time:** 3:02 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 FRNT	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	Free											
0615	5	140	5	77	16	16	0	89	0	16	0	38
1315	3	140	6	75	15	18	0	88	0	18	0	96
1600	7	80	5	22	10	17	0	34	0	17	0	46
2000	Free											
	4	80	7	23	12	12	0	37	0	12	0	65
	6	105	8	43	14	14	0	58	0	14	0	80
	15	100	5	38	16	15	0	50	0	15	0	72
	16	120	8	55	16	15	0	70	0	15	0	80
	17	130	5	66	16	17	0	78	0	17	0	112
	25	130	5	66	16	17	0	78	0	17	0	98
	29	180	5	113	16	20	0	125	0	20	0	153

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0615	5	M T W Th F
1315	3	M T W Th F
1600	7	M T W Th F
2000	Free	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0700	TOD OUTPUTS	-----3--	Su
0900	TOD OUTPUTS	-----3--	S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4621: Milam Dairy Rd&NW 16 St

Print Date: 4/11/2017 **Print Time:** 3:02 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4621	Milam Dairy Rd&NW 16 St	DOW-3	TOD	[03] AM PEAK	140	38	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	SBL	NBT	-	-
0	108	0	19	9	91	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 31 - 40	40 - 40 - 40	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	5 - 5 - 5	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	27 - 27 - 27	3.7	2.8
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	4.8	2
6 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 31 - 40	40 - 40 - 40	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	-2-4-6--
External Permit 2	-2-4-6--

TOD Schedule Report
for 4621: Milam Dairy Rd&NW 16 St

Print Date: 4/11/2017 **Print Time:** 3:02 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	WBT	SBL	NBT	-	-		
	Flash											
0530	Free											
0615	5	140	0	109	0	18	6	96	0	0	0	112
1315	3	140	0	108	0	19	9	91	0	0	0	38
1600	7	80	0	41	0	25	8	27	0	0	0	77
2000	Free											
	4	80	0	48	0	18	6	36	0	0	0	20
	6	105	0	74	0	18	6	61	0	0	0	43
	9	80	0	48	0	18	7	35	0	0	0	41
	15	100	0	61	0	26	9	45	0	0	0	87
	16	120	0	81	0	26	9	65	0	0	0	16
	17	130	0	92	0	25	9	75	0	0	0	3
	25	130	0	92	0	25	9	75	0	0	0	127
	29	180	0	142	0	25	9	125	0	0	0	136

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0530	Free	M T W Th F
0615	5	M T W Th F
0700	Free	Su S
1315	3	M T W Th F
1600	7	M T W Th F
2000	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0530	TOD OUTPUTS	-------1	M T W ThF
0615	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	------2-	M T W ThF
2200	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	TOD OUTPUTS	--------	Su S
0530	TOD OUTPUTS	-------1	M T W ThF
0615	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	------2-	Su S
2000	TOD OUTPUTS	------2-	M T W ThF
2200	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	--------	Su S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4992: Corporate Way&Milam Dairy Rd

Print Date: 4/11/2017 **Print Time:** 3:03 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4992	Corporate Way&Milam Dairy Rd	DOW-3	TOD	[03] AM PEAK	70	33	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NEL	SWT	-	-	-	NET	-	SET
9	27	0	0	0	43	0	14

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NEL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	15 - 7 - 10	4.8	2
2 SWT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 25 - 40	40 - 30 - 40	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NET	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 25 - 40	40 - 30 - 40	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SET	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 10 - 20	25 - 15 - 20	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	--------
External Permit 1	-2---6-8
External Permit 2	--------

TOD Schedule Report

for 4992: Corporate Way&Milam Dairy Rd

Print Date: 4/11/2017 **Print Time:** 3:03 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NEL	2 SWT	3 -	4 -	5 -	6 NET	7 -	8 SET	Ring Offset	Offset
	Flash											
0530	Free											
0615	5	70	8	32	0	0	0	47	0	10	0	6
1315	3	70	9	27	0	0	0	43	0	14	0	33
1600	7	80	12	36	0	0	0	55	0	12	0	5
2000	Free											
	4	80	8	45	0	0	0	60	0	7	0	53
	6	105	14	61	0	0	0	82	0	10	0	77
	15	100	11	61	0	0	0	79	0	8	0	8
	16	120	15	75	0	0	0	97	0	10	0	113
	17	130	15	80	0	0	0	102	0	15	0	2
	25	130	15	80	0	0	0	102	0	15	0	13
	29	180	15	130	0	0	0	152	0	15	0	126

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	Flash	Su S
0530	Free	M T W Th F
0615	5	M T W Th F
0700	Free	Su S
1315	3	M T W Th F
1600	7	M T W Th F
2000	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0530	TOD OUTPUTS	-------1	M T W ThF
0615	TOD OUTPUTS	--------	M T W ThF
2100	TOD OUTPUTS	---5--2-	M T W ThF
2200	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	TOD OUTPUTS	------2-	Su S
0530	TOD OUTPUTS	-------1	M T W ThF
0615	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	--------	Su S
2100	TOD OUTPUTS	---5--2-	M T W ThF
2200	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	---5--2-	Su S

*** Settings**

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

No Calendar Defined/Enabled

B

APPENDIX

RITIS and Field Collected Performance Measures Travel Time and Travel Speed Data

Speed (mph) for SR-948 and NW 67TH AVE/LUDLAM RD				
	Northbound	Southbound	Eastbound	Westbound
	HERE	HERE	HERE	HERE
	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017
12:00 AM	28.19	28.36	36.18	32.81
12:15 AM	28.51	28.31	35.36	32.59
12:30 AM	29.33	28.07	33.69	36.31
12:45 AM	29.96	27.24	35.01	36.8
1:00 AM	29.7	26.8	35.98	35.43
1:15 AM	28.38	26.22	35.52	32.02
1:30 AM	27.81	24.86	35.27	30.89
1:45 AM	28.62	25.43	35.3	33.73
2:00 AM	28.51	28.86	34.02	33.94
2:15 AM	27.58	29.44	34.21	33.14
2:30 AM	28.23	29.53	35.55	32.72
2:45 AM	26.76	26.57	35.78	32.09
3:00 AM	26.75	26.36	34.45	31.35
3:15 AM	27.29	27.78	33.65	32.39
3:30 AM	27.75	27.02	34.22	35.32
3:45 AM	27.98	27.46	35.15	34.46
4:00 AM	28.25	26.43	34.88	34.42
4:15 AM	26.82	25.57	35.29	35.55
4:30 AM	24.82	24.47	36.66	35.37
4:45 AM	27.05	24.18	35.54	34.79
5:00 AM	27.69	25.64	34.35	33.47
5:15 AM	24.53	27.13	37.34	34
5:30 AM	23.3	21.46	35.67	33.32
5:45 AM	19.82	23.22	33.38	29.94
6:00 AM	21.38	24.2	33.36	27.28
6:15 AM	22.93	21.55	32.94	26.97
6:30 AM	24.09	22.29	31.02	28.39
6:45 AM	24.43	20.08	25.82	27.28
7:00 AM	24.39	18.93	23.44	27.32
7:15 AM	20.78	20.78	21.37	27.29
7:30 AM	20.15	20.92	19.75	26.16
7:45 AM	21.1	20.09	18.54	23.23
8:00 AM	22.08	19.26	18.26	21.72
8:15 AM	21.85	20.63	18.48	22.19
8:30 AM	18.99	20.15	18.35	23.96
8:45 AM	19.45	22.35	18.08	23.7
9:00 AM	21.33	25.43	18.62	22.72
9:15 AM	21.08	24.04	18.64	20.45
9:30 AM	19.21	20.84	18.81	19.99
9:45 AM	19.64	19.11	20.03	23.45
Average	21.33	21.06	20.66	24.13
10:00 AM	19.89	19.19	21.48	25.67
10:15 AM	17.53	19.17	21	25.27
10:30 AM	16.49	18.9	21.84	24.22
10:45 AM	17.03	19.08	21.97	24.44
11:00 AM	18.89	18.6	22.32	22.27
11:15 AM	18.62	20.41	24.35	24.35
11:30 AM	17.37	18.39	23.96	25.98
11:45 AM	16.96	17.77	23.34	25.42
12:00 PM	20	19.8	23.56	24.84
12:15 PM	21.92	17.46	25.24	24.69
12:30 PM	19.32	17.96	24.3	23.52
12:45 PM	17.99	19.24	23.75	21.95
1:00 PM	16.41	20.02	22.93	21.91
1:15 PM	16.82	19.18	23.2	22.08
1:30 PM	19.21	19.45	23.73	21.14
1:45 PM	20.24	21.88	20.39	20.84
2:00 PM	16.65	20.62	20.23	21.78
Average	18.73	19.51	23.04	22.53
2:15 PM	17.25	19.49	23.23	20.89
2:30 PM	19.7	19.34	24.9	18.95
2:45 PM	21.33	20.34	25.43	19.62
3:00 PM	18.83	21	23.73	20.75
3:15 PM	17.41	18.87	22.84	20.27
3:30 PM	18.32	19.25	22.39	18.41
3:45 PM	17.4	17.84	20.34	18.67
4:00 PM	17.43	17.01	20.35	18.85
4:15 PM	16.7	17.72	19.03	20.43
4:30 PM	16.49	16.85	19.2	21.04
4:45 PM	15.6	17.49	17.95	21.04
5:00 PM	16.03	19.62	18.45	21.84
5:15 PM	13.55	18.34	19.08	20.38
5:30 PM	9.57	16.91	19.38	18.72
5:45 PM	9.95	17.75	18.55	18.98
6:00 PM	14.67	18.11	17.43	22.23
6:15 PM	19.59	20.98	17.34	24.58
6:30 PM	20.96	20.67	20.45	24.99
6:45 PM	19.18	18.03	21.41	26.2
7:00 PM	21.04	17.84	24.04	25.44
Average	16.43	18.29	19.69	21.45
7:15 PM	21.28	18.05	28	26.02
7:30 PM	21.89	22.32	29.62	27.01
7:45 PM	23.36	24.37	29.14	29.87
8:00 PM	23.08	23.49	29.84	30.18
8:15 PM	23.91	21.12	31.25	28.52
8:30 PM	25.74	24.15	31.55	28.98
8:45 PM	22.87	24.22	29.38	30.08
9:00 PM	20.36	23.82	30.96	29.67
9:15 PM	23.52	22.66	31.68	30.47
9:30 PM	28.67	24.4	31.76	31.17
9:45 PM	26.33	26	31.41	32.61
10:00 PM	23.94	25.51	30.99	31.5
10:15 PM	25.48	24.17	31.99	30.27
10:30 PM	28.09	23.65	31.74	30
10:45 PM	28.47	23.21	32.31	30.46
11:00 PM	28.05	25.36	34.44	33.08
11:15 PM	27.62	24.03	34.24	32.31
11:30 PM	26.26	27.25	35.24	31.94
11:45 PM	27.52	28.81	34.62	33.91

Travel time (minutes) for SR-948 and NW 67TH AVE/LUDLAM RD				
	Northbound	Southbound	Eastbound	Westbound
	HERE	HERE	HERE	HERE
	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017
12:00 AM	1.57	1.53	3.14	3.96
12:15 AM	1.55	1.53	3.21	3.98
12:30 AM	1.51	1.55	3.37	3.57
12:45 AM	1.47	1.59	3.24	3.53
1:00 AM	1.49	1.62	3.16	3.66
1:15 AM	1.56	1.65	3.2	4.05
1:30 AM	1.59	1.74	3.22	4.2
1:45 AM	1.54	1.71	3.22	3.85
2:00 AM	1.55	1.5	3.34	3.82
2:15 AM	1.6	1.47	3.32	3.92
2:30 AM	1.56	1.47	3.19	3.97
2:45 AM	1.65	1.63	3.17	4.04
3:00 AM	1.65	1.65	3.3	4.14
3:15 AM	1.62	1.56	3.38	4.01
3:30 AM	1.59	1.61	3.32	3.68
3:45 AM	1.58	1.58	3.23	3.77
4:00 AM	1.56	1.64	3.26	3.77
4:15 AM	1.65	1.7	3.22	3.65
4:30 AM	1.78	1.77	3.1	3.67
4:45 AM	1.63	1.79	3.2	3.73
5:00 AM	1.6	1.69	3.31	3.88
5:15 AM	1.8	1.6	3.04	3.82
5:30 AM	1.9	2.02	3.18	3.9
5:45 AM	2.23	1.87	3.4	4.34
6:00 AM	2.07	1.79	3.4	4.76
6:15 AM	1.93	2.01	3.45	4.81
6:30 AM	1.83	1.95	3.66	4.57
6:45 AM	1.81	2.16	4.4	4.76
7:00 AM	1.81	2.29	4.84	4.75
7:15 AM	2.13	2.09	5.31	4.76
7:30 AM	2.19	2.07	5.75	4.96
7:45 AM	2.09	2.16	6.13	5.59
8:00 AM	2	2.25	6.22	5.98
8:15 AM	2.02	2.1	6.14	5.85
8:30 AM	2.33	2.15	6.19	5.42
8:45 AM	2.27	1.94	6.28	5.48
9:00 AM	2.07	1.71	6.1	5.71
9:15 AM	2.1	1.8	6.09	6.35
9:30 AM	2.3	2.08	6.04	6.49
9:45 AM	2.25	2.27	5.67	5.54
Average	2.11	2.08	5.78	5.51
10:00 AM	2.22	2.26	5.29	5.06
10:15 AM	2.52	2.26	5.41	5.14
10:30 AM	2.68	2.3	5.2	5.36
10:45 AM	2.59	2.27	5.17	5.31
11:00 AM	2.34	2.33	5.09	5.83
11:15 AM	2.37	2.13	4.66	5.33
11:30 AM	2.54	2.36	4.74	5
11:45 AM	2.6	2.44	4.87	5.11
12:00 PM	2.21	2.19	4.82	5.22
12:15 PM	2.02	2.48	4.5	5.26
12:30 PM	2.29	2.41	4.67	5.52
12:45 PM	2.46	2.25	4.78	5.91
1:00 PM	2.69	2.17	4.95	5.92
1:15 PM	2.63	2.26	4.9	5.88
1:30 PM	2.3	2.23	4.78	6.14
1:45 PM	2.18	1.98	5.57	6.23
2:00 PM	2.65	2.1	5.61	5.96
Average	2.38	2.23	4.95	5.78
2:15 PM	2.56	2.23	4.89	6.21
2:30 PM	2.24	2.24	4.56	6.85
2:45 PM	2.07	2.13	4.47	6.61
3:00 PM	2.35	2.07	4.79	6.26
3:15 PM	2.54	2.3	4.97	6.4
3:30 PM	2.41	2.25	5.07	7.05
3:45 PM	2.54	2.43	5.58	6.95
4:00 PM	2.53	2.55	5.58	6.89
4:15 PM	2.65	2.45	5.97	6.35
4:30 PM	2.68	2.57	5.92	6.17
4:45 PM	2.83	2.48	6.33	6.17
5:00 PM	2.76	2.21	6.16	5.94
5:15 PM	3.26	2.37	5.95	6.37
5:30 PM	4.61	2.56	5.86	6.94
5:45 PM	4.44	2.44	6.12	6.84
6:00 PM	3.01	2.4	6.52	5.84
6:15 PM	2.26	2.07	6.55	5.28
6:30 PM	2.11	2.1	5.55	5.19
6:45 PM	2.3	2.41	5.31	4.95
7:00 PM	2.1	2.43	4.72	5.1
Average	2.83	2.38	5.81	6.14
7:15 PM	2.08	2.4	4.06	4.99
7:30 PM	2.02	1.94	3.83	4.81
7:45 PM	1.89	1.78	3.9	4.34
8:00 PM	1.91	1.85	3.81	4.3
8:15 PM	1.85	2.05	3.63	4.55
8:30 PM	1.72	1.8	3.6	4.48
8:45 PM	1.93	1.79	3.87	4.31
9:00 PM	2.17	1.82	3.67	4.37
9:15 PM	1.88	1.91	3.58	4.26
9:30 PM	1.54	1.78	3.58	4.16
9:45 PM	1.68	1.67	3.61	3.98
10:00 PM	1.85	1.7	3.66	4.12
10:15 PM	1.73	1.79	3.55	4.29
10:30 PM	1.57	1.83	3.58	4.33
10:45 PM	1.55	1.87	3.51	4.26
11:00 PM	1.57	1.71	3.3	3.92
11:15 PM	1.6	1.81	3.32	4.02
11:30 PM	1.68	1.59	3.22	4.06
11:45 PM	1.61	1.51	3.28	3.83

Speed (mph) for NW 25TH ST/PBA MEMORIAL BLVD and NW 67TH AVE/LUDLAM RD				
	Northbound	Southbound	Eastbound	Westbound
	HERE	HERE	HERE	HERE
	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017
12:00 AM	28.19	28.36	28.75	26.85
12:15 AM	28.51	28.31	26.47	26.33
12:30 AM	29.33	28.07	27.9	24.47
12:45 AM	29.96	27.24	30.18	25.4
1:00 AM	29.7	26.8	30.07	27.69
1:15 AM	28.38	26.22	29.26	27.96
1:30 AM	27.81	24.86	30.09	26.86
1:45 AM	28.62	25.43	30.15	25.61
2:00 AM	28.51	28.86	28.67	26.21
2:15 AM	27.58	29.44	23.64	27.23
2:30 AM	28.23	29.53	22.37	24.99
2:45 AM	26.76	26.57	26.26	24.89
3:00 AM	26.75	26.36	27.44	27.46
3:15 AM	27.29	27.78	27.8	25.07
3:30 AM	27.75	27.02	28.35	24.07
3:45 AM	27.98	27.46	27.32	25.08
4:00 AM	28.25	26.43	27.2	26.73
4:15 AM	26.82	25.57	28.32	25.1
4:30 AM	24.82	24.47	26.79	24.36
4:45 AM	27.05	24.18	27.3	25.19
5:00 AM	27.69	25.64	27.86	25.3
5:15 AM	24.53	27.13	28.98	23.4
5:30 AM	23.3	21.46	30.19	23.46
5:45 AM	19.82	23.22	29.89	23.06
6:00 AM	21.38	24.2	29.67	21.34
6:15 AM	22.93	21.55	24.11	20.84
6:30 AM	24.09	22.29	20.25	20.76
6:45 AM	24.43	20.08	21.36	19.41
7:00 AM	24.39	18.93	21.97	17.65
7:15 AM	20.78	20.78	22.84	18.29
7:30 AM	20.15	20.92	20.23	17.74
7:45 AM	21.1	20.09	16.42	16.59
8:00 AM	22.08	19.26	14.91	16.1
8:15 AM	21.85	20.63	16.06	14.27
8:30 AM	18.99	20.15	16.01	14.29
8:45 AM	19.45	22.35	15.83	16.04
9:00 AM	21.33	25.43	16.01	17.77
9:15 AM	21.08	24.04	15.61	17.68
9:30 AM	19.21	20.84	14.28	17.46
9:45 AM	19.64	19.11	13.77	18.57
Average	21.33	21.06	17.54	17.33
10:00 AM	19.89	19.19	16.47	17.02
10:15 AM	17.53	19.17	18.38	14.55
10:30 AM	16.49	18.9	18.53	16.72
10:45 AM	17.03	19.08	17.82	17.16
11:00 AM	18.89	18.6	17.04	20.81
11:15 AM	18.62	20.41	17.15	19.64
11:30 AM	17.37	18.39	17.31	16.49
11:45 AM	16.96	17.77	18.09	17.73
12:00 PM	20	19.8	17.35	16.96
12:15 PM	21.92	17.46	17.56	15.14
12:30 PM	19.32	17.96	20.04	14.97
12:45 PM	17.99	19.24	17.72	15.48
1:00 PM	16.41	20.02	17.02	19.56
1:15 PM	16.82	19.18	17.33	21.57
1:30 PM	19.21	19.45	16.19	18.83
1:45 PM	20.24	21.88	16.21	15.53
2:00 PM	16.65	20.62	17.84	16.81
Average	18.73	19.51	17.47	17.21
2:15 PM	17.25	19.49	18.45	20.1
2:30 PM	19.7	19.34	17.73	20.08
2:45 PM	21.33	20.34	18.27	18.56
3:00 PM	18.83	21	19.4	18.17
3:15 PM	17.41	18.87	17.87	19.21
3:30 PM	18.32	19.25	17.54	19.89
3:45 PM	17.4	17.84	16.43	19.9
4:00 PM	17.43	17.01	15.52	18.05
4:15 PM	16.7	17.72	14.93	17.37
4:30 PM	16.49	16.85	14.52	19.57
4:45 PM	15.6	17.49	13.36	15.61
5:00 PM	16.03	19.62	13.15	14.07
5:15 PM	13.55	18.34	12.66	16.49
5:30 PM	9.57	16.91	12.74	16.21
5:45 PM	9.95	17.75	12.45	16.41
6:00 PM	14.67	18.11	15.37	13.72
6:15 PM	19.59	20.98	16.98	18.34
6:30 PM	20.96	20.67	18.64	24.47
6:45 PM	19.18	18.03	17.93	21.15
7:00 PM	21.04	17.84	18.19	22.73
Average	16.43	18.29	15.36	18.27
7:15 PM	21.28	18.05	20.54	23.23
7:30 PM	21.89	22.32	22.66	20.34
7:45 PM	23.36	24.37	21.42	20.83
8:00 PM	23.08	23.49	21.03	22.03
8:15 PM	23.91	21.12	23.19	21.64
8:30 PM	25.74	24.15	20.71	20.46
8:45 PM	22.87	24.22	21.5	21.53
9:00 PM	20.36	23.82	24.2	23.65
9:15 PM	23.52	22.66	25.85	24.42
9:30 PM	28.67	24.4	24.84	21.53
9:45 PM	26.33	26	22.79	21.54
10:00 PM	23.94	25.51	22.91	22.75
10:15 PM	25.48	24.17	25.28	23.95
10:30 PM	28.09	23.65	27.96	20.83
10:45 PM	28.47	23.21	27.39	19.73
11:00 PM	28.05	25.36	27.27	22.47
11:15 PM	27.62	24.03	26.93	25.04
11:30 PM	26.26	27.25	26.74	24.62
11:45 PM	27.52	28.81	26.9	25.03

Travel time (minutes) for NW 25TH ST/PBA MEMORIAL BLVD and NW 67TH AVE/LUDLAM RD				
	Northbound	Southbound	Eastbound	Westbound
	HERE	HERE	HERE	HERE
	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017	May 15, 2017 through May 19, 2017
12:00 AM	1.57	1.56	2.1	2.11
12:15 AM	1.55	1.56	2.28	2.15
12:30 AM	1.51	1.57	2.17	2.31
12:45 AM	1.47	1.62	2	2.23
1:00 AM	1.49	1.65	2.01	2.04
1:15 AM	1.56	1.68	2.06	2.02
1:30 AM	1.59	1.77	2.01	2.1
1:45 AM	1.54	1.74	2	2.21
2:00 AM	1.55	1.53	2.11	2.16
2:15 AM	1.6	1.5	2.56	2.08
2:30 AM	1.56	1.49	2.7	2.26
2:45 AM	1.65	1.66	2.3	2.27
3:00 AM	1.65	1.67	2.2	2.06
3:15 AM	1.62	1.59	2.17	2.25
3:30 AM	1.59	1.63	2.13	2.35
3:45 AM	1.58	1.61	2.21	2.25
4:00 AM	1.56	1.67	2.22	2.11
4:15 AM	1.65	1.73	2.13	2.25
4:30 AM	1.78	1.8	2.25	2.32
4:45 AM	1.63	1.82	2.21	2.24
5:00 AM	1.6	1.72	2.17	2.23
5:15 AM	1.8	1.63	2.08	2.42
5:30 AM	1.9	2.06	2	2.41
5:45 AM	2.23	1.9	2.02	2.45
6:00 AM	2.07	1.82	2.04	2.65
6:15 AM	1.93	2.05	2.5	2.71
6:30 AM	1.83	1.98	2.98	2.72
6:45 AM	1.81	2.2	2.83	2.91
7:00 AM	1.81	2.33	2.75	3.2
7:15 AM	2.13	2.12	2.65	3.09
7:30 AM	2.19	2.11	2.99	3.19
7:45 AM	2.09	2.2	3.68	3.41
8:00 AM	2	2.29	4.05	3.51
8:15 AM	2.02	2.14	3.76	3.96
8:30 AM	2.33	2.19	3.77	3.96
8:45 AM	2.27	1.97	3.82	3.52
9:00 AM	2.07	1.73	3.77	3.18
9:15 AM	2.1	1.84	3.87	3.2
9:30 AM	2.3	2.12	4.23	3.24
9:45 AM	2.25	2.31	4.39	3.04
Average	2.09	2.11	3.54	3.30
10:00 AM	2.22	2.3	3.67	3.32
10:15 AM	2.52	2.3	3.29	3.88
10:30 AM	2.68	2.33	3.26	3.38
10:45 AM	2.59	2.31	3.39	3.29
11:00 AM	2.34	2.37	3.54	2.72
11:15 AM	2.37	2.16	3.52	2.88
11:30 AM	2.54	2.4	3.49	3.43
11:45 AM	2.6	2.48	3.34	3.19
12:00 PM	2.21	2.23	3.48	3.33
12:15 PM	2.02	2.53	3.44	3.73
12:30 PM	2.29	2.46	3.01	3.78
12:45 PM	2.46	2.29	3.41	3.65
1:00 PM	2.69	2.2	3.55	2.89
1:15 PM	2.63	2.3	3.49	2.62
1:30 PM	2.3	2.27	3.73	3
1:45 PM	2.18	2.02	3.73	3.64
2:00 PM	2.65	2.14	3.39	3.36
Average	2.38	2.27	3.47	3.33
2:15 PM	2.56	2.26	3.27	2.81
2:30 PM	2.24	2.28	3.41	2.82
2:45 PM	2.07	2.17	3.31	3.04
3:00 PM	2.35	2.1	3.11	3.11
3:15 PM	2.54	2.34	3.38	2.94
3:30 PM	2.41	2.29	3.44	2.84
3:45 PM	2.54	2.47	3.68	2.84
4:00 PM	2.53	2.59	3.89	3.13
4:15 PM	2.65	2.49	4.05	3.25
4:30 PM	2.68	2.62	4.16	2.89
4:45 PM	2.83	2.52	4.52	3.62
5:00 PM	2.76	2.25	4.59	4.02
5:15 PM	3.26	2.41	4.77	3.43
5:30 PM	4.61	2.61	4.74	3.49
5:45 PM	4.44	2.49	4.85	3.44
6:00 PM	3.01	2.44	3.93	4.12
6:15 PM	2.26	2.1	3.56	3.08
6:30 PM	2.11	2.13	3.24	2.31
6:45 PM	2.3	2.45	3.37	2.67
7:00 PM	2.1	2.47	3.32	2.49
Average	2.83	2.42	4.01	3.17
7:15 PM	2.08	2.44	2.94	2.43
7:30 PM	2.02	1.98	2.67	2.78
7:45 PM	1.89	1.81	2.82	2.71
8:00 PM	1.91	1.88	2.87	2.57
8:15 PM	1.85	2.09	2.61	2.61
8:30 PM	1.72	1.83	2.92	2.76
8:45 PM	1.93	1.82	2.81	2.63
9:00 PM	2.17	1.85	2.5	2.39
9:15 PM	1.88	1.95	2.34	2.31
9:30 PM	1.54	1.81	2.43	2.63
9:45 PM	1.68	1.7	2.65	2.62
10:00 PM	1.85	1.73	2.64	2.49
10:15 PM	1.73	1.82	2.39	2.36
10:30 PM	1.57	1.87	2.16	2.71
10:45 PM	1.55	1.9	2.21	2.86
11:00 PM	1.57	1.74	2.21	2.52
11:15 PM	1.6	1.84	2.24	2.26
11:30 PM	1.68	1.62	2.26	2.3
11:45 PM	1.61	1.53	2.25	2.26

Speed (mph) for NW 72ND AVE/MILAM DAIRY RD		
	Northbound	Southbound
	HERE	HERE
	May 22, 2017 through May 26, 2017	May 22, 2017 through May 26, 2017
12:00 AM	33.71	31.35
12:15 AM	33.3	31.4
12:30 AM	33.64	32.7
12:45 AM	32.73	32.37
1:00 AM	32.92	31.88
1:15 AM	32.78	32.15
1:30 AM	32.39	32.77
1:45 AM	33.87	34.29
2:00 AM	33.6	34.37
2:15 AM	33.62	33.36
2:30 AM	33.22	32.62
2:45 AM	33.62	31.56
3:00 AM	34.99	31.37
3:15 AM	34.92	32.88
3:30 AM	34.65	33.36
3:45 AM	35.37	32.78
4:00 AM	35.71	33.9
4:15 AM	33.41	34.37
4:30 AM	33.15	32.78
4:45 AM	33.72	32.2
5:00 AM	33.38	33.29
5:15 AM	32.21	32.84
5:30 AM	32.54	31.77
5:45 AM	32.31	32.36
6:00 AM	29.7	32.93
6:15 AM	27.26	32.09
6:30 AM	25.04	29.41
6:45 AM	24.75	26.53
7:00 AM	24.18	25.1
7:15 AM	26.31	24.92
7:30 AM	25.43	23.94
7:45 AM	23.32	23.11
8:00 AM	22.84	23.12
8:15 AM	21.27	22.27
8:30 AM	22.01	20.85
8:45 AM	25.83	21.22
9:00 AM	26.23	21.65
9:15 AM	24.61	23.34
9:30 AM	23.1	23
9:45 AM	24.21	24.41
Average	24.2	23.8
10:00 AM	25.55	23.57
10:15 AM	25.67	21.55
10:30 AM	25.22	22.46
10:45 AM	25.04	24.23
11:00 AM	24.15	23.45
11:15 AM	25.01	22.59
11:30 AM	25.27	23.83
11:45 AM	24.64	23.5
12:00 PM	23.43	22.9
12:15 PM	23.56	21.41
12:30 PM	23.17	22.06
12:45 PM	24	23.59
1:00 PM	24.79	24.21
1:15 PM	23.22	23.36
1:30 PM	22.78	21.92
1:45 PM	24.18	21.15
2:00 PM	24.36	21.5
Average	23.7	22.5
2:15 PM	23.82	22.19
2:30 PM	23.33	22.39
2:45 PM	24.23	23.59
3:00 PM	24.94	23.56
3:15 PM	24	22.77
3:30 PM	23.3	20.98
3:45 PM	20.26	20.61
4:00 PM	17.28	20.64
4:15 PM	16.18	20.89
4:30 PM	16.57	20.04
4:45 PM	16.38	18.41
5:00 PM	16.04	16.77
5:15 PM	12.69	14.21
5:30 PM	12.99	13.2
5:45 PM	13.01	13.23
6:00 PM	14.06	17.24
6:15 PM	16.77	20.3
6:30 PM	19.47	24
6:45 PM	22.41	27.16
7:00 PM	25.98	26.48
Average	17.6	19.6
7:15 PM	26.95	26.34
7:30 PM	26.09	25.89
7:45 PM	26.91	25.96
8:00 PM	25.91	26.61
8:15 PM	26.69	28.02
8:30 PM	28.22	28.97
8:45 PM	27.96	27.19
9:00 PM	27.41	26.23
9:15 PM	28.17	24.99
9:30 PM	27.34	24.85
9:45 PM	25.99	27.37
10:00 PM	25.59	29.01
10:15 PM	25.76	28.31
10:30 PM	26.67	26.43
10:45 PM	29.35	26.84
11:00 PM	31.65	27.97
11:15 PM	32.84	29.14
11:30 PM	33.9	30.94
11:45 PM	34.23	31.75

Travel time (minutes) for NW 72ND AVE/MILAM DAIRY RD		
	Northbound	Southbound
	HERE	HERE
	May 22, 2017 through May 26, 2017	May 22, 2017 through May 26, 2017
12:00 AM	5.68	6.19
12:15 AM	5.75	6.18
12:30 AM	5.69	5.93
12:45 AM	5.85	5.99
1:00 AM	5.82	6.08
1:15 AM	5.84	6.03
1:30 AM	5.91	5.92
1:45 AM	5.65	5.66
2:00 AM	5.7	5.64
2:15 AM	5.69	5.81
2:30 AM	5.76	5.94
2:45 AM	5.7	6.14
3:00 AM	5.47	6.18
3:15 AM	5.48	5.9
3:30 AM	5.53	5.81
3:45 AM	5.41	5.91
4:00 AM	5.36	5.72
4:15 AM	5.73	5.64
4:30 AM	5.78	5.92
4:45 AM	5.68	6.02
5:00 AM	5.74	5.82
5:15 AM	5.94	5.9
5:30 AM	5.88	6.1
5:45 AM	5.93	5.99
6:00 AM	6.45	5.89
6:15 AM	7.02	6.04
6:30 AM	7.65	6.59
6:45 AM	7.74	7.31
7:00 AM	7.92	7.73
7:15 AM	7.28	7.78
7:30 AM	7.53	8.1
7:45 AM	8.21	8.39
8:00 AM	8.38	8.39
8:15 AM	9	8.71
8:30 AM	8.7	9.3
8:45 AM	7.41	9.14
9:00 AM	7.3	8.96
9:15 AM	7.78	8.31
9:30 AM	8.29	8.43
9:45 AM	7.91	7.94
Average	7.94	8.22
10:00 AM	7.49	8.23
10:15 AM	7.46	9
10:30 AM	7.59	8.63
10:45 AM	7.65	8
11:00 AM	7.93	8.27
11:15 AM	7.66	8.59
11:30 AM	7.58	8.14
11:45 AM	7.77	8.25
12:00 PM	8.17	8.47
12:15 PM	8.13	9.06
12:30 PM	8.27	8.79
12:45 PM	7.98	8.22
1:00 PM	7.72	8.01
1:15 PM	8.25	8.3
1:30 PM	8.4	8.85
1:45 PM	7.92	9.17
2:00 PM	7.86	9.02
Average	8.08	8.65
2:15 PM	8.04	8.74
2:30 PM	8.21	8.66
2:45 PM	7.9	8.22
3:00 PM	7.68	8.23
3:15 PM	7.98	8.52
3:30 PM	8.22	9.24
3:45 PM	9.45	9.41
4:00 PM	11.08	9.39
4:15 PM	11.83	9.28
4:30 PM	11.56	9.68
4:45 PM	11.69	10.53
5:00 PM	11.93	11.57
5:15 PM	15.09	13.64
5:30 PM	14.74	14.69
5:45 PM	14.72	14.66
6:00 PM	13.62	11.25
6:15 PM	11.42	9.55
6:30 PM	9.83	8.08
6:45 PM	8.54	7.14
7:00 PM	7.37	7.32
Average	11.41	10.36
7:15 PM	7.11	7.36
7:30 PM	7.34	7.49
7:45 PM	7.11	7.47
8:00 PM	7.39	7.29
8:15 PM	7.17	6.92
8:30 PM	6.78	6.69
8:45 PM	6.85	7.13
9:00 PM	6.99	7.39
9:15 PM	6.8	7.76
9:30 PM	7	7.8
9:45 PM	7.37	7.08
10:00 PM	7.48	6.68
10:15 PM	7.43	6.85
10:30 PM	7.18	7.34
10:45 PM	6.52	7.22
11:00 PM	6.05	6.93
11:15 PM	5.83	6.65
11:30 PM	5.65	6.27
11:45 PM	5.59	6.11

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

PC-Travel Reports for study: Network 2_Route 1_EB_AM

Report Name	***Page***

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 1_EB_AM**
Study Date : **5/16/2017**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 1 (36 ST)_AM-EB-	05/16/17	07:58	9571	Before	Primary
Network 2_Route 1 (36 ST)_AM-EB-	05/16/17	08:22	9612	Before	Primary
Network 2_Route 1 (36 ST)_AM-EB-	05/16/17	08:46	9659	Before	Primary
Network 2_Route 1 (36 ST)_AM-EB-	05/16/17	09:14	9540	Before	Primary
Network 2_Route 1 (36 ST)_AM-EB-	05/16/17	09:44	9371	Before	Primary
Network 2_Route 1 (36 ST)_AM-EB-	05/16/17	10:20	9598	Before	Primary

Node Info

#	Len	Name
1	0	
2	411	SR-826 Exit Ramp
3	774	SR- 826 W and NW 36
4	823	SR0-826 E and NW 36
5	2193	NW 72 Ave & NW 36 St
6	2815	NW 67 Ave & NW 36 St
7	154	NW 67 Ave & Perimeter
8	1073	NW 67 Ave& NW 30 St
9	1315	

Length of Study Route = 9,558 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 1_EB_AM**
Study Date : **5/16/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	411	SR-826 Exit Ramp	24.7	0.0	11.4	17.8	14.0	18.2	18.7
3	774	SR- 826 W and NW 36 St	204.3	2.0	2.6	191.0	179.0	190.8	199.3
4	823	SR0-826 E and NW 36 St	87.8	1.7	6.4	73.8	57.7	72.3	83.7
5	2193	NW 72 Ave & NW 36 St	228.3	3.5	6.5	190.8	137.7	184.2	223.8
6	2815	NW 67 Ave & NW 36 St	89.5	0.5	21.4	41.5	25.8	34.7	44.3
7	154	NW 67 Ave & Perimeter Rd	5.5	0.0	19.1	2.5	0.0	1.3	4.8
8	1073	NW 67 Ave& NW 30 St	26.0	0.0	28.1	7.2	0.0	0.0	6.8
9	1315		48.0	0.5	18.7	25.5	15.8	19.5	24.0
Total	**9,558**		**714.2**	**8.2**	**9.1**	**550.2**	**430.0**	**521.0**	**605.5**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 1_EB_AM**
Study Date : **5/16/2017**
Page No. : **4**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 Network 2_Route 1 (36 ST)_AM-EB-R00	Run #2 Network 2_Route 1 (36 ST)_AM-EB-R00	Run #3 Network 2_Route 1 (36 ST)_AM-EB-R00	Run #4 Network 2_Route 1 (36 ST)_AM-EB-R00	Run #5 Network 2_Route 1 (36 ST)_AM-EB-R00	Run #6 Network 2_Route 1 (36 ST)_AM-EB-R01
1	0							
2	411	SR-826 Exit Ramp	9	8	9	7	109	6
3	774	SR- 826 W and NW 36 St	117	124	100	229	544	112
4	823	SR0-826 E and NW 36 St	21	20	83	146	140	117
5	2193	NW 72 Ave & NW 36 St	98	220	318	272	218	244
6	2815	NW 67 Ave & NW 36 St	114	52	61	70	95	145
7	154	NW 67 Ave & Perimeter	5	7	6	6	4	5
8	1073	NW 67 Ave& NW 30 St	24	28	26	24	26	28
9	1315		63	68	28	30	69	30
Totals	**9558**		**451**	**527**	**631**	**784**	**1,205**	**687**

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 1_EB_AM**
Study Date : **5/16/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #1	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #2	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #3	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #4	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #5	Network 2_Route 1 (36 ST)_AM-EB-R01 Run #6
1	0							
2	411	SR-826 Exit Ramp	0	0	0	0	0	0
3	774	SR- 826 W and NW 36 St	1	1	2	3	4	1
4	823	SR0-826 E and NW 36 St	0	0	2	4	3	1
5	2193	NW 72 Ave & NW 36 St	2	3	5	5	2	4
6	2815	NW 67 Ave & NW 36 St	1	0	0	0	1	1
7	154	NW 67 Ave & Perimeter	0	0	0	0	0	0
8	1073	NW 67 Ave& NW 30 St	0	0	0	0	0	0
9	1315		1	1	0	0	1	0
Totals	**9558**		**5**	**5**	**9**	**12**	**11**	**7**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 1_EB_AM**
Study Date : **5/16/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #1	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #2	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #3	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #4	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #5	Network 2_Route 1 (36 ST)_AM-EB-R01 Run #6
1	0							
2	411	SR-826 Exit Ramp	31.6	37.8	31.1	42.7	2.7	49.7
3	774	SR- 826 W and NW 36 St	4.6	4.3	5.3	2.3	1.0	4.6
4	823	SR0-826 E and NW 36 St	26.4	27.9	6.8	3.8	4.0	4.8
5	2193	NW 72 Ave & NW 36 St	15.2	6.8	4.7	5.5	6.9	6.1
6	2815	NW 67 Ave & NW 36 St	16.9	36.7	31.6	27.2	20.0	13.3
7	154	NW 67 Ave & Perimeter	19.4	15.4	16.2	18.3	27.5	19.6
8	1073	NW 67 Ave& NW 30 St	31.0	26.8	28.3	30.3	28.6	26.4
9	1315		14.1	12.9	31.8	30.5	11.2	30.3
Totals	**9558**		**14.5**	**12.4**	**10.3**	**8.3**	**5.3**	**9.5**

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 1_EB_AM**
Study Date : **5/16/2017**
Page No. : **7**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #1	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #2	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #3	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #4	Network 2_Route 1 (36 ST)_AM-EB-R00 Run #5	Network 2_Route 1 (36 ST)_AM-EB-R01 Run #6
1	0							
2	411	SR-826 Exit Ramp	2	1	2	0	102	0
3	774	SR- 826 W and NW 36 St	103	110	87	216	531	99
4	823	SR0-826 E and NW 36 St	7	6	69	132	126	103
5	2193	NW 72 Ave & NW 36 St	61	182	281	234	180	207
6	2815	NW 67 Ave & NW 36 St	66	4	13	22	47	97
7	154	NW 67 Ave & Perimeter	2	4	3	3	1	2
8	1073	NW 67 Ave& NW 30 St	5	9	7	6	7	9
9	1315		40	45	5	7	49	7
Totals	**9558**		**286**	**361**	**467**	**620**	**1,043**	**524**

Total Delay based on a Normal Speed of 40 MPH.

A&P Consulting Transportation Engineers

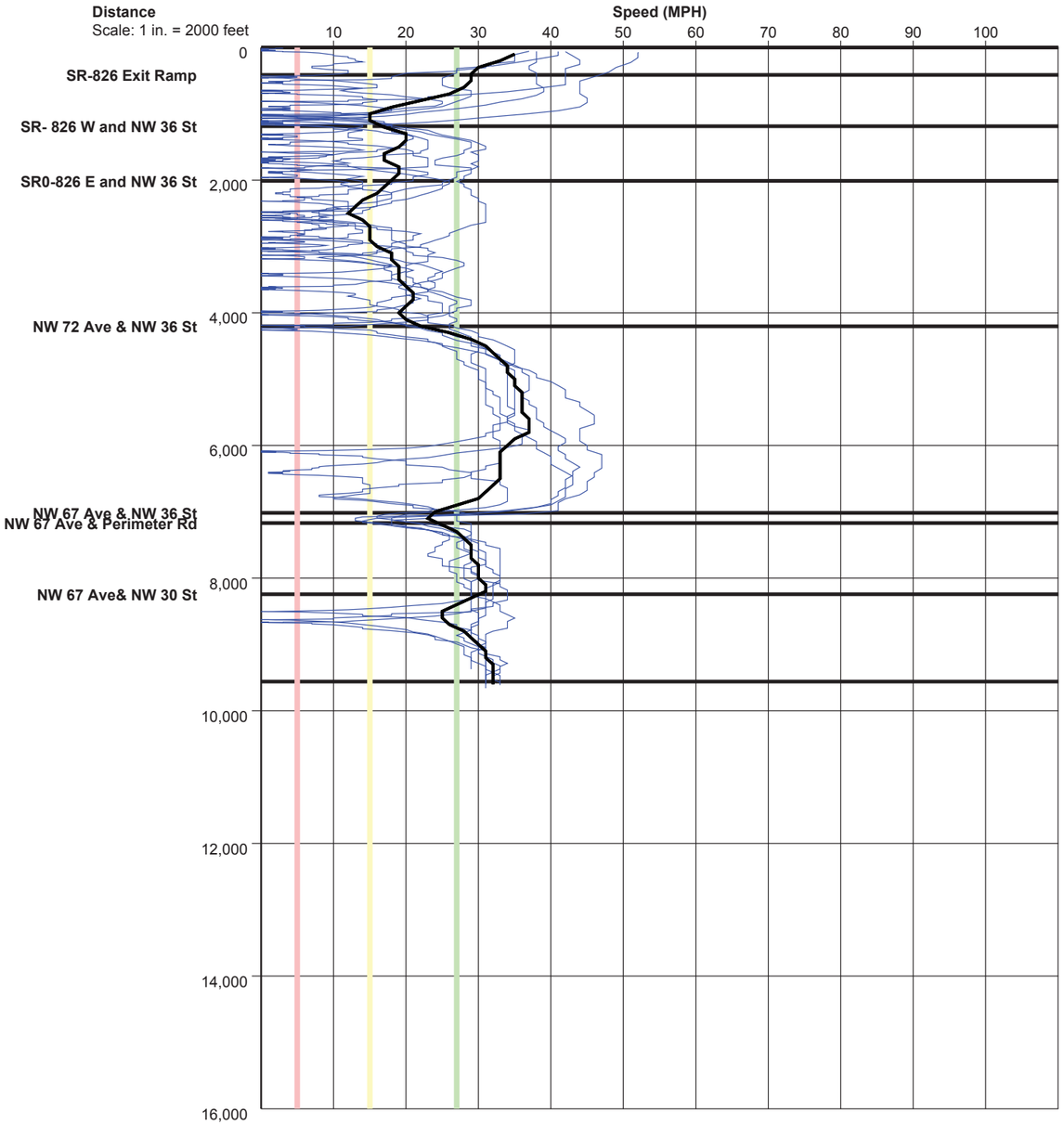
SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 1_EB_AM**
Study Date : **5/16/2017**

Page No. : **8**

Speed/Distance Profiles of All Runs



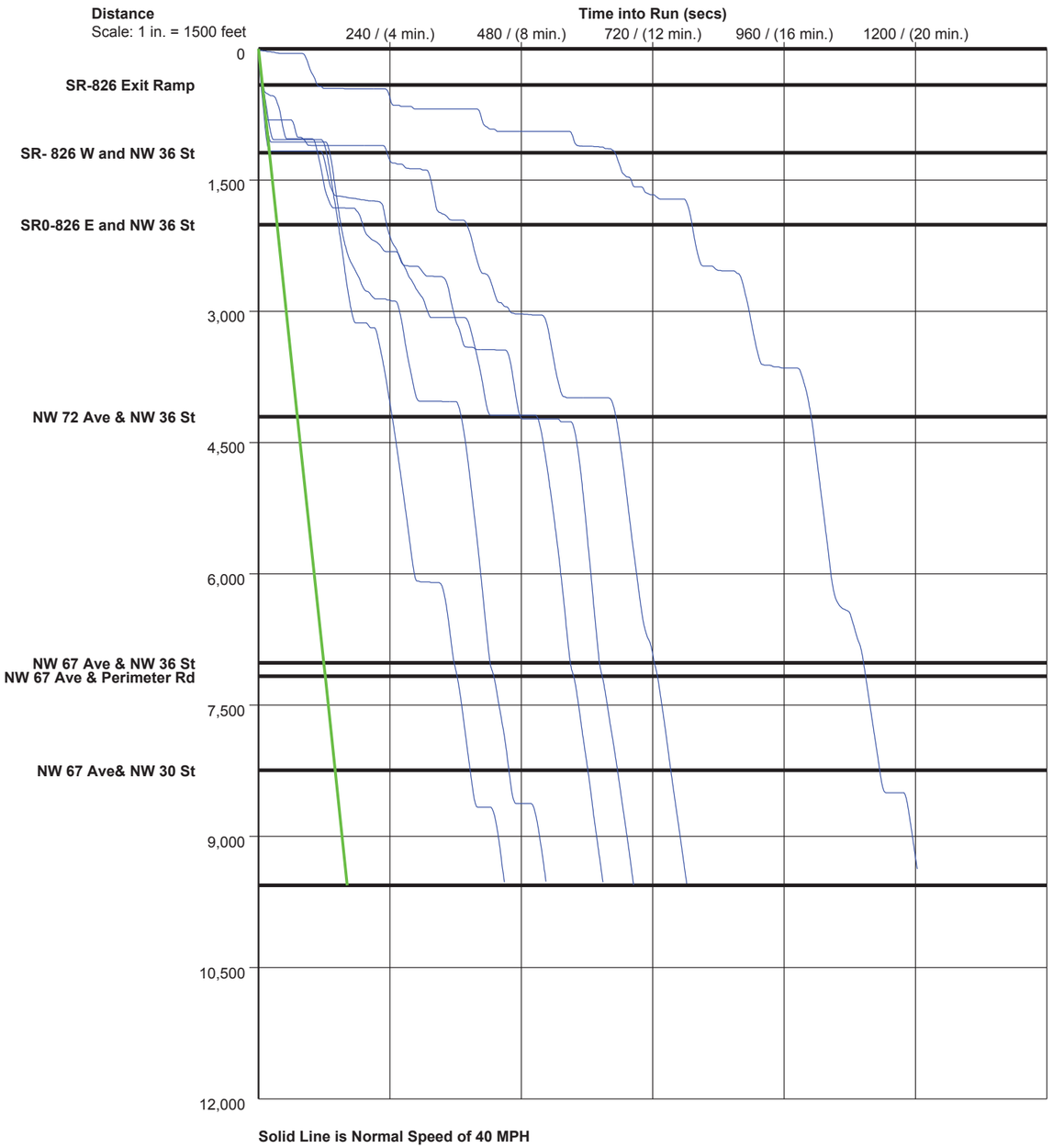
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 1_EB_AM**
Study Date : **5/16/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound Mid-Day Peak Period

PC-Travel Reports for study: Network 2_Route 1_EB_MidDay

A&P
Consulting Transportation Engineers
SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave
Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_EB_MidDay**
Study Date : **5/16/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 1 (36 ST)_MidDay	05/16/17	12:02	9475	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	12:20	9626	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	12:41	9744	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	13:02	9664	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	13:26	9407	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	13:45	9731	Before	Primary

Node Info

#	Len	Name
1	0	
2	421	SR-826 Exit Ramp
3	811	SR-826 W & NW 36 St
4	843	SR-826 E & NW 36 St
5	2206	NW 72 Ave & NW 36 St
6	2808	NW 67 Ave & NW 36 St
7	150	NW 67 Ave & Perimeter
8	1063	NW 67 Ave & NW 30 St
9	1305	

Length of Study Route = 9,607 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave
Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_EB_MidDay**
Study Date : **5/16/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	421	SR-826 Exit Ramp	6.8	0.0	42.0	0.0	0.0	0.0	0.0
3	811	SR-826 W & NW 36 St	59.0	1.0	9.4	45.0	37.0	44.0	49.2
4	843	SR-826 E & NW 36 St	34.8	0.8	16.5	20.3	8.7	13.8	29.0
5	2206	NW 72 Ave & NW 36 St	123.0	1.3	12.2	85.0	50.0	69.8	106.7
6	2808	NW 67 Ave & NW 36 St	78.7	0.3	24.3	30.5	21.5	24.0	32.2
7	150	NW 67 Ave & Perimeter Rd	5.0	0.0	20.5	2.0	0.0	0.8	4.0
8	1063	NW 67 Ave & NW 30 St	34.0	0.5	21.3	15.3	9.2	11.2	16.5
9	1305		24.2	0.0	36.8	2.2	0.0	0.0	0.0
Total	**9,607**		**365.5**	**4.0**	**17.9**	**200.3**	**126.3**	**163.7**	**237.5**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Network 2_Route 1 (36 ST)_MidDay-EB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	421	SR-826 Exit Ramp	7	7	6	7	7	7
3	811	SR-826 W & NW 36 St	43	136	36	15	46	78
4	843	SR-826 E & NW 36 St	34	21	42	38	35	39
5	2206	NW 72 Ave & NW 36 St	112	131	107	140	127	121
6	2808	NW 67 Ave & NW 36 St	62	63	53	165	75	54
7	150	NW 67 Ave & Perimeter	4	5	3	6	7	5
8	1063	NW 67 Ave & NW 30 St	21	54	23	44	39	23
9	1305		23	24	25	26	22	25
Totals	**9607**		**306**	**441**	**295**	**441**	**358**	**352**

Detailed Statistics By Run

Number of Stops by Section

Network 2_Route 1 (36 ST)_MidDay-EB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	421	SR-826 Exit Ramp	0	0	0	0	0	0
3	811	SR-826 W & NW 36 St	1	1	1	0	1	2
4	843	SR-826 E & NW 36 St	1	0	1	1	1	1
5	2206	NW 72 Ave & NW 36 St	1	1	1	3	1	1
6	2808	NW 67 Ave & NW 36 St	0	0	0	1	1	0
7	150	NW 67 Ave & Perimeter	0	0	0	0	0	0
8	1063	NW 67 Ave & NW 30 St	0	1	0	1	1	0
9	1305		0	0	0	0	0	0
Totals	**9607**		**3**	**3**	**3**	**6**	**5**	**4**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_EB_MidDay**

Study Date : **5/16/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Network 2_Route 1 (36 ST)_MidDay-EB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	421	SR-826 Exit Ramp	42.9	44.7	49.8	46.4	44.1	42.0
3	811	SR-826 W & NW 36 St	12.7	3.9	15.6	35.0	11.7	7.0
4	843	SR-826 E & NW 36 St	16.9	27.0	13.4	14.9	17.1	15.2
5	2206	NW 72 Ave & NW 36 St	13.7	11.6	14.2	10.6	11.6	12.5
6	2808	NW 67 Ave & NW 36 St	30.5	30.3	36.5	11.6	25.5	35.2
7	150	NW 67 Ave & Perimeter	29.3	18.8	23.3	16.8	17.6	22.6
8	1063	NW 67 Ave & NW 30 St	34.4	13.8	32.0	17.0	18.1	31.7
9	1305		35.4	36.6	36.1	33.4	35.7	35.3
Totals	**9607**		**21.2**	**14.9**	**22.3**	**14.8**	**18.0**	**18.7**

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_EB_MidDay**

Study Date : **5/16/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 2_Route 1 (36 ST)_MidDay-EB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	421	SR-826 Exit Ramp	0	0	0	0	0	0
3	811	SR-826 W & NW 36 St	29	122	22	1	32	64
4	843	SR-826 E & NW 36 St	20	7	27	24	20	24
5	2206	NW 72 Ave & NW 36 St	74	93	69	102	89	83
6	2808	NW 67 Ave & NW 36 St	14	15	4	117	27	6
7	150	NW 67 Ave & Perimeter	1	2	0	3	4	2
8	1063	NW 67 Ave & NW 30 St	2	35	5	25	21	4
9	1305		2	1	2	4	2	2
Totals	**9607**		**142**	**275**	**129**	**276**	**195**	**185**

Total Delay based on a Normal Speed of 40 MPH.

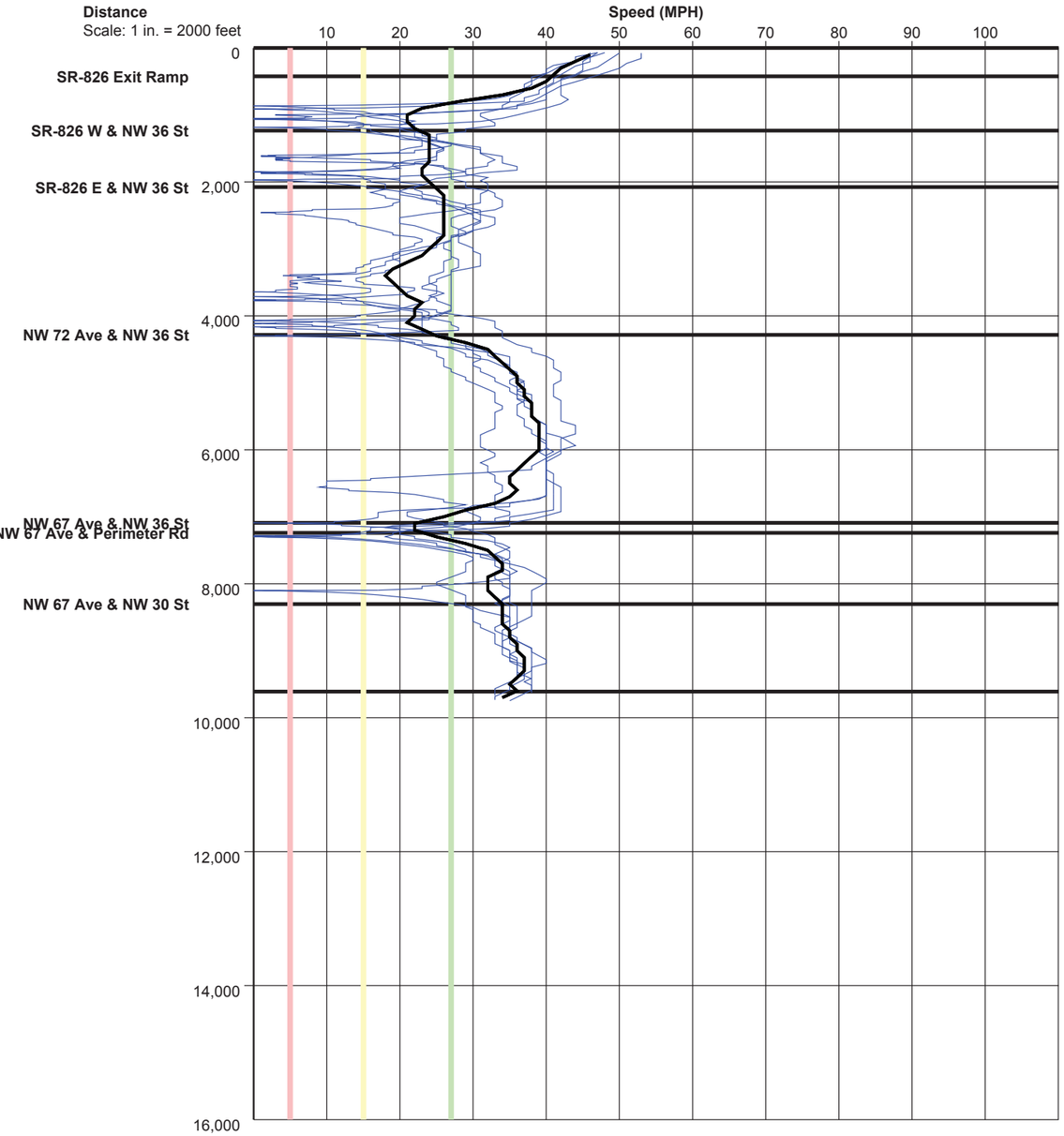
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_EB_MidDay**
Study Date : **5/16/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



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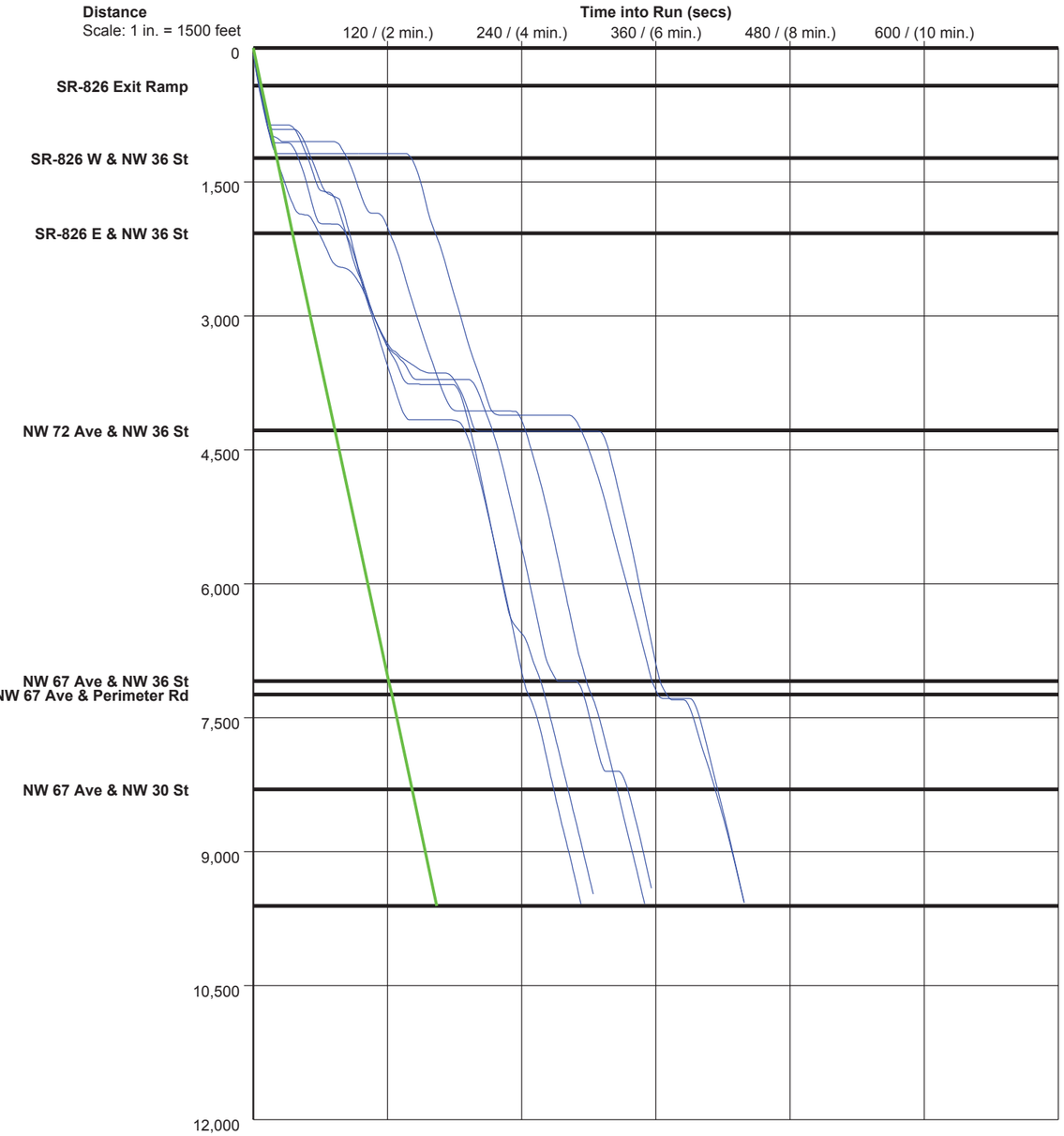
SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_EB_MidDay**
Study Date : **5/16/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

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SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

PC-Travel Reports for study: Network 2_Route 1_EB_PM

Report Name	***Page***

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 1 (36 ST)_PM-EB-	05/16/17	15:57	9574	Before	Primary
Network 2_Route 1 (36 ST)_PM-EB-	05/16/17	16:18	9526	Before	Primary
Network 2_Route 1 (36 ST)_PM-EB-	05/16/17	16:48	9614	Before	Primary
Network 2_Route 1 (36 ST)_PM-EB-	05/16/17	17:20	9527	Before	Primary
Network 2_Route 1 (36 ST)_PM-EB-	05/16/17	17:48	9668	Before	Primary
Network 2_Route 1_(36 ST)_PM-EB-	05/31/17	17:07	9670	Before	Primary

Node Info

#	Len	Name
1	0	
2	396	SR-826 Exit Ramp
3	811	SR-826 W & NW 36 St
4	827	SR-826 E & NW 36 St
5	2209	NW 72 Ave & NW 36 St
6	2838	NW 67 Ave & NW 36 St
7	142	NW 67 Ave & Perimeter
8	1080	NW 67 Ave & NW 30 St
9	1293	

Length of Study Route = 9,596 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 1_EB_PM**
Study Date : **5/16/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	396	SR-826 Exit Ramp	7.8	0.0	34.5	0.8	0.0	0.0	0.8
3	811	SR-826 W & NW 36 St	99.2	0.7	5.6	85.2	79.0	83.3	88.0
4	827	SR-826 E & NW 36 St	72.8	1.5	7.7	58.5	44.2	58.0	65.3
5	2209	NW 72 Ave & NW 36 St	151.5	1.5	9.9	113.5	73.0	108.0	136.0
6	2838	NW 67 Ave & NW 36 St	83.3	0.5	23.2	34.5	20.7	25.3	42.2
7	142	NW 67 Ave & Perimeter Rd	4.5	0.0	21.5	1.8	0.0	0.0	4.2
8	1080	NW 67 Ave & NW 30 St	26.8	0.2	27.4	8.0	3.0	3.5	7.7
9	1293		29.7	0.2	29.7	7.5	1.5	2.5	6.5
Total	**9,596**		**475.7**	**4.5**	**13.8**	**309.8**	**221.3**	**280.7**	**350.7**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 1_EB_PM**
Study Date : **5/16/2017**
Page No. : **4**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			Network 2_Route 1 (36 ST)_PM-EB-R00	Network 2_Route 1 (36 ST)_PM-EB-R00	Network 2_Route 1 (36 ST)_PM-EB-R00	Network 2_Route 1 (36 ST)_PM-EB-R00	Network 2_Route 1 (36 ST)_PM-EB-R01	Network 2_Route 1_(36 ST)_PM-EB-R0
1	0							
2	396	SR-826 Exit Ramp	6	8	10	8	8	7
3	811	SR-826 W & NW 36 St	15	51	145	179	23	182
4	827	SR-826 E & NW 36 St	113	177	91	16	19	21
5	2209	NW 72 Ave & NW 36 St	109	200	154	143	144	159
6	2838	NW 67 Ave & NW 36 St	51	57	119	59	161	53
7	142	NW 67 Ave & Perimeter	5	4	5	4	4	5
8	1080	NW 67 Ave & NW 30 St	44	21	25	22	25	24
9	1293		30	25	32	42	22	27
Totals	**9596**		**373**	**543**	**581**	**473**	**406**	**478**

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 1_EB_PM**
Study Date : **5/16/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_PM-EB-R00 Run #1	Network 2_Route 1 (36 ST)_PM-EB-R00 Run #2	Network 2_Route 1 (36 ST)_PM-EB-R00 Run #3	Network 2_Route 1 (36 ST)_PM-EB-R00 Run #4	Network 2_Route 1 (36 ST)_PM-EB-R01 Run #5	Network 2_Route 1_(36 ST)_PM-EB-R0 Run #6
1	0							
2	396	SR-826 Exit Ramp	0	0	0	0	0	0
3	811	SR-826 W & NW 36 St	0	1	1	1	0	1
4	827	SR-826 E & NW 36 St	3	4	2	0	0	0
5	2209	NW 72 Ave & NW 36 St	1	1	3	1	1	2
6	2838	NW 67 Ave & NW 36 St	0	0	1	0	2	0
7	142	NW 67 Ave & Perimeter	0	0	0	0	0	0
8	1080	NW 67 Ave & NW 30 St	1	0	0	0	0	0
9	1293		0	0	0	1	0	0
Totals	**9596**		**5**	**6**	**7**	**3**	**3**	**3**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 1_EB_PM**
Study Date : **5/16/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_PM-EB-R00 Run #1	Network 2_Route 1 (36 ST)_PM-EB-R00 Run #2	Network 2_Route 1 (36 ST)_PM-EB-R00 Run #3	Network 2_Route 1 (36 ST)_PM-EB-R00 Run #4	Network 2_Route 1 (36 ST)_PM-EB-R01 Run #5	Network 2_Route 1_(36 ST)_PM-EB-R0 Run #6
1	0							
2	396	SR-826 Exit Ramp	47.0	37.8	27.9	35.9	36.8	40.3
3	811	SR-826 W & NW 36 St	37.3	10.5	3.8	3.1	23.3	3.0
4	827	SR-826 E & NW 36 St	5.0	3.2	6.2	36.7	30.7	26.5
5	2209	NW 72 Ave & NW 36 St	13.7	7.6	9.7	10.3	10.3	9.6
6	2838	NW 67 Ave & NW 36 St	38.1	33.8	16.3	33.0	12.0	36.2
7	142	NW 67 Ave & Perimeter	21.8	24.0	19.2	25.5	22.3	21.0
8	1080	NW 67 Ave & NW 30 St	16.4	35.1	29.6	33.2	30.4	30.2
9	1293		29.4	34.4	27.6	19.8	39.5	33.1
Totals	**9596**		**17.6**	**12.0**	**11.3**	**13.8**	**16.1**	**13.7**

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 1_EB_PM**
Study Date : **5/16/2017**
Page No. : **7**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 2_Route 1 (36 ST)_PM-EB-R00
Network 2_Route 1 (36 ST)_PM-EB-R00
Network 2_Route 1 (36 ST)_PM-EB-R00
Network 2_Route 1 (36 ST)_PM-EB-R00
Network 2_Route 1 (36 ST)_PM-EB-R01
Network 2_Route 1_(36 ST)_PM-EB-R0

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	396	SR-826 Exit Ramp	0	0	3	1	1	0
3	811	SR-826 W & NW 36 St	1	37	131	165	9	168
4	827	SR-826 E & NW 36 St	99	163	77	1	4	7
5	2209	NW 72 Ave & NW 36 St	71	162	116	105	106	121
6	2838	NW 67 Ave & NW 36 St	2	9	70	10	112	4
7	142	NW 67 Ave & Perimeter	2	2	2	1	2	2
8	1080	NW 67 Ave & NW 30 St	25	2	6	3	6	6
9	1293		7	3	10	20	0	5
Totals	**9596**		**207**	**378**	**415**	**306**	**240**	**313**

Total Delay based on a Normal Speed of 40 MPH.

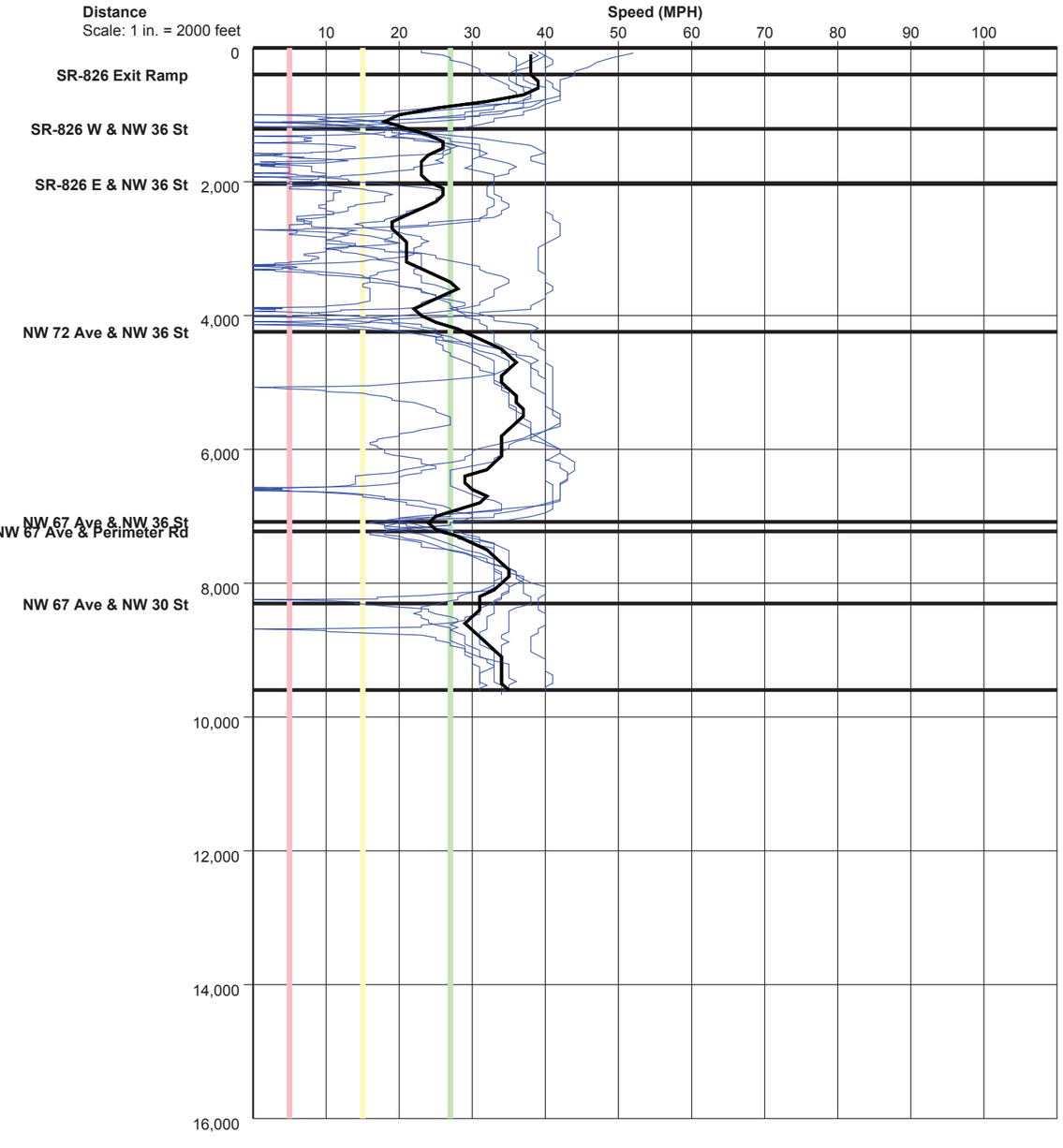
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 1_EB_PM**
Study Date : **5/16/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



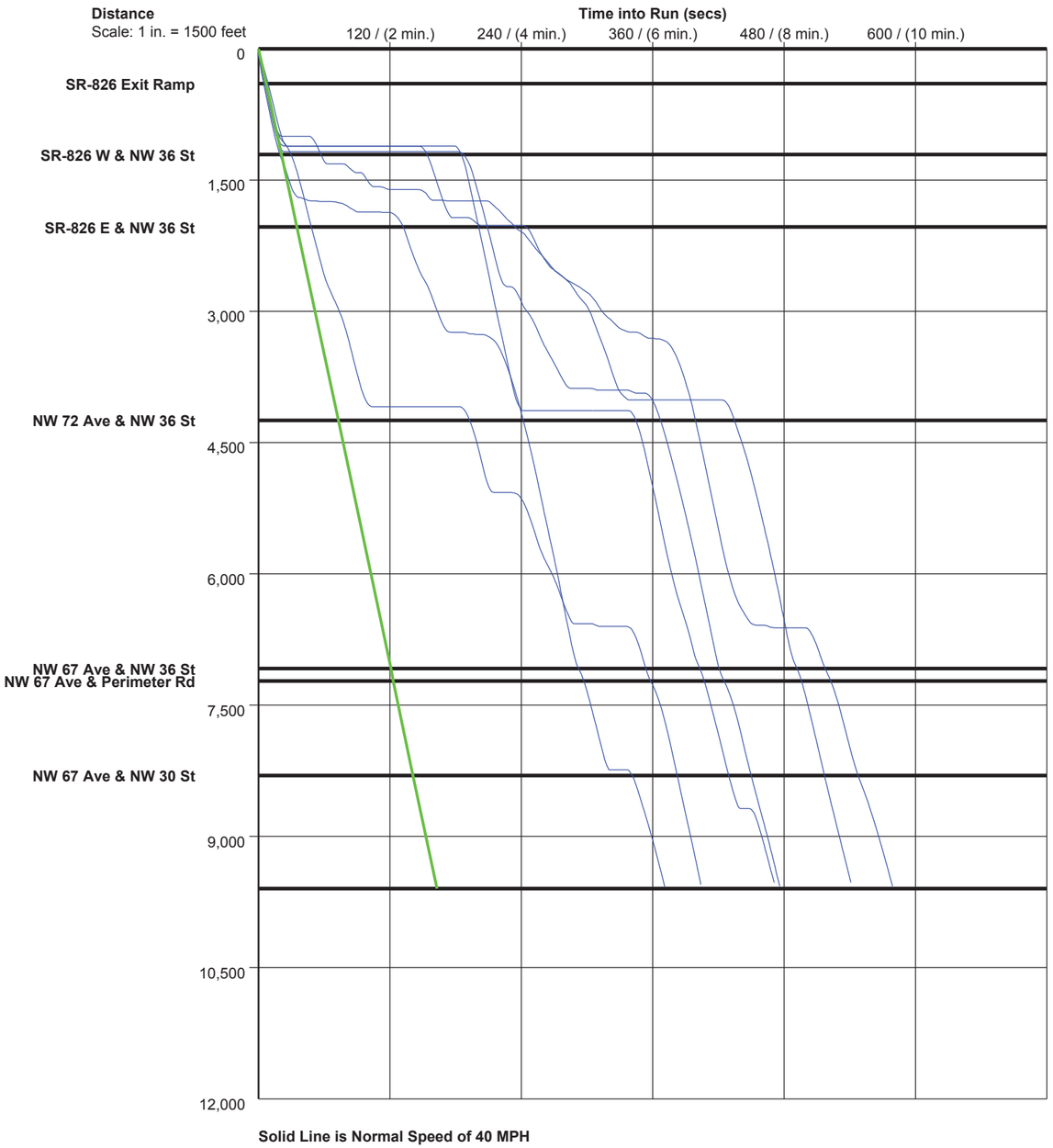
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - SR-826 WB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 1_EB_PM**
Study Date : **5/16/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound AM Peak Period

PC-Travel Reports for study: Network 2_Route1_WB_AM

A&P
Consulting Transportation Engineers
SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave
Westbound AM Peak Period

Study Name : **Network 2_Route1_WB_AM**
Study Date : **5/16/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 1 (36 ST)_AM-WB-	05/16/17	08:08	9880	Before	Primary
Network 2_Route 1 (36 ST)_AM-WB-	05/16/17	08:32	9941	Before	Primary
Network 2_Route 1 (36 ST)_AM-WB-	05/16/17	08:58	9845	Before	Primary
Network 2_Route 1 (36 ST)_AM-WB-	05/16/17	09:28	9819	Before	Primary
Network 2_Route 1 (36 ST)_AM-WB-	05/16/17	10:06	9767	Before	Primary
Network 2_Route 1 (36 ST)_AM-WB-	05/16/17	10:33	9804	Before	Primary

Node Info

#	Len	Name
1	0	
2	1625	NW 67 Ave & NW 30 St
3	1095	NW 67 Ave & Perimeter
4	164	NW 67 Ave & NW 36 St
5	2841	NW 72 Ave & NW 36 St
6	2002	SR-826 E & NW 36 St
7	1442	SR-826 W & NW 36 St
8	568	NW 79 Ave & NW 36 St
9	105	

Length of Study Route = 9,842 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave
Westbound AM Peak Period

Study Name : **Network 2_Route1_WB_AM**
Study Date : **5/16/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	1625	NW 67 Ave & NW 30 St	40.5	0.2	27.4	12.5	1.3	2.5	7.7
3	1095	NW 67 Ave & Perimeter Rd	43.5	0.5	17.2	24.5	15.7	18.0	24.8
4	164	NW 67 Ave & NW 36 St	75.3	0.7	1.5	72.3	67.8	72.2	75.3
5	2841	NW 72 Ave & NW 36 St	129.2	1.0	15.0	80.3	65.8	73.7	87.7
6	2002	SR-826 E & NW 36 St	55.5	0.2	24.6	20.8	8.7	10.5	21.5
7	1442	SR-826 W & NW 36 St	84.2	1.5	11.7	59.2	42.5	55.0	66.8
8	568	NW 79 Ave & NW 36 St	46.0	0.7	8.4	36.0	19.3	36.3	46.0
9	105		3.8	0.0	18.7	2.0	0.0	1.8	3.3
Total	**9,842**		**478.0**	**4.7**	**14.0**	**307.7**	**221.2**	**270.0**	**333.2**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #1	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #2	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #3	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #4	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #5	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #6
1	0							
2	1625	NW 67 Ave & NW 30 St	52	37	37	38	44	35
3	1095	NW 67 Ave & Perimeter	41	24	26	27	79	64
4	164	NW 67 Ave & NW 36 St	72	5	6	147	117	105
5	2841	NW 72 Ave & NW 36 St	137	245	113	133	56	91
6	2002	SR-826 E & NW 36 St	46	112	44	47	44	40
7	1442	SR-826 W & NW 36 St	134	65	162	28	88	28
8	568	NW 79 Ave & NW 36 St	29	54	29	21	109	34
9	105		6	4	5	3	2	3
Totals	**9842**		**517**	**546**	**422**	**444**	**539**	**400**

A&P Consulting Transportation Engineers
SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave
Westbound AM Peak Period

Study Name : **Network 2_Route1_WB_AM**
Study Date : **5/16/2017**
Page No. : **5**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #1	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #2	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #3	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #4	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #5	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #6
1	0							
2	1625	NW 67 Ave & NW 30 St	1	0	0	0	0	0
3	1095	NW 67 Ave & Perimeter	1	0	0	0	1	1
4	164	NW 67 Ave & NW 36 St	1	0	0	1	1	1
5	2841	NW 72 Ave & NW 36 St	1	2	1	1	0	1
6	2002	SR-826 E & NW 36 St	0	1	0	0	0	0
7	1442	SR-826 W & NW 36 St	3	1	3	0	2	0
8	568	NW 79 Ave & NW 36 St	1	1	0	0	1	1
9	105		0	0	0	0	0	0
Totals	**9842**		**8**	**5**	**4**	**2**	**5**	**4**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #1	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #2	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #3	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #4	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #5	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #6
1	0							
2	1625	NW 67 Ave & NW 30 St	21.4	30.2	30.4	29.1	25.7	31.6
3	1095	NW 67 Ave & Perimeter	18.0	30.5	28.3	27.8	9.5	11.6
4	164	NW 67 Ave & NW 36 St	1.6	24.4	18.8	0.7	0.8	1.1
5	2841	NW 72 Ave & NW 36 St	14.2	7.9	17.3	14.7	34.5	21.4
6	2002	SR-826 E & NW 36 St	30.1	12.4	30.9	29.3	31.2	34.9
7	1442	SR-826 W & NW 36 St	7.1	14.9	6.0	34.3	11.1	34.5
8	568	NW 79 Ave & NW 36 St	13.5	7.0	13.7	18.8	3.6	11.1
9	105		12.5	18.3	13.2	19.5	16.0	17.0
Totals	**9842**		**13.0**	**12.3**	**15.9**	**15.1**	**12.4**	**16.7**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #1	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #2	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #3	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #4	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #5	Network 2_Route 1 (36 ST)_AM-WB-R0 Run #6
1	0							
2	1625	NW 67 Ave & NW 30 St	24	9	9	10	16	7
3	1095	NW 67 Ave & Perimeter	22	5	7	8	60	45
4	164	NW 67 Ave & NW 36 St	69	2	3	144	114	102
5	2841	NW 72 Ave & NW 36 St	88	196	64	84	8	42
6	2002	SR-826 E & NW 36 St	11	77	10	12	10	5
7	1442	SR-826 W & NW 36 St	109	40	137	3	63	3
8	568	NW 79 Ave & NW 36 St	19	44	19	11	99	24
9	105		4	2	3	1	1	1
Totals	**9842**		**346**	**375**	**252**	**273**	**371**	**229**

Total Delay based on a Normal Speed of 40 MPH.

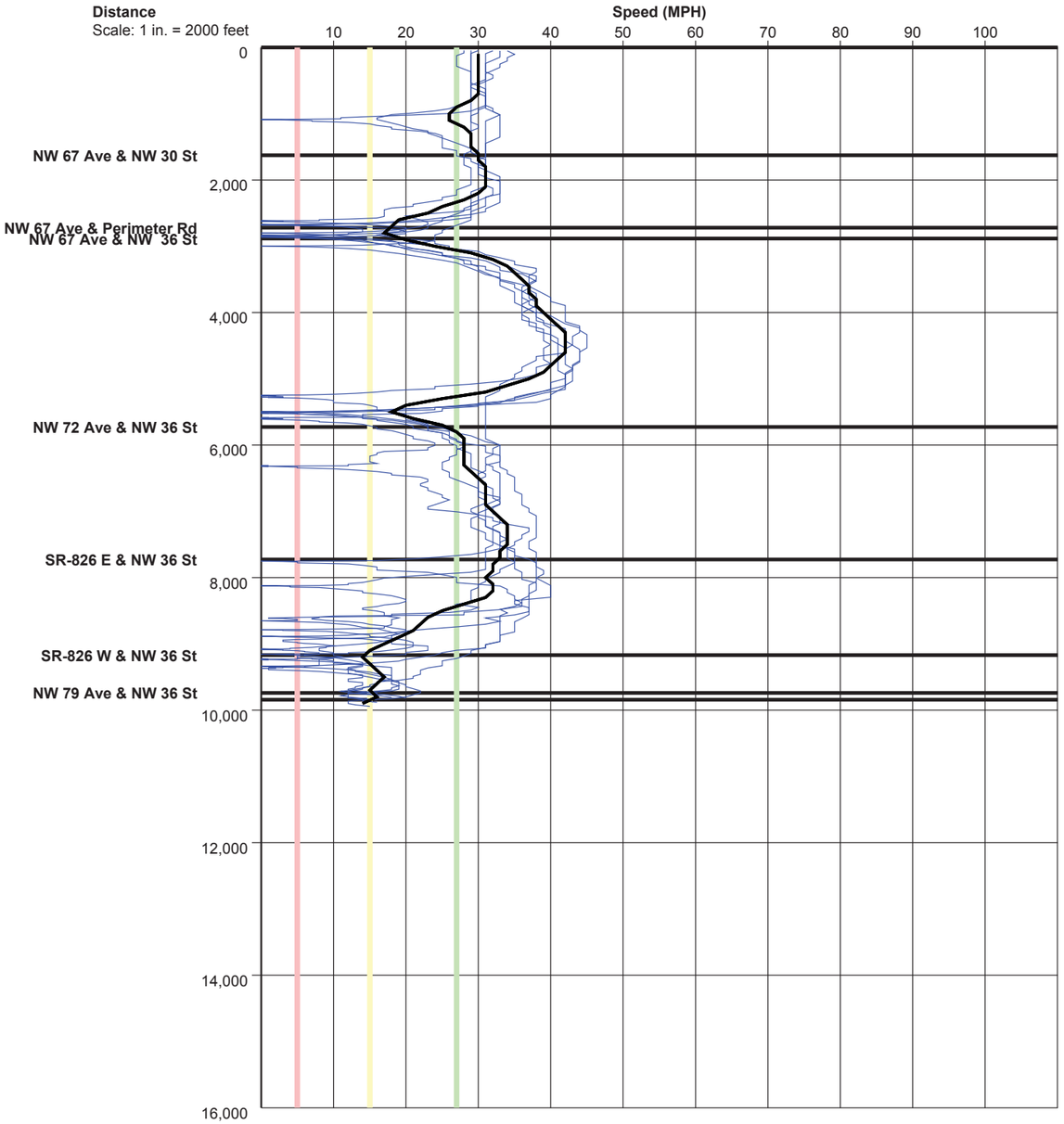
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound AM Peak Period

Study Name : **Network 2_Route1_WB_AM**
Study Date : **5/16/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



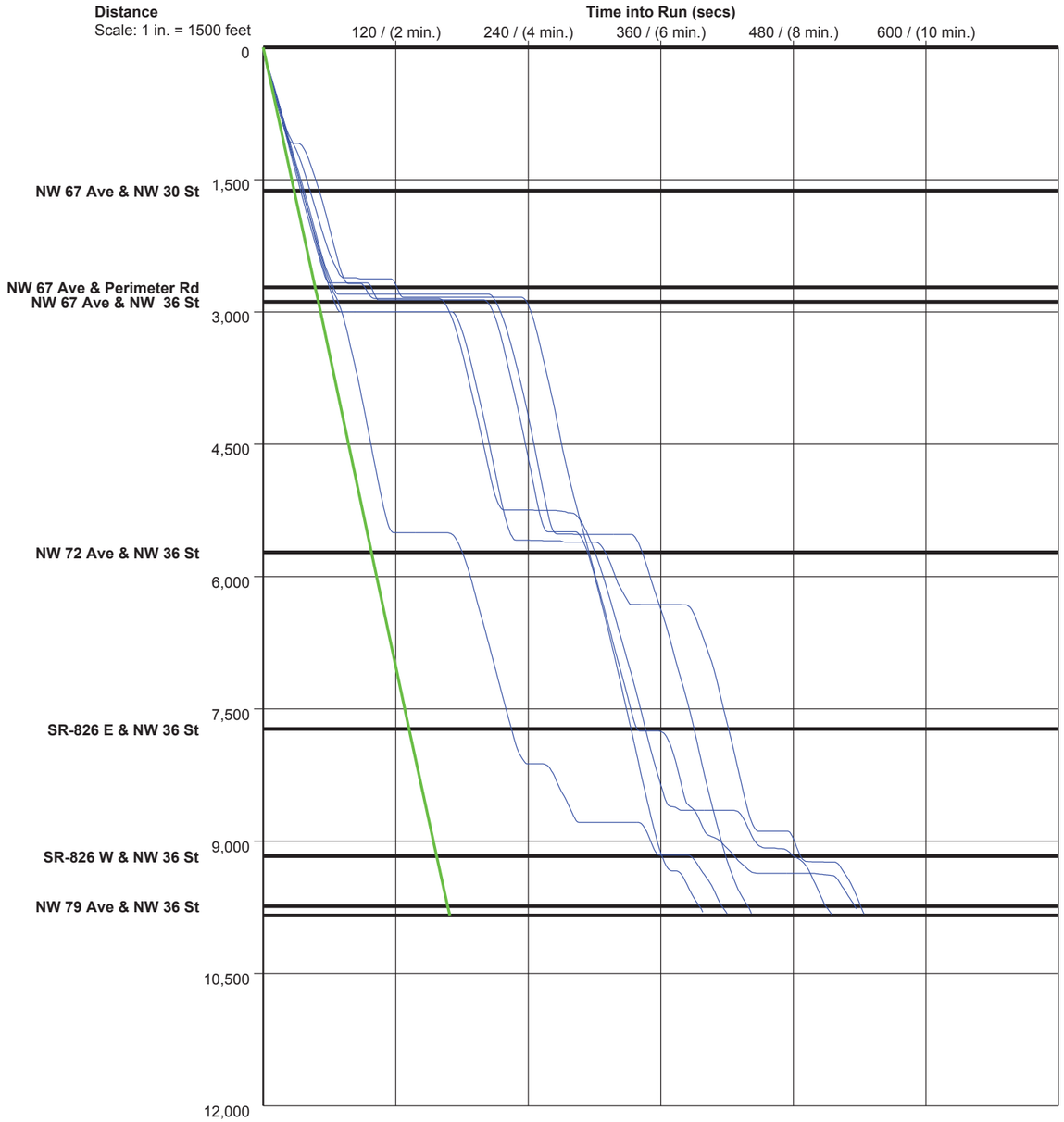
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound AM Peak Period

Study Name : **Network 2_Route1_WB_AM**
Study Date : **5/16/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

PC-Travel Reports for study: Network 2_Route 1_WB_MidDay

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 1 (36 ST)_MidDay	05/16/17	12:09	9778	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	12:28	9640	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	12:47	9809	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	13:10	9710	Before	Primary
Network 2_Route 1 (36 ST)_MidDay	05/16/17	13:53	9769	Before	Primary
Network 2_Route1_MidDay-1-WB-R00	05/24/17	13:35	9959	Before	Primary

Node Info

#	Len	Name
1	0	
2	1654	NW 67 Ave & NW 30 St
3	1104	NW 67 Ave & Perimeter
4	153	NW 72 Ave & NW 36 St
5	2821	NW 72 Ave & NW 36 St
6	1994	SR-826 E & NW 36 St
7	1328	SR-826 W & NW 36 St
8	641	NW 79 Ave & NW 36 St
9	82	

Length of Study Route = 9,777 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_WB_MidDay**
Study Date : **5/16/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	1654	NW 67 Ave & NW 30 St	43.5	0.3	25.9	14.8	4.7	6.2	9.7
3	1104	NW 67 Ave & Perimeter Rd	43.3	0.3	17.4	24.3	17.0	18.5	22.5
4	153	NW 72 Ave & NW 36 St	58.0	0.7	1.8	55.0	51.8	54.8	57.8
5	2821	NW 72 Ave & NW 36 St	181.5	1.5	10.6	133.2	109.8	121.2	146.0
6	1994	SR-826 E & NW 36 St	64.2	0.2	21.2	30.0	17.3	18.8	28.7
7	1328	SR-826 W & NW 36 St	67.7	1.3	13.4	44.7	21.3	38.8	59.2
8	641	NW 79 Ave & NW 36 St	28.2	0.0	15.5	17.3	0.0	16.0	28.0
9	82		2.5	0.0	22.4	1.5	0.0	1.2	2.2
Total	**9,777**		**488.8**	**4.3**	**13.6**	**320.8**	**222.0**	**275.5**	**354.0**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_WB_MidDay**
Study Date : **5/16/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 Network 2_Route 1 (36 ST)_MidDay-WB	Run #2 Network 2_Route 1 (36 ST)_MidDay-WB	Run #3 Network 2_Route 1 (36 ST)_MidDay-WB	Run #4 Network 2_Route 1 (36 ST)_MidDay-WB	Run #5 Network 2_Route 1 (36 ST)_MidDay-WB	Run #6 Network 2_Route1_MidDay-1-WB-R001
1	0							
2	1654	NW 67 Ave & NW 30 St	36	37	37	58	40	53
3	1104	NW 67 Ave & Perimeter	26	25	26	105	56	22
4	153	NW 72 Ave & NW 36 St	116	72	37	114	5	4
5	2821	NW 72 Ave & NW 36 St	110	162	230	221	209	157
6	1994	SR-826 E & NW 36 St	53	45	46	46	39	156
7	1328	SR-826 W & NW 36 St	41	84	78	58	73	72
8	641	NW 79 Ave & NW 36 St	30	27	22	31	27	32
9	82		3	0	4	1	4	3
Totals	**9777**		**415**	**452**	**480**	**634**	**453**	**499**

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_WB_MidDay**

Study Date : **5/16/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 Network 2_Route 1 (36 ST)_MidDay-WB	Run #2 Network 2_Route 1 (36 ST)_MidDay-WB	Run #3 Network 2_Route 1 (36 ST)_MidDay-WB	Run #4 Network 2_Route 1 (36 ST)_MidDay-WB	Run #5 Network 2_Route 1 (36 ST)_MidDay-WB	Run #6 Network 2_Route1_MidDay-1-WB-R001
1	0							
2	1654	NW 67 Ave & NW 30 St	0	0	0	1	0	1
3	1104	NW 67 Ave & Perimeter	0	0	0	1	1	0
4	153	NW 72 Ave & NW 36 St	1	1	1	1	0	0
5	2821	NW 72 Ave & NW 36 St	1	1	2	2	2	1
6	1994	SR-826 E & NW 36 St	0	0	0	0	0	1
7	1328	SR-826 W & NW 36 St	0	3	2	1	1	1
8	641	NW 79 Ave & NW 36 St	0	0	0	0	0	0
9	82		0	0	0	0	0	0
Totals	**9777**		**2**	**5**	**5**	**6**	**4**	**4**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_WB_MidDay**

Study Date : **5/16/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1 Network 2_Route 1 (36 ST)_MidDay-WB	Run #2 Network 2_Route 1 (36 ST)_MidDay-WB	Run #3 Network 2_Route 1 (36 ST)_MidDay-WB	Run #4 Network 2_Route 1 (36 ST)_MidDay-WB	Run #5 Network 2_Route 1 (36 ST)_MidDay-WB	Run #6 Network 2_Route1_MidDay-1-WB-R001
1	0							
2	1654	NW 67 Ave & NW 30 St	32.0	31.1	30.5	20.0	28.4	21.9
3	1104	NW 67 Ave & Perimeter	28.5	30.0	29.0	7.1	13.5	33.4
4	153	NW 72 Ave & NW 36 St	0.9	1.4	2.9	0.8	22.0	25.0
5	2821	NW 72 Ave & NW 36 St	17.5	11.9	8.4	8.7	9.2	12.3
6	1994	SR-826 E & NW 36 St	25.9	30.1	29.3	29.5	34.4	8.7
7	1328	SR-826 W & NW 36 St	21.8	10.9	11.5	15.6	12.5	12.4
8	641	NW 79 Ave & NW 36 St	14.5	15.1	19.9	14.1	16.4	13.7
9	82		16.3	0.0	14.5	0.0	13.0	18.0
Totals	**9777**		**16.1**	**14.6**	**13.9**	**10.5**	**14.7**	**13.4**

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_WB_MidDay**

Study Date : **5/16/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 2_Route 1 (36 ST)_MidDay-WB
Network 2_Route 1 (36 ST)_MidDay-WB
Network 2_Route 1 (36 ST)_MidDay-WB
Network 2_Route 1 (36 ST)_MidDay-WB
Network 2_Route 1 (36 ST)_MidDay-WB
Network 2_Route1_MidDay-1-WB-R001

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	1654	NW 67 Ave & NW 30 St	7	8	9	29	12	24
3	1104	NW 67 Ave & Perimeter	7	6	7	86	37	3
4	153	NW 72 Ave & NW 36 St	113	69	34	111	2	1
5	2821	NW 72 Ave & NW 36 St	62	114	181	173	161	108
6	1994	SR-826 E & NW 36 St	18	11	12	12	5	122
7	1328	SR-826 W & NW 36 St	18	61	55	35	50	49
8	641	NW 79 Ave & NW 36 St	19	17	11	20	16	21
9	82		2	0	3	0	2	2
Totals	**9777**		**246**	**286**	**312**	**466**	**285**	**330**

Total Delay based on a Normal Speed of 40 MPH.

A&P Consulting Transportation Engineers

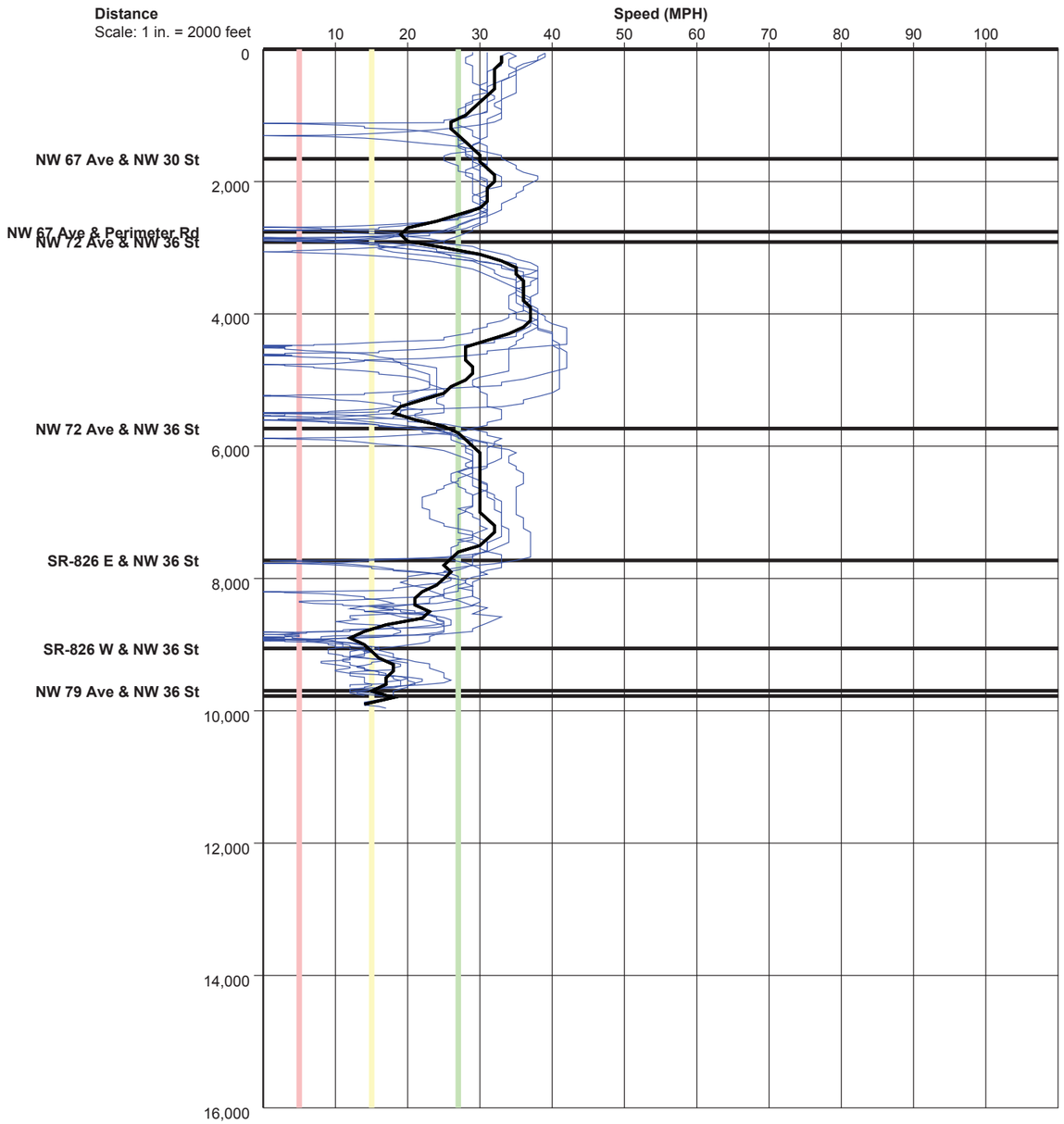
SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_WB_MidDay**

Study Date : **5/16/2017**

Speed/Distance Profiles of All Runs



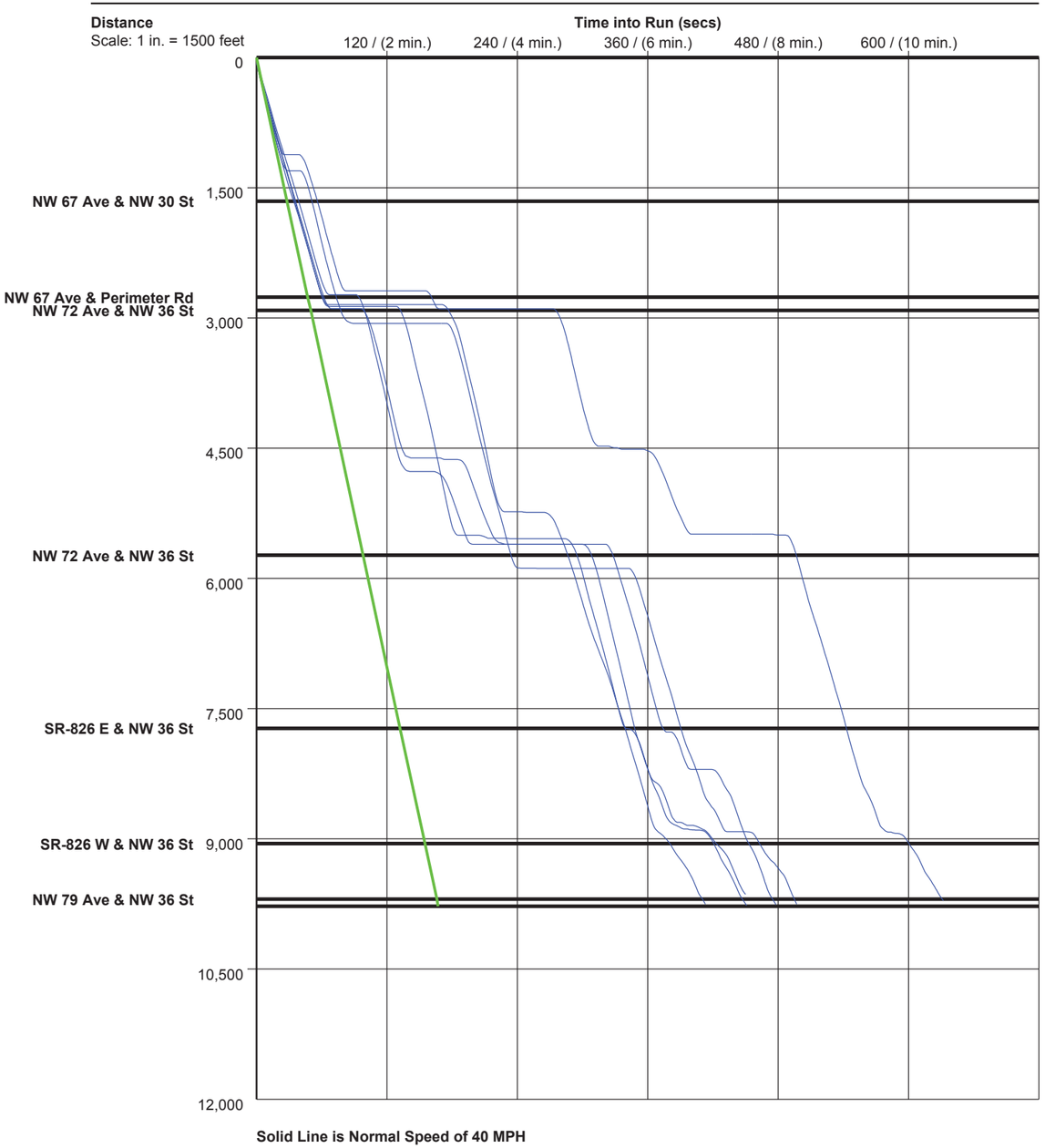
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 1_WB_MidDay**
Study Date : **5/16/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

PC-Travel Reports for study: Network 2_Route 1_WB_PM

A&P
Consulting Transportation Engineers
SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave
Westbound PM Peak Period

Study Name : **Network 2_Route 1_WB_PM**
Study Date : **5/16/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 1 (36 ST)_PM-WB-	05/16/17	16:05	9779	Before	Primary
Network 2_Route 1 (36 ST)_PM-WB-	05/16/17	16:29	9724	Before	Primary
Network 2_Route 1 (36 ST)_PM-WB-	05/16/17	16:59	9703	Before	Primary
Network 2_Route 1 (36 ST)_PM-WB-	05/16/17	17:56	9830	Before	Primary
Network 2_Route 1_(36 ST)_PM-WB-	05/31/17	16:51	9690	Before	Primary
Network 2_Route 1_(36 ST)_PM-WB-	05/31/17	17:18	9648	Before	Primary

Node Info

#	Len	Name
1	0	
2	1570	NW 67 Ave & NW 30 St
3	1151	NW 67 Ave & Perimeter
4	135	NW 67 Ave & NW 36 St
5	2812	NW 72 Ave & NW 36 St
6	1983	SR-826 E & NW 36 St
7	1384	SR-826 W & NW 36 St
8	600	NW 79 Ave & NW 36 St
9	94	

Length of Study Route = 9,729 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave
Westbound PM Peak Period

Study Name : **Network 2_Route 1_WB_PM**
Study Date : **5/16/2017**

Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	1570	NW 67 Ave & NW 30 St	54.7	0.7	19.6	27.7	13.0	18.0	31.8
3	1151	NW 67 Ave & Perimeter Rd	67.2	1.2	11.7	47.2	31.2	38.0	58.5
4	135	NW 67 Ave & NW 36 St	64.0	0.5	1.4	61.2	58.5	61.2	64.0
5	2812	NW 72 Ave & NW 36 St	129.7	1.0	14.8	81.7	66.8	74.5	91.8
6	1983	SR-826 E & NW 36 St	51.5	0.2	26.3	17.2	2.5	5.0	25.5
7	1384	SR-826 W & NW 36 St	31.3	0.3	30.1	7.3	2.7	5.0	7.8
8	600	NW 79 Ave & NW 36 St	28.3	0.5	14.4	18.3	5.7	15.5	25.8
9	94		3.3	0.0	19.2	1.7	0.0	1.7	2.7
Total	**9,729**		**430.0**	**4.3**	**15.4**	**262.2**	**180.3**	**218.8**	**308.0**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #1	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #2	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #3	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #4	Network 2_Route 1_(36 ST)_PM-WB-R0 Run #5	Network 2_Route 1_(36 ST)_PM-WB-R0 Run #6
1	0							
2	1570	NW 67 Ave & NW 30 St	37	35	55	34	39	128
3	1151	NW 67 Ave & Perimeter	109	35	85	47	51	76
4	135	NW 67 Ave & NW 36 St	5	148	5	74	4	148
5	2812	NW 72 Ave & NW 36 St	125	152	138	127	91	145
6	1983	SR-826 E & NW 36 St	52	47	63	42	39	66
7	1384	SR-826 W & NW 36 St	26	32	27	25	52	26
8	600	NW 79 Ave & NW 36 St	45	38	17	25	25	20
9	94		4	5	3	4	3	1
Totals	**9729**		**403**	**492**	**393**	**378**	**304**	**610**

A&P Consulting Transportation Engineers
SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave
Westbound PM Peak Period

Study Name : **Network 2_Route 1_WB_PM**
Study Date : **5/16/2017**
Page No. : **5**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #1	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #2	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #3	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #4	Network 2_Route 1_(36 ST)_PM-WB-R0 Run #5	Network 2_Route 1_(36 ST)_PM-WB-R0 Run #6
1	0							
2	1570	NW 67 Ave & NW 30 St	0	0	1	0	0	3
3	1151	NW 67 Ave & Perimeter	1	0	2	1	1	2
4	135	NW 67 Ave & NW 36 St	0	1	0	1	0	1
5	2812	NW 72 Ave & NW 36 St	1	1	1	1	1	1
6	1983	SR-826 E & NW 36 St	0	0	0	0	0	1
7	1384	SR-826 W & NW 36 St	0	1	0	0	1	0
8	600	NW 79 Ave & NW 36 St	2	1	0	0	0	0
9	94		0	0	0	0	0	0
Totals	**9729**		**4**	**4**	**4**	**3**	**3**	**8**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 1_WB_PM**
Study Date : **5/16/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #1	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #2	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #3	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #4	Network 2_Route 1_(36 ST)_PM-WB-R0 Run #5	Network 2_Route 1_(36 ST)_PM-WB-R0 Run #6
1	0							
2	1570	NW 67 Ave & NW 30 St	29.2	31.1	19.5	31.6	27.4	8.3
3	1151	NW 67 Ave & Perimeter	7.1	21.9	9.2	16.8	15.6	10.4
4	135	NW 67 Ave & NW 36 St	19.0	0.6	21.4	1.2	24.3	0.7
5	2812	NW 72 Ave & NW 36 St	15.4	12.7	13.9	15.2	20.9	13.2
6	1983	SR-826 E & NW 36 St	26.3	28.5	21.4	32.0	35.3	20.5
7	1384	SR-826 W & NW 36 St	35.8	29.3	35.0	38.4	17.6	36.8
8	600	NW 79 Ave & NW 36 St	8.9	10.6	23.9	15.7	16.2	19.8
9	94		14.0	15.0	18.0	16.0	15.0	0.0
Totals	**9729**		**16.5**	**13.5**	**16.9**	**17.6**	**21.8**	**10.8**

A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 1_WB_PM**
Study Date : **5/16/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #1	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #2	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #3	Network 2_Route 1 (36 ST)_PM-WB-R0 Run #4	Network 2_Route 1_(36 ST)_PM-WB-R0 Run #5	Network 2_Route 1_(36 ST)_PM-WB-R0 Run #6
1	0							
2	1570	NW 67 Ave & NW 30 St	10	8	28	7	12	101
3	1151	NW 67 Ave & Perimeter	89	15	65	27	31	56
4	135	NW 67 Ave & NW 36 St	2	145	2	72	1	145
5	2812	NW 72 Ave & NW 36 St	77	104	90	79	43	97
6	1983	SR-826 E & NW 36 St	17	13	29	8	4	32
7	1384	SR-826 W & NW 36 St	2	8	3	1	28	2
8	600	NW 79 Ave & NW 36 St	35	28	7	15	15	10
9	94		2	3	1	2	2	0
Totals	**9729**		**234**	**324**	**225**	**211**	**136**	**443**

Total Delay based on a Normal Speed of 40 MPH.

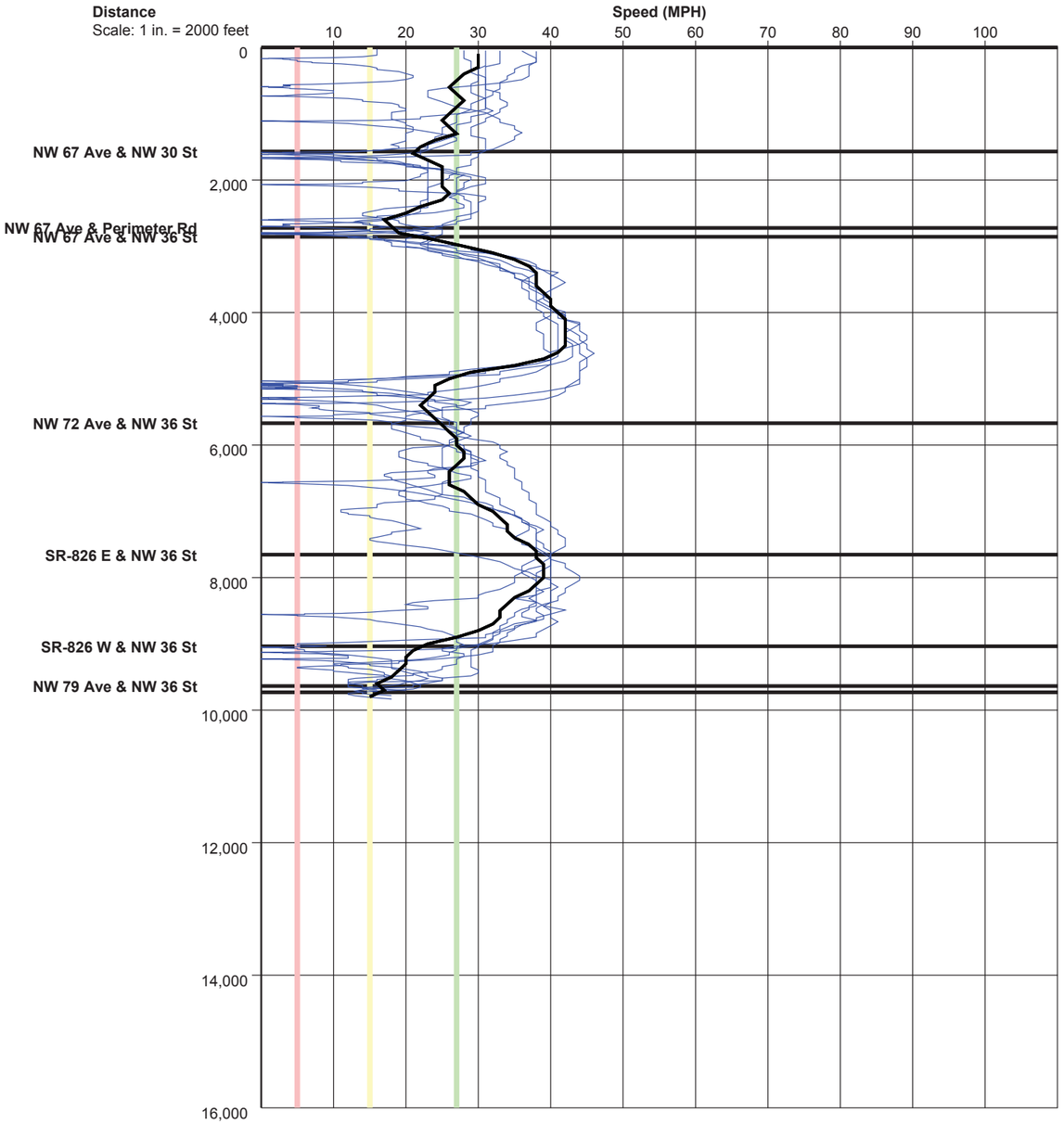
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 1_WB_PM**
Study Date : **5/16/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



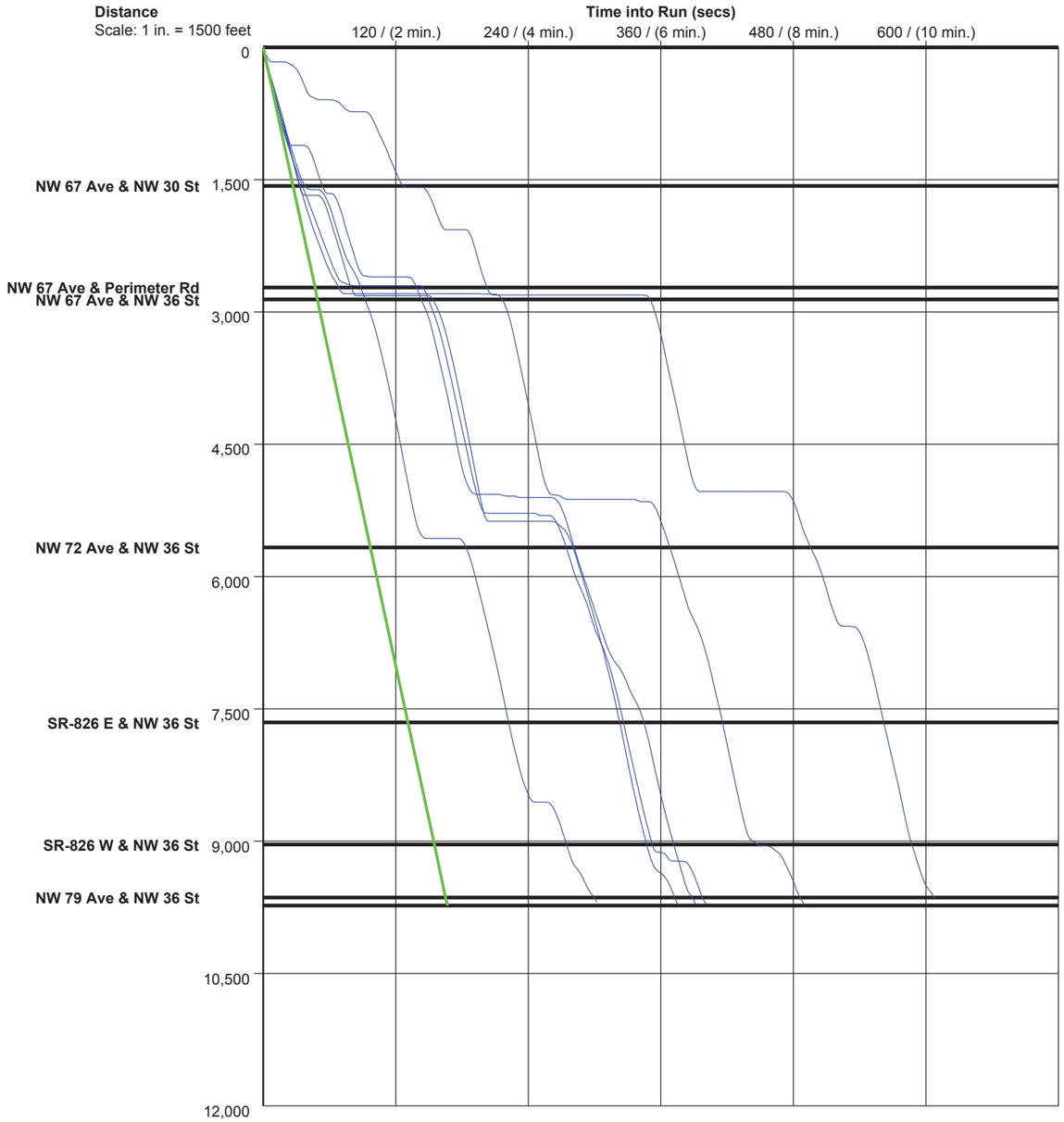
A&P Consulting Transportation Engineers

SIS Network 2 NW 36th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 1_WB_PM**
Study Date : **5/16/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

PC-Travel Reports for study: Network 2_Route 2_EB_AM

Report Name	***Page***

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 2_EB_AM**
Study Date : **5/17/2017**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 2 (25 ST)_AM-EB-	05/17/17	08:07	9178	Before	Primary
Network 2_Route 2 (25 ST)_AM-EB-	05/17/17	08:24	9192	Before	Primary
Network 2_Route 2 (25 ST)_AM-EB-	05/17/17	08:41	9221	Before	Primary
Network 2_Route 2 (25 ST)_AM-EB-	05/17/17	09:01	9197	Before	Primary
Network 2_Route 2 (25 ST)_AM-EB-	05/17/17	09:20	9215	Before	Primary

Node Info

#	Len	Name
1	0	
2	919	SR-826 SB Ramp to
3	773	NW 25 St & SR-826 SB
4	223	NW 25 St & SR-826 NB
5	694	NW 25 St & NW 75 Ave
6	1817	NW 25 St & NW 72 Ave
7	2117	NW 25 St & NW 67 Ave
8	2532	NW 67 Ave & NW 30 St
9	125	

Length of Study Route = 9,200 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 2_EB_AM**
Study Date : **5/17/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0								
2	919	SR-826 SB Ramp to NW 25	17.2	0.0	36.4	0.0	0.0	0.0	0.0
3	773	NW 25 St & SR-826 SB	72.4	0.6	7.3	54.4	46.2	58.0	63.0
4	223	NW 25 St & SR-826 NB	10.0	0.4	15.2	4.6	0.6	6.0	7.2
5	694	NW 25 St & NW 75 Ave	19.2	0.0	24.6	2.8	0.0	0.0	1.8
6	1817	NW 25 St & NW 72 Ave	114.4	1.2	10.8	72.4	63.4	72.6	76.6
7	2117	NW 25 St & NW 67 Ave	79.2	0.6	18.2	31.0	21.0	26.2	33.2
8	2532	NW 67 Ave & NW 30 St	65.4	0.0	26.4	7.4	0.0	0.0	3.6
9	125		10.2	0.2	8.4	7.2	6.2	7.0	7.4
Total	**9,200**		**388.0**	**3.0**	**16.2**	**179.8**	**137.4**	**169.8**	**192.8**

Stats based on 5 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 2_EB_AM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Network 2_Route 2 (25 ST)_AM-EB-R00
Network 2_Route 2 (25 ST)_AM-EB-R00
Network 2_Route 2 (25 ST)_AM-EB-R00
Network 2_Route 2 (25 ST)_AM-EB-R01
Network 2_Route 2 (25 ST)_AM-EB-R01

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0						
2	919	SR-826 SB Ramp to NW	22	18	17	14	15
3	773	NW 25 St & SR-826 SB	30	81	101	25	125
4	223	NW 25 St & SR-826 NB	9	6	9	14	12
5	694	NW 25 St & NW 75 Ave	20	17	18	23	18
6	1817	NW 25 St & NW 72 Ave	125	90	102	116	139
7	2117	NW 25 St & NW 67 Ave	53	115	56	77	95
8	2532	NW 67 Ave & NW 30 St	66	64	64	64	69
9	125		3	4	3	38	3
Totals	**9200**		**328**	**395**	**370**	**371**	**476**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_AM-EB-R00 Run #1	Network 2_Route 2 (25 ST)_AM-EB-R00 Run #2	Network 2_Route 2 (25 ST)_AM-EB-R00 Run #3	Network 2_Route 2 (25 ST)_AM-EB-R01 Run #4	Network 2_Route 2 (25 ST)_AM-EB-R01 Run #5
1	0						
2	919	SR-826 SB Ramp to NW	0	0	0	0	0
3	773	NW 25 St & SR-826 SB	0	1	1	0	1
4	223	NW 25 St & SR-826 NB	2	0	0	0	0
5	694	NW 25 St & NW 75 Ave	0	0	0	0	0
6	1817	NW 25 St & NW 72 Ave	1	1	1	1	2
7	2117	NW 25 St & NW 67 Ave	0	1	0	1	1
8	2532	NW 67 Ave & NW 30 St	0	0	0	0	0
9	125		0	0	0	1	0
Totals	**9200**		**3**	**3**	**2**	**3**	**4**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave
Eastbound AM Peak Period

Study Name : **Network 2_Route 2_EB_AM**
Study Date : **5/17/2017**
Page No. : **6**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_AM-EB-R00 Run #1	Network 2_Route 2 (25 ST)_AM-EB-R00 Run #2	Network 2_Route 2 (25 ST)_AM-EB-R00 Run #3	Network 2_Route 2 (25 ST)_AM-EB-R01 Run #4	Network 2_Route 2 (25 ST)_AM-EB-R01 Run #5
1	0						
2	919	SR-826 SB Ramp to NW	29.6	35.3	38.9	46.6	42.9
3	773	NW 25 St & SR-826 SB	16.8	6.6	4.9	20.0	4.1
4	223	NW 25 St & SR-826 NB	18.8	24.2	18.8	11.7	13.6
5	694	NW 25 St & NW 75 Ave	23.7	29.4	26.4	20.7	26.8
6	1817	NW 25 St & NW 72 Ave	9.9	13.6	12.0	10.6	8.9
7	2117	NW 25 St & NW 67 Ave	27.1	12.5	25.9	18.8	15.1
8	2532	NW 67 Ave & NW 30 St	26.4	26.9	27.1	26.8	25.3
9	125		26.0	25.0	28.0	2.2	26.0
Totals	**9200**		**19.2**	**15.9**	**17.0**	**16.9**	**13.2**

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 2_EB_AM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 2_Route 2 (25 ST)_AM-EB-R00
Network 2_Route 2 (25 ST)_AM-EB-R00
Network 2_Route 2 (25 ST)_AM-EB-R00
Network 2_Route 2 (25 ST)_AM-EB-R01
Network 2_Route 2 (25 ST)_AM-EB-R01

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0						
2	919	SR-826 SB Ramp to NW	0	0	0	0	0
3	773	NW 25 St & SR-826 SB	12	63	83	7	107
4	223	NW 25 St & SR-826 NB	3	1	3	9	7
5	694	NW 25 St & NW 75 Ave	4	0	1	7	2
6	1817	NW 25 St & NW 72 Ave	83	48	60	74	97
7	2117	NW 25 St & NW 67 Ave	5	67	8	28	47
8	2532	NW 67 Ave & NW 30 St	8	6	6	6	11
9	125		0	1	0	35	0
Totals	**9200**		**115**	**186**	**161**	**166**	**271**

Total Delay based on a Normal Speed of 30 MPH.

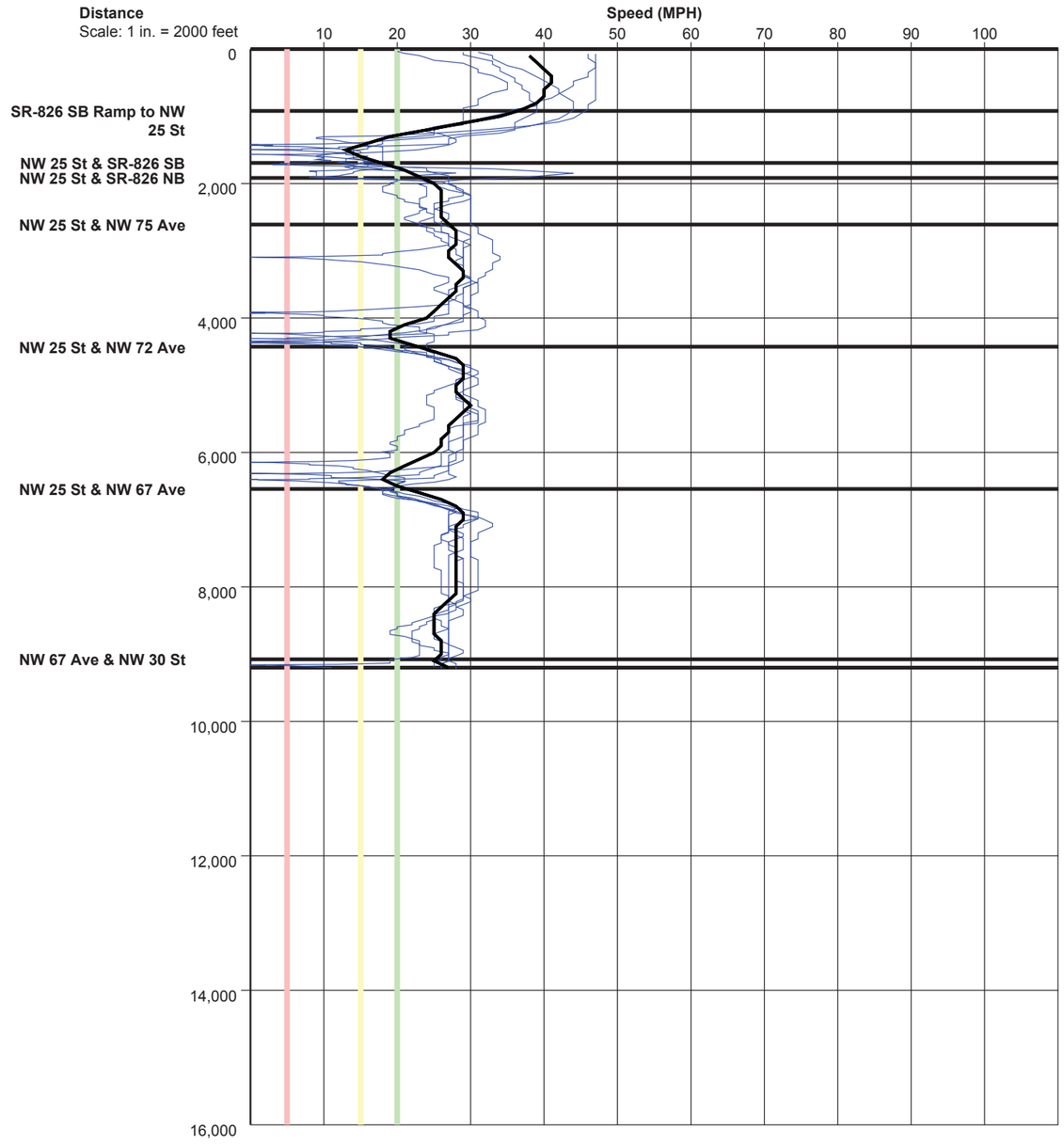
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 2_EB_AM**
Study Date : **5/17/2017**

Speed/Distance Profiles of All Runs



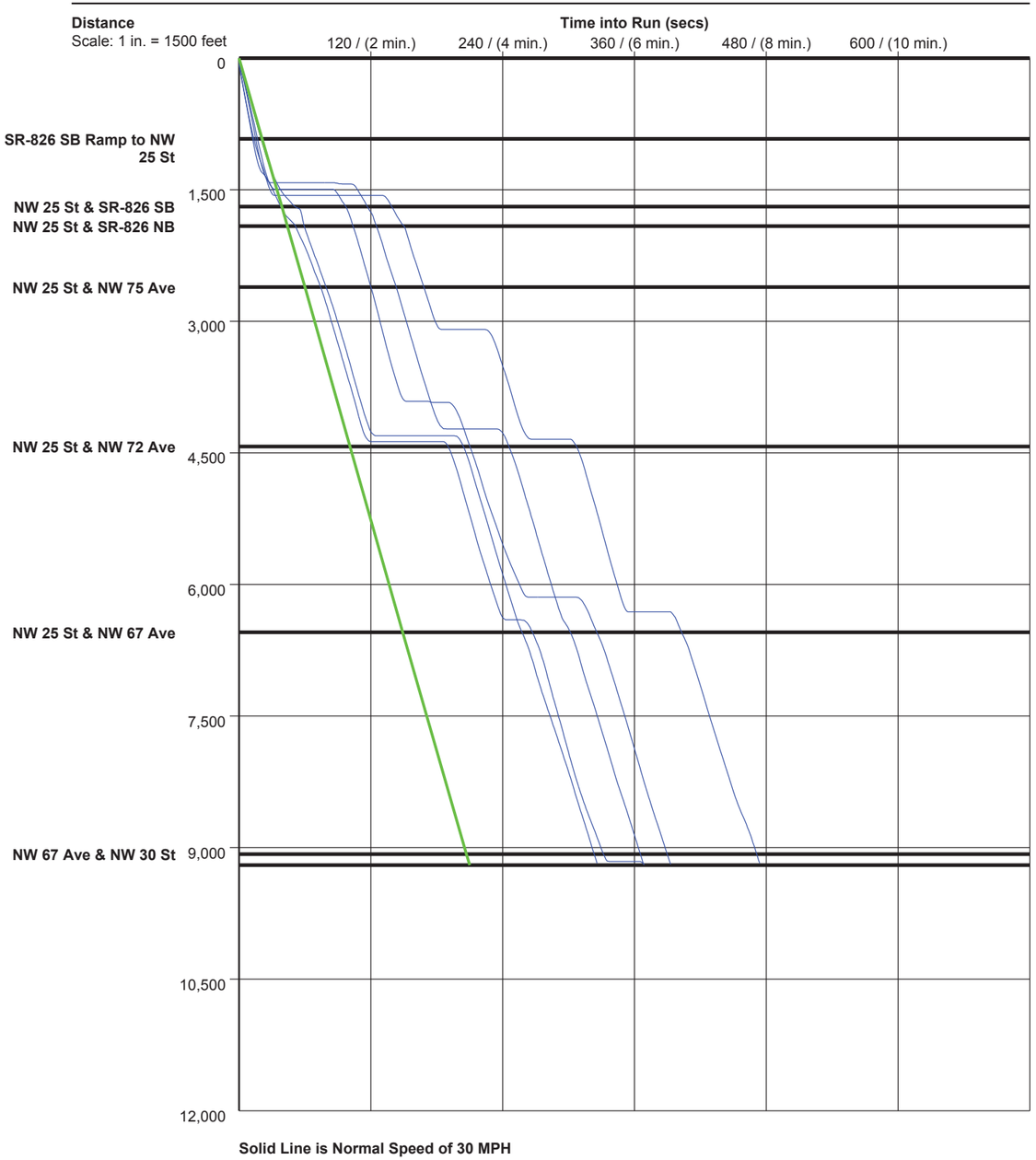
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound AM Peak Period

Study Name : **Network 2_Route 2_EB_AM**
Study Date : **5/17/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

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SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound Mid-Day Peak Period

PC-Travel Reports for study: Network 2_Route 2_EB_MidDay

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Consulting Transportation Engineers
SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave
Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 2_EB_MidDay**
Study Date : **5/17/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 2 (25 ST)_MidDay	05/17/17	11:45	9246	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	12:03	9115	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	12:21	9152	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	12:38	9171	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	12:58	9231	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	13:17	9163	Before	Primary

Node Info

#	Len	Name
1	0	
2	945	SR-826 SB Ramp to
3	786	NW 25 St & SR-826 SB
4	188	NW 25 St & SR-826 NB
5	662	NW 25 St & NW 75 Ave
6	1816	NW 25 St & NW 72 Ave
7	2105	NW 25 St & NW 67 Ave
8	2571	NW 67 Ave & NW 30 St
9	106	

Length of Study Route = 9,179 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave
Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 2_EB_MidDay**
Study Date : **5/17/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0								
2	945	SR-826 SB Ramp to NW 25	17.7	0.0	36.5	0.0	0.0	0.0	0.0
3	786	NW 25 St & SR-826 SB	95.2	1.0	5.6	77.2	69.5	80.0	84.2
4	188	NW 25 St & SR-826 NB	10.0	0.7	12.8	5.7	1.5	6.7	7.5
5	662	NW 25 St & NW 75 Ave	18.2	0.0	24.8	2.8	0.0	1.0	1.7
6	1816	NW 25 St & NW 72 Ave	74.7	1.0	16.6	33.2	25.0	32.5	37.2
7	2105	NW 25 St & NW 67 Ave	76.2	0.8	18.8	28.2	17.2	24.5	30.8
8	2571	NW 67 Ave & NW 30 St	64.0	0.2	27.4	5.3	1.8	3.0	6.0
9	106		2.5	0.0	28.9	0.0	0.0	0.0	0.0
Total	**9,179**		**358.3**	**3.7**	**17.5**	**152.3**	**115.0**	**147.7**	**167.3**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

...work 2_Route 2 (25 ST)_MidDay-EB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	945	SR-826 SB Ramp to NW	15	21	15	14	21	20
3	786	NW 25 St & SR-826 SB	65	64	136	63	142	101
4	188	NW 25 St & SR-826 NB	6	11	13	10	8	12
5	662	NW 25 St & NW 75 Ave	17	15	20	23	17	17
6	1816	NW 25 St & NW 72 Ave	59	62	64	78	68	117
7	2105	NW 25 St & NW 67 Ave	61	96	53	100	87	60
8	2571	NW 67 Ave & NW 30 St	59	77	62	62	63	61
9	106		2	2	3	3	2	3
Totals	**9179**		**284**	**348**	**366**	**353**	**408**	**391**

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave
Eastbound Mid-Day Peak Period

Detailed Statistics By Run

Number of Stops by Section

...work 2_Route 2 (25 ST)_MidDay-EB-

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	945	SR-826 SB Ramp to NW	0	0	0	0	0	0
3	786	NW 25 St & SR-826 SB	1	1	1	1	1	1
4	188	NW 25 St & SR-826 NB	0	1	1	1	0	1
5	662	NW 25 St & NW 75 Ave	0	0	0	0	0	0
6	1816	NW 25 St & NW 72 Ave	1	1	1	1	1	1
7	2105	NW 25 St & NW 67 Ave	1	1	0	2	1	0
8	2571	NW 67 Ave & NW 30 St	0	1	0	0	0	0
9	106		0	0	0	0	0	0
Totals	**9179**		**3**	**5**	**3**	**5**	**3**	**3**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	945	SR-826 SB Ramp to NW	45.3	31.0	45.1	47.1	31.3	33.6
3	786	NW 25 St & SR-826 SB	7.8	8.3	3.8	8.3	3.7	5.0
4	188	NW 25 St & SR-826 NB	21.2	11.2	9.8	13.2	15.5	11.8
5	662	NW 25 St & NW 75 Ave	27.3	30.9	23.2	20.5	26.9	26.3
6	1816	NW 25 St & NW 72 Ave	21.1	19.9	19.1	15.7	18.3	10.5
7	2105	NW 25 St & NW 67 Ave	23.3	15.1	27.4	14.3	16.6	24.1
8	2571	NW 67 Ave & NW 30 St	30.0	22.6	28.1	28.6	28.0	28.7
9	106		31.5	27.0	27.0	25.5	27.5	25.0
Totals	**9179**		**22.1**	**17.9**	**17.1**	**17.8**	**15.4**	**16.0**

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave
Eastbound Mid-Day Peak Period

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	945	SR-826 SB Ramp to NW	0	0	0	0	0	0
3	786	NW 25 St & SR-826 SB	47	46	118	45	124	83
4	188	NW 25 St & SR-826 NB	2	7	9	5	4	7
5	662	NW 25 St & NW 75 Ave	2	0	4	7	2	2
6	1816	NW 25 St & NW 72 Ave	17	21	23	36	26	76
7	2105	NW 25 St & NW 67 Ave	13	48	5	52	39	12
8	2571	NW 67 Ave & NW 30 St	0	19	4	3	4	2
9	106		0	0	0	0	0	0
Totals	**9179**		**81**	**141**	**163**	**148**	**199**	**182**

Total Delay based on a Normal Speed of 30 MPH.

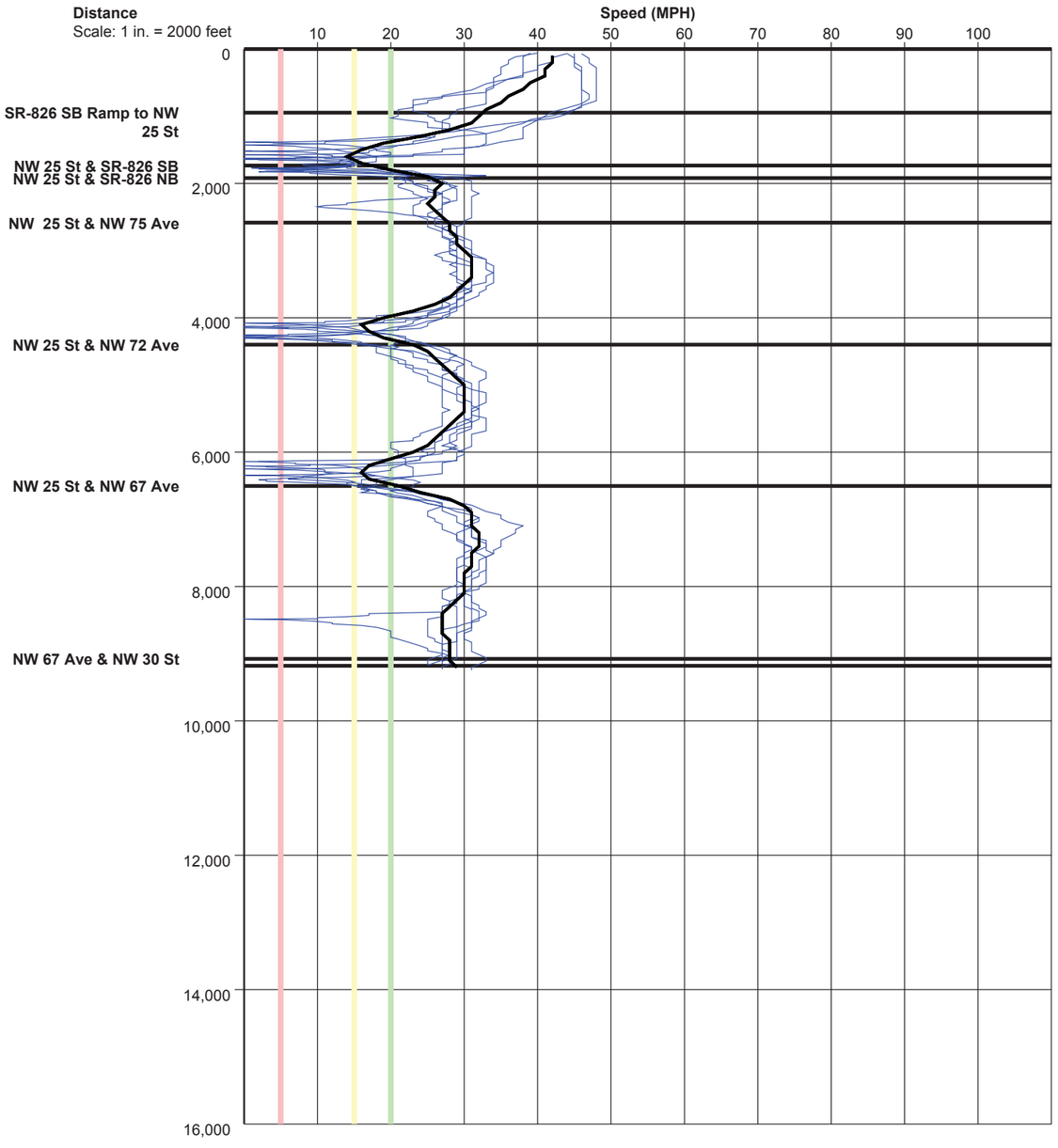
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 2_EB_MidDay**
Study Date : **5/17/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



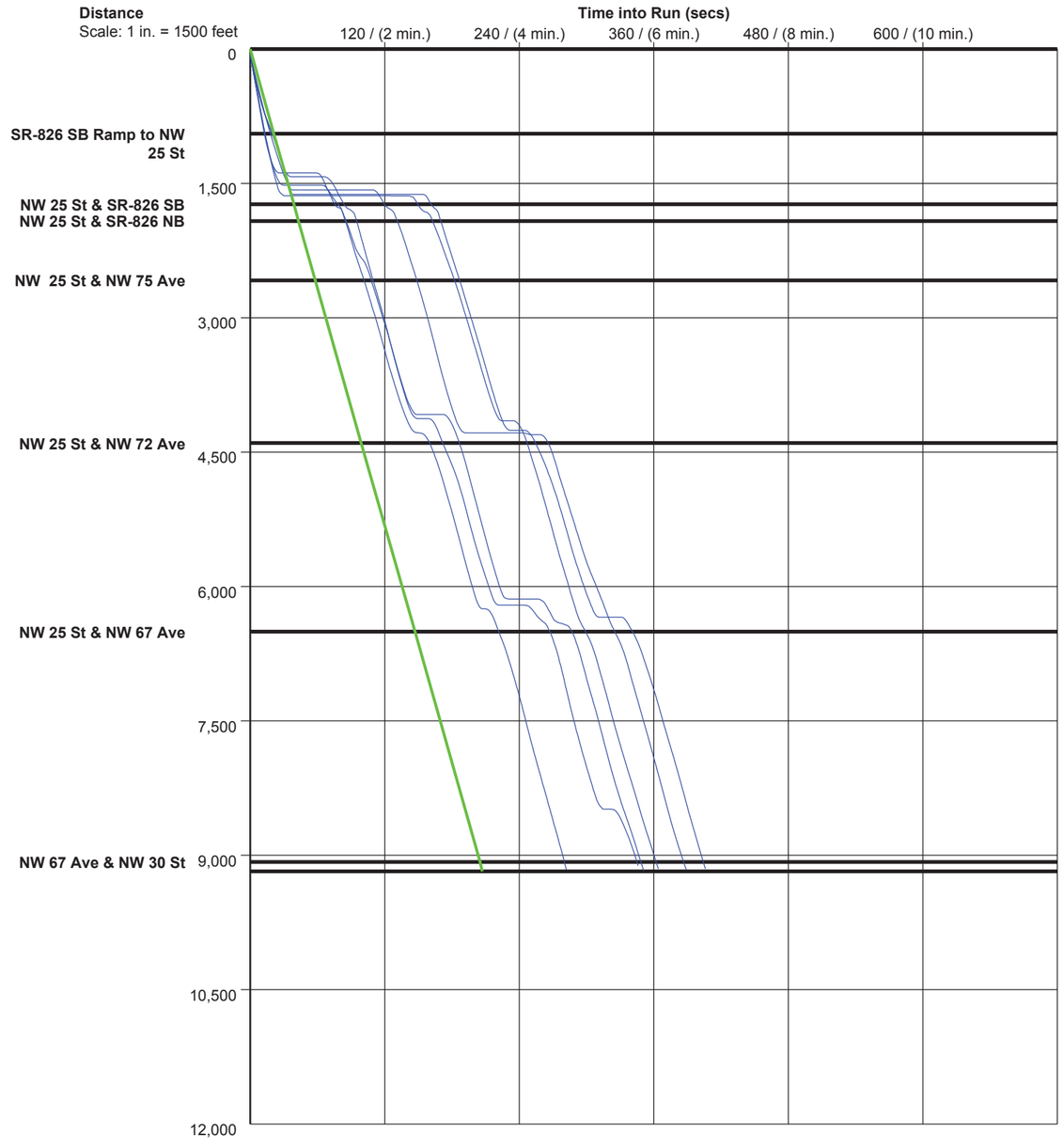
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound Mid-Day Peak Period

Study Name : **Network 2_Route 2_EB_MidDay**
Study Date : **5/17/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

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SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

PC-Travel Reports for study: Network 2_Route 2_EB_PM

Report Name	***Page***

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 2_EB_PM**
Study Date : **5/17/2017**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 2 (25 ST)_PM-EB-	05/17/17	15:45	9178	Before	Primary
Network 2_Route 2 (25 ST)_PM-EB-	05/17/17	16:02	9235	Before	Primary
Network 2_Route 2 (25 ST)_PM-EB-	05/17/17	16:27	9139	Before	Primary
Network 2_Route 2 (25 ST)_PM-EB-	05/17/17	16:54	9249	Before	Primary
Network 2_Route 2 (25 ST)_PM-EB-	05/17/17	17:28	9181	Before	Primary
Network 2_Route 2 (25 ST)_PM-EB-	05/17/17	18:09	9175	Before	Primary

Node Info

#	Len	Name
1	0	
2	902	SR-826 SB Ramp to
3	772	NW 25 St & SR-826 SB
4	198	NW 25 St & SR-826 NB
5	692	NW 25 St & NW 75 St
6	1814	NW 25 St & NW 72 Ave
7	2134	NW 25 St & NW 67 Ave
8	2540	NW 67 Ave & NW 30 St
9	140	

Length of Study Route = 9,192 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 2_EB_PM**
Study Date : **5/17/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0								
2	902	SR-826 SB Ramp to NW 25	15.0	0.0	41.0	0.0	0.0	0.0	0.0
3	772	NW 25 St & SR-826 SB	76.3	1.0	6.9	58.3	53.2	63.2	65.7
4	198	NW 25 St & SR-826 NB	9.7	0.2	14.0	4.7	0.8	5.5	7.2
5	692	NW 25 St & NW 75 St	18.7	0.0	25.3	2.7	0.0	1.3	3.2
6	1814	NW 25 St & NW 72 Ave	86.2	0.7	14.4	44.5	37.8	44.5	49.2
7	2134	NW 25 St & NW 67 Ave	157.3	2.7	9.2	108.3	87.0	111.0	119.8
8	2540	NW 67 Ave & NW 30 St	84.5	1.0	20.5	26.7	15.8	25.0	31.2
9	140		3.5	0.0	27.3	0.0	0.0	0.0	0.0
Total	**9,192**		**451.2**	**5.5**	**13.9**	**245.2**	**194.7**	**250.5**	**276.2**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 2_EB_PM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #2 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #3 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #4 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #5 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #6 Network 2_Route 2 (25 ST)_PM-EB-R01
1	0							
2	902	SR-826 SB Ramp to NW	19	15	14	13	14	15
3	772	NW 25 St & SR-826 SB	101	56	114	33	25	129
4	198	NW 25 St & SR-826 NB	13	10	10	8	9	8
5	692	NW 25 St & NW 75 St	19	19	16	26	16	16
6	1814	NW 25 St & NW 72 Ave	107	53	122	42	89	104
7	2134	NW 25 St & NW 67 Ave	72	62	128	111	418	153
8	2540	NW 67 Ave & NW 30 St	86	62	57	68	175	59
9	140		4	3	3	4	4	3
Totals	**9192**		**421**	**280**	**464**	**305**	**750**	**487**

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 2_EB_PM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #1	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #2	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #3	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #4	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #5	Network 2_Route 2 (25 ST)_PM-EB-R01 Run #6
1	0							
2	902	SR-826 SB Ramp to NW	0	0	0	0	0	0
3	772	NW 25 St & SR-826 SB	1	1	1	1	1	1
4	198	NW 25 St & SR-826 NB	1	0	0	0	0	0
5	692	NW 25 St & NW 75 St	0	0	0	0	0	0
6	1814	NW 25 St & NW 72 Ave	1	0	1	0	1	1
7	2134	NW 25 St & NW 67 Ave	1	1	1	1	9	3
8	2540	NW 67 Ave & NW 30 St	1	0	0	0	5	0
9	140		0	0	0	0	0	0
Totals	**9192**		**5**	**2**	**3**	**2**	**16**	**5**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 2_EB_PM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #1	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #2	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #3	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #4	Network 2_Route 2 (25 ST)_PM-EB-R00 Run #5	Network 2_Route 2 (25 ST)_PM-EB-R01 Run #6
1	0							
2	902	SR-826 SB Ramp to NW	32.6	42.3	46.9	47.9	44.8	43.5
3	772	NW 25 St & SR-826 SB	5.2	9.1	4.3	16.0	20.6	3.9
4	198	NW 25 St & SR-826 NB	10.5	14.5	15.5	18.1	17.4	19.4
5	692	NW 25 St & NW 75 St	25.1	25.4	29.4	18.3	29.7	29.4
6	1814	NW 25 St & NW 72 Ave	11.7	23.1	10.1	29.4	13.7	11.8
7	2134	NW 25 St & NW 67 Ave	20.1	23.5	11.3	13.1	3.5	9.5
8	2540	NW 67 Ave & NW 30 St	20.1	28.0	30.5	25.2	9.9	29.5
9	140		25.0	28.3	25.0	26.8	26.3	31.0
Totals	**9192**		**14.9**	**22.4**	**13.5**	**20.6**	**8.4**	**12.9**

Detailed Statistics By Run

Total Delay (sec) by Section

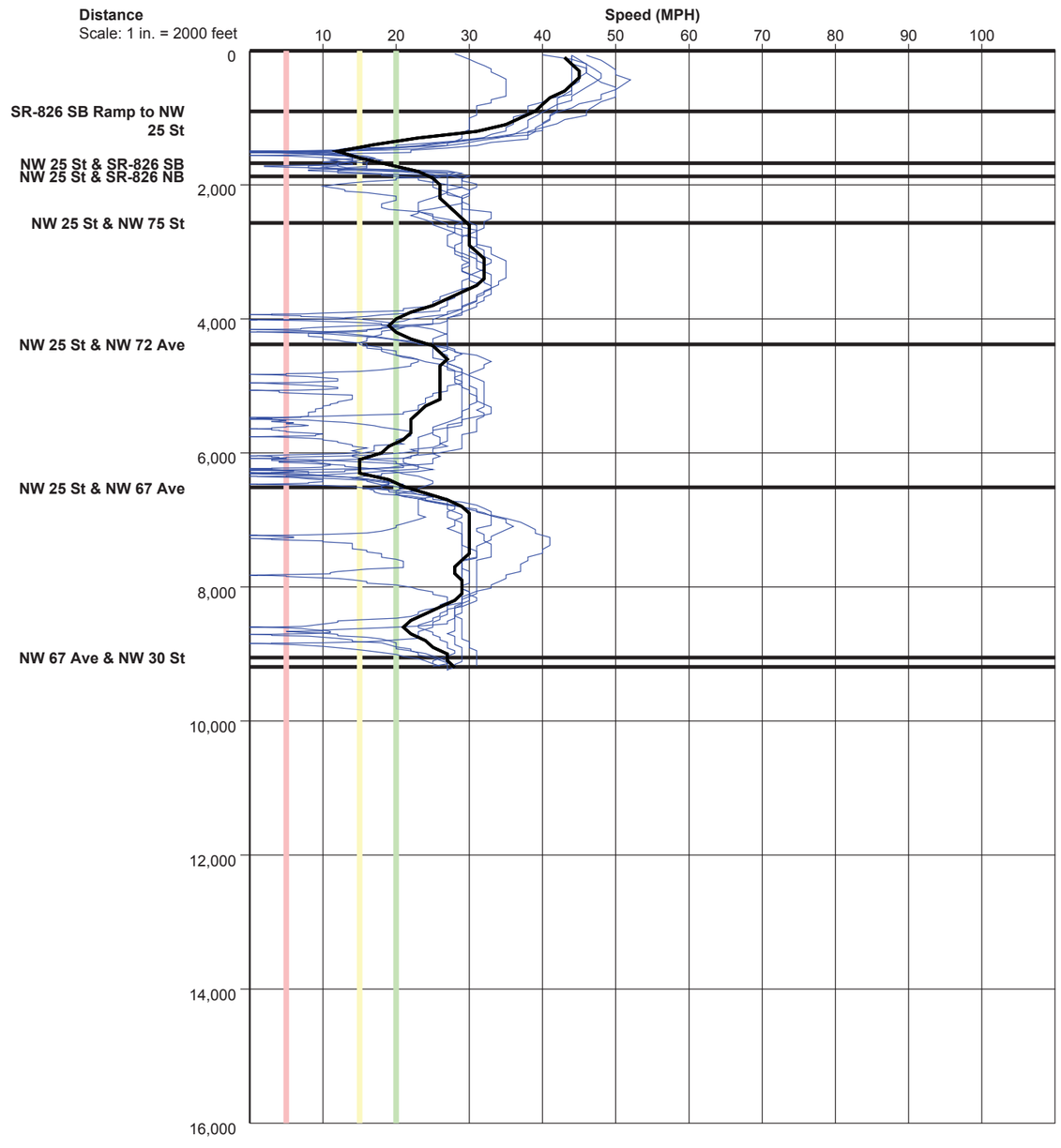
Node #	Length	Node Name	Run #1 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #2 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #3 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #4 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #5 Network 2_Route 2 (25 ST)_PM-EB-R00	Run #6 Network 2_Route 2 (25 ST)_PM-EB-R01
1	0							
2	902	SR-826 SB Ramp to NW	0	0	0	0	0	0
3	772	NW 25 St & SR-826 SB	83	38	96	15	7	111
4	198	NW 25 St & SR-826 NB	8	5	5	3	4	3
5	692	NW 25 St & NW 75 St	3	3	0	10	0	0
6	1814	NW 25 St & NW 72 Ave	65	12	80	0	47	63
7	2134	NW 25 St & NW 67 Ave	23	13	79	62	369	104
8	2540	NW 67 Ave & NW 30 St	28	4	0	10	117	1
9	140		0	0	0	0	0	0
Totals	**9192**		**210**	**75**	**260**	**100**	**544**	**282**

Total Delay based on a Normal Speed of 30 MPH.

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave
Eastbound PM Peak Period

Study Name : **Network 2_Route 2_EB_PM**
Study Date : **5/17/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



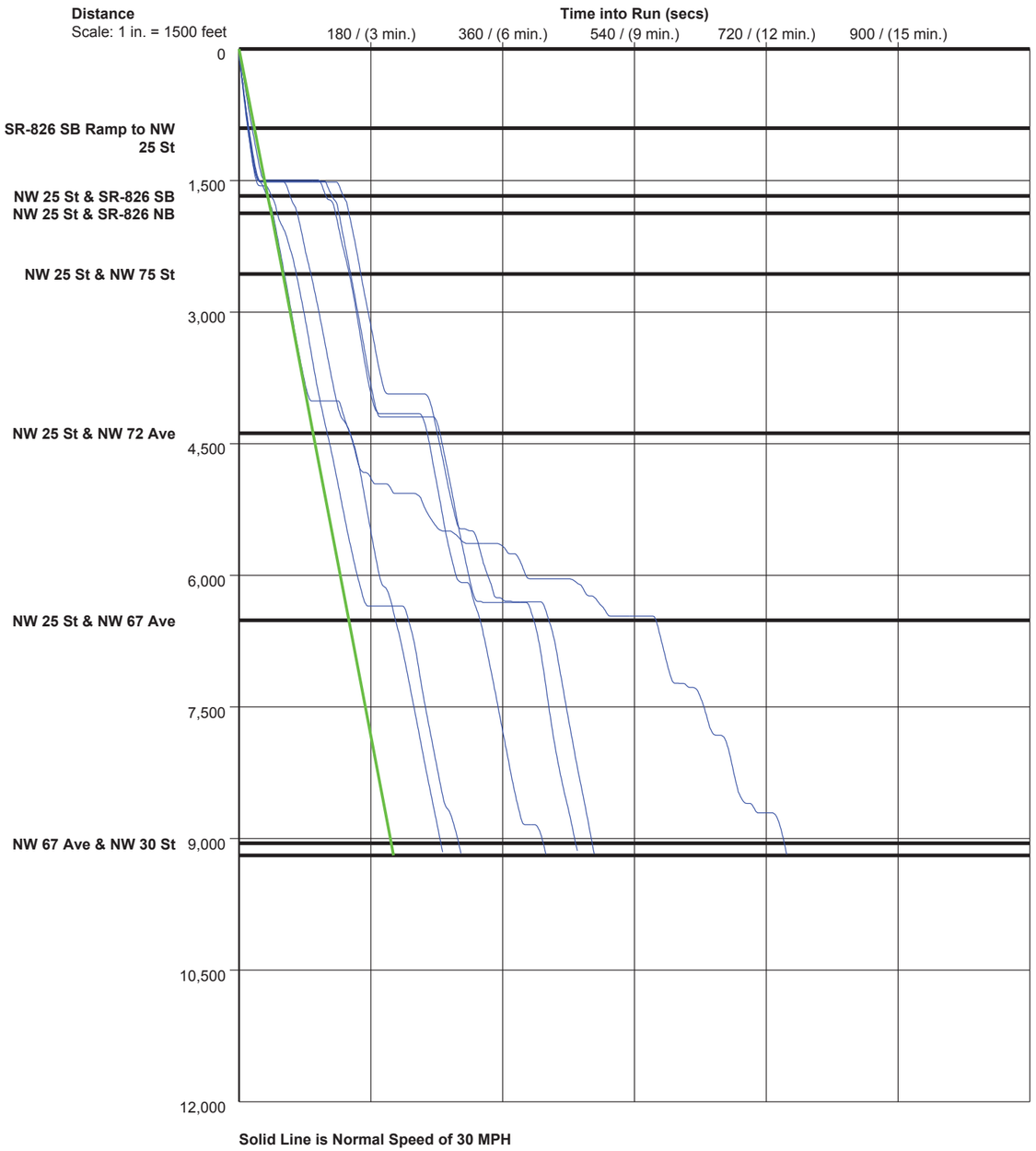
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - SR-826 SB Off-Ramp to NW 67th Ave

Eastbound PM Peak Period

Study Name : **Network 2_Route 2_EB_PM**
Study Date : **5/17/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound AM Peak Period

PC-Travel Reports for study: Network 2_Route 2_WB_AM

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 2 (25 ST)_AM-WB-	05/17/17	07:58	8458	Before	Primary
Network 2_Route 2 (25 ST)_AM-WB-	05/17/17	08:16	8623	Before	Primary
Network 2_Route 2 (25 ST)_AM-WB-	05/17/17	08:34	8519	Before	Primary
Network 2_Route 2 (25 ST)_AM-WB-	05/17/17	08:49	8418	Before	Primary
Network 2_Route 2 (25 ST)_AM-WB-	05/17/17	09:10	8861	Before	Primary
Network 2_Route 2 (25 ST)_AM-WB-	05/17/17	09:31	8732	Before	Primary

Node Info

#	Len	Name
1	0	
2	168	NW 67 Ave & NW 30 St
3	2588	NW 25 St & NW 67 Ave
4	1963	NW 25 St & NW 72 Ave
5	1785	NW 25 St & NW 75 Ave
6	662	NW 25 St & SR-826 NB
7	361	NW 25 St & SR-826 SB
8	1071	NW 25 St & NW 79 Ave
9	3	

Length of Study Route = 8,601 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave
Westbound AM Peak Period

Study Name : **Network 2_Route 2_WB_AM**
Study Date : **5/17/2017**

Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	168	NW 67 Ave & NW 30 St	5.7	0.0	20.2	2.3	0.0	1.3	3.7
3	2588	NW 25 St & NW 67 Ave	91.3	0.8	19.3	47.2	22.8	32.7	52.5
4	1963	NW 25 St & NW 72 Ave	69.2	0.7	19.4	35.3	14.3	19.2	47.2
5	1785	NW 25 St & NW 75 Ave	54.7	0.2	22.3	23.7	8.5	11.0	27.7
6	662	NW 25 St & SR-826 NB	51.3	0.5	8.8	39.5	31.7	36.0	43.3
7	361	NW 25 St & SR-826 SB	37.5	0.7	6.6	31.2	23.5	29.3	36.3
8	1071	NW 25 St & NW 79 Ave	34.5	0.2	21.2	17.2	2.8	10.3	26.0
9	3		0.5	0.0	4.1	0.2	0.0	0.2	0.5
Total	**8,601**		**344.7**	**3.0**	**17.0**	**196.5**	**103.7**	**140.0**	**237.2**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #1	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #2	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #3	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #4	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #5	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #6
1	0							
2	168	NW 67 Ave & NW 30 St	9	4	7	6	4	4
3	2588	NW 25 St & NW 67 Ave	94	77	91	96	135	55
4	1963	NW 25 St & NW 72 Ave	93	54	56	102	58	52
5	1785	NW 25 St & NW 75 Ave	46	43	70	45	75	49
6	662	NW 25 St & SR-826 NB	16	56	20	113	14	89
7	361	NW 25 St & SR-826 SB	11	21	9	44	123	17
8	1071	NW 25 St & NW 79 Ave	24	27	26	44	54	32
9	3		0	1	0	0	1	1
Totals	**8601**		**293**	**283**	**279**	**450**	**464**	**299**

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave
Westbound AM Peak Period

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #1	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #2	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #3	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #4	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #5	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #6
1	0							
2	168	NW 67 Ave & NW 30 St	0	0	0	0	0	0
3	2588	NW 25 St & NW 67 Ave	1	1	1	1	1	0
4	1963	NW 25 St & NW 72 Ave	1	1	0	1	1	0
5	1785	NW 25 St & NW 75 Ave	0	0	1	0	0	0
6	662	NW 25 St & SR-826 NB	0	1	0	1	0	1
7	361	NW 25 St & SR-826 SB	0	1	0	1	1	1
8	1071	NW 25 St & NW 79 Ave	0	0	0	0	1	0
9	3		0	0	0	0	0	0
Totals	**8601**		**2**	**4**	**2**	**4**	**4**	**2**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound AM Peak Period

Study Name : **Network 2_Route 2_WB_AM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #1	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #2	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #3	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #4	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #5	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #6
1	0							
2	168	NW 67 Ave & NW 30 St	13.2	31.0	16.4	19.7	35.0	36.8
3	2588	NW 25 St & NW 67 Ave	18.9	22.9	19.4	18.4	12.9	31.7
4	1963	NW 25 St & NW 72 Ave	14.4	24.7	24.0	13.4	23.0	25.9
5	1785	NW 25 St & NW 75 Ave	26.4	28.3	17.5	26.9	16.6	24.6
6	662	NW 25 St & SR-826 NB	27.8	8.1	23.0	4.0	31.5	5.3
7	361	NW 25 St & SR-826 SB	23.5	11.8	28.2	5.7	1.9	13.6
8	1071	NW 25 St & NW 79 Ave	26.9	26.7	26.3	13.8	13.8	22.9
9	3		0.0	12.0	0.0	0.0	24.0	19.0
Totals	**8601**		**19.8**	**20.8**	**20.9**	**12.8**	**12.7**	**19.7**

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound AM Peak Period

Study Name : **Network 2_Route 2_WB_AM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #1	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #2	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #3	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #4	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #5	Network 2_Route 2 (25 ST)_AM-WB-R0 Run #6
1	0							
2	168	NW 67 Ave & NW 30 St	6	1	4	3	0	0
3	2588	NW 25 St & NW 67 Ave	49	33	47	52	91	11
4	1963	NW 25 St & NW 72 Ave	59	20	22	68	25	18
5	1785	NW 25 St & NW 75 Ave	15	12	39	14	44	18
6	662	NW 25 St & SR-826 NB	5	44	8	101	2	77
7	361	NW 25 St & SR-826 SB	4	15	2	38	117	11
8	1071	NW 25 St & NW 79 Ave	8	9	9	28	35	14
9	3		0	1	0	0	0	0
Totals	**8601**		**146**	**135**	**131**	**304**	**314**	**149**

Total Delay based on a Normal Speed of 40 MPH.

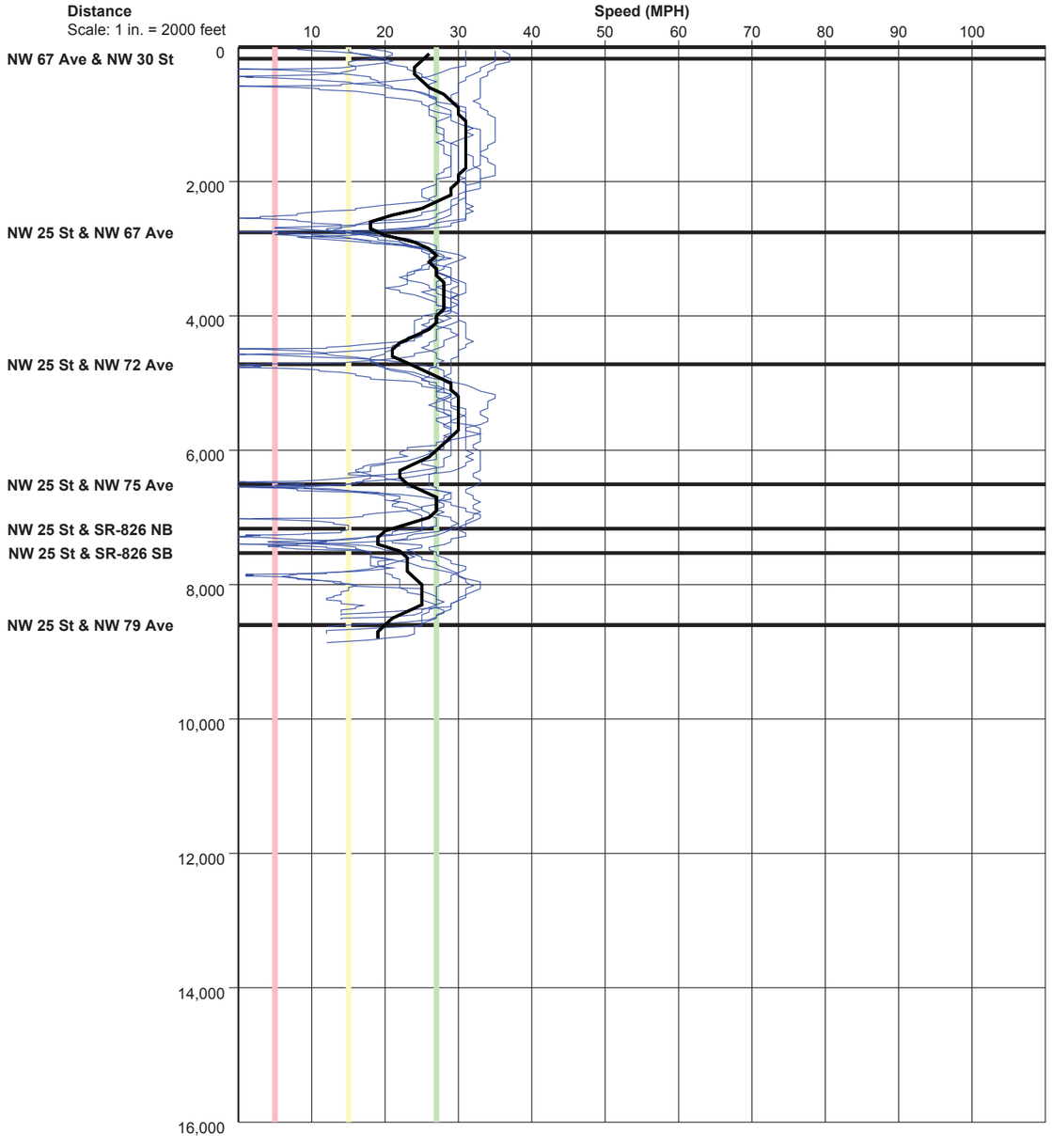
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound AM Peak Period

Study Name : **Network 2_Route 2_WB_AM**
Study Date : **5/17/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



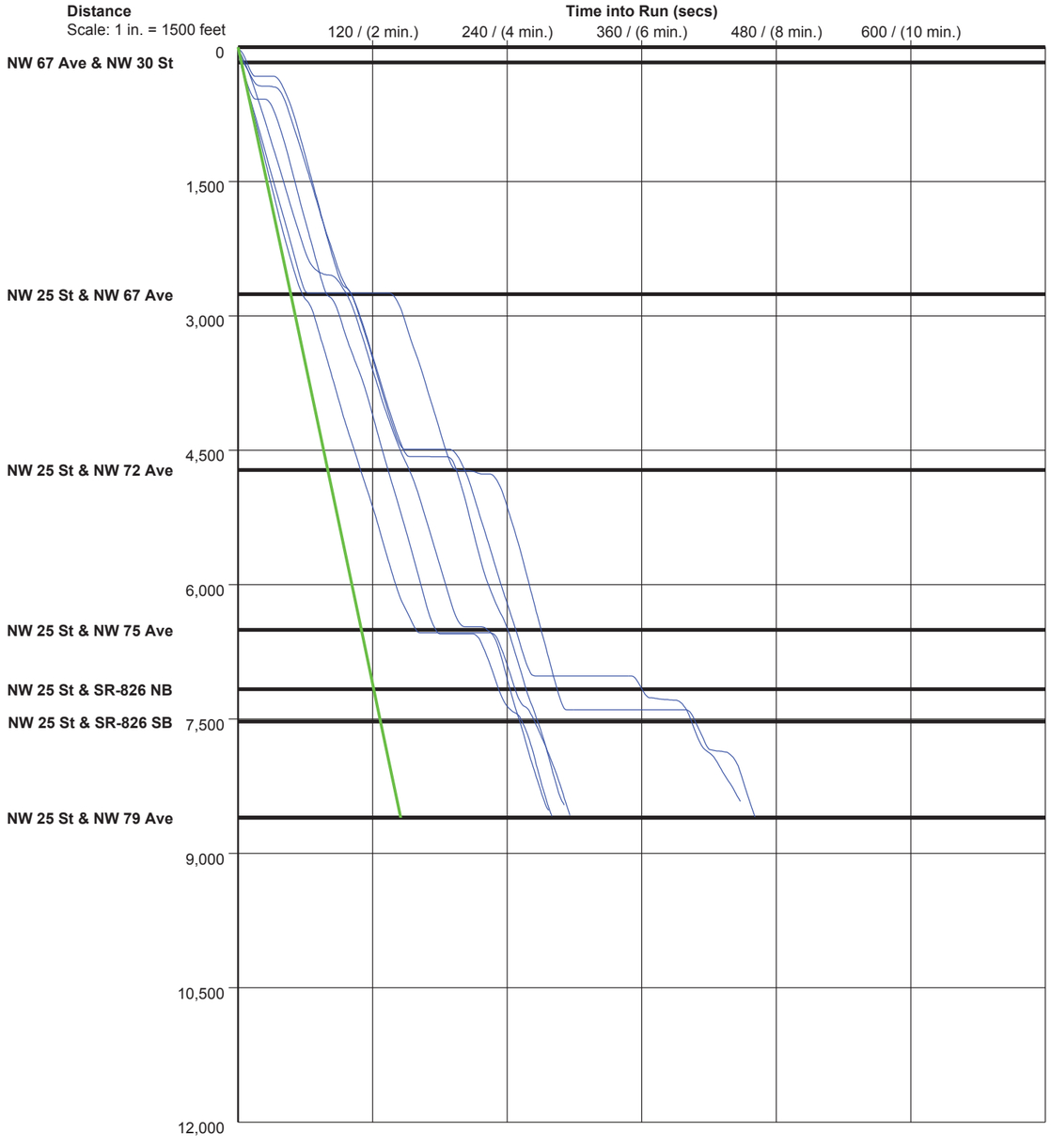
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound AM Peak Period

Study Name : **Network 2_Route 2_WB_AM**
Study Date : **5/17/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave
Westbound Mid-Day Peak Period

PC-Travel Reports for study: Network 2_Route 2_WB_MidDay

Report Name	***Page***

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 2 (25 ST)_MidDay	05/17/17	11:51	8321	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	12:12	8730	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	12:28	8425	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	12:47	8528	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	13:06	8522	Before	Primary
Network 2_Route 2 (25 ST)_MidDay	05/17/17	13:27	8599	Before	Primary

Node Info

#	Len	Name
1	0	
2	164	NW 67 Ave & NW 30 St
3	2569	NW 25 St & NW 67 Ave
4	1997	NW 25 St & NW 72 Ave
5	1768	NW 25 St & NW 75 Ave
6	640	NW 25 St & SR-826 NB
7	369	NW 25 St & SR-826 SB
8	1001	NW 25 St & NW 79 Ave
9	12	

Length of Study Route = 8,520 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 2_WB_MidDay**
Study Date : **5/17/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	164	NW 67 Ave & NW 30 St	5.0	0.0	22.4	1.8	0.2	0.8	2.3
3	2569	NW 25 St & NW 67 Ave	79.8	0.5	21.9	35.8	14.2	23.7	37.7
4	1997	NW 25 St & NW 72 Ave	106.0	1.0	12.8	72.0	52.5	60.5	76.8
5	1768	NW 25 St & NW 75 Ave	104.2	1.2	11.6	74.2	57.2	65.2	76.3
6	640	NW 25 St & SR-826 NB	51.5	0.7	8.5	40.5	29.7	36.0	47.7
7	369	NW 25 St & SR-826 SB	17.2	0.3	14.7	10.8	3.2	8.8	15.8
8	1001	NW 25 St & NW 79 Ave	30.5	0.0	22.4	14.0	0.0	4.8	25.3
9	12		0.7	0.0	12.3	0.2	0.0	0.3	0.5
Total	**8,520**		**394.8**	**3.7**	**14.7**	**249.3**	**156.8**	**200.2**	**282.5**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 2_WB_MidDay**
Study Date : **5/17/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	164	NW 67 Ave & NW 30 St	7	4	4	4	4	7
3	2569	NW 25 St & NW 67 Ave	60	54	57	106	67	135
4	1997	NW 25 St & NW 72 Ave	132	53	152	53	133	113
5	1768	NW 25 St & NW 75 Ave	127	142	44	85	120	107
6	640	NW 25 St & SR-826 NB	37	20	99	117	20	16
7	369	NW 25 St & SR-826 SB	16	10	28	17	23	9
8	1001	NW 25 St & NW 79 Ave	22	28	35	39	30	29
9	12		0	1	0	1	1	1
Totals	**8520**		**401**	**312**	**419**	**422**	**398**	**417**

Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB

Detailed Statistics By Run

Number of Stops by Section

Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	164	NW 67 Ave & NW 30 St	0	0	0	0	0	0
3	2569	NW 25 St & NW 67 Ave	0	0	0	1	0	2
4	1997	NW 25 St & NW 72 Ave	1	0	2	1	1	1
5	1768	NW 25 St & NW 75 Ave	1	1	1	0	1	3
6	640	NW 25 St & SR-826 NB	2	0	0	2	0	0
7	369	NW 25 St & SR-826 SB	0	0	1	0	1	0
8	1001	NW 25 St & NW 79 Ave	0	0	0	0	0	0
9	12		0	0	0	0	0	0
Totals	**8520**		**4**	**1**	**4**	**4**	**3**	**6**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave
Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 2_WB_MidDay**
Study Date : **5/17/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	164	NW 67 Ave & NW 30 St	17.1	35.8	32.8	33.3	30.8	16.7
3	2569	NW 25 St & NW 67 Ave	29.4	31.9	30.5	16.4	25.9	13.1
4	1997	NW 25 St & NW 72 Ave	10.3	25.6	9.0	25.6	10.3	12.0
5	1768	NW 25 St & NW 75 Ave	9.4	8.5	27.2	14.2	10.0	11.3
6	640	NW 25 St & SR-826 NB	11.6	21.6	4.5	3.8	22.0	27.4
7	369	NW 25 St & SR-826 SB	16.8	25.8	8.9	15.3	10.7	27.4
8	1001	NW 25 St & NW 79 Ave	25.6	24.8	18.3	17.1	23.0	23.4
9	12		0.0	24.0	0.0	10.0	0.0	15.0
Totals	**8520**		**14.2**	**18.7**	**13.7**	**13.8**	**14.6**	**14.0**

Detailed Statistics By Run

Total Delay (sec) by Section

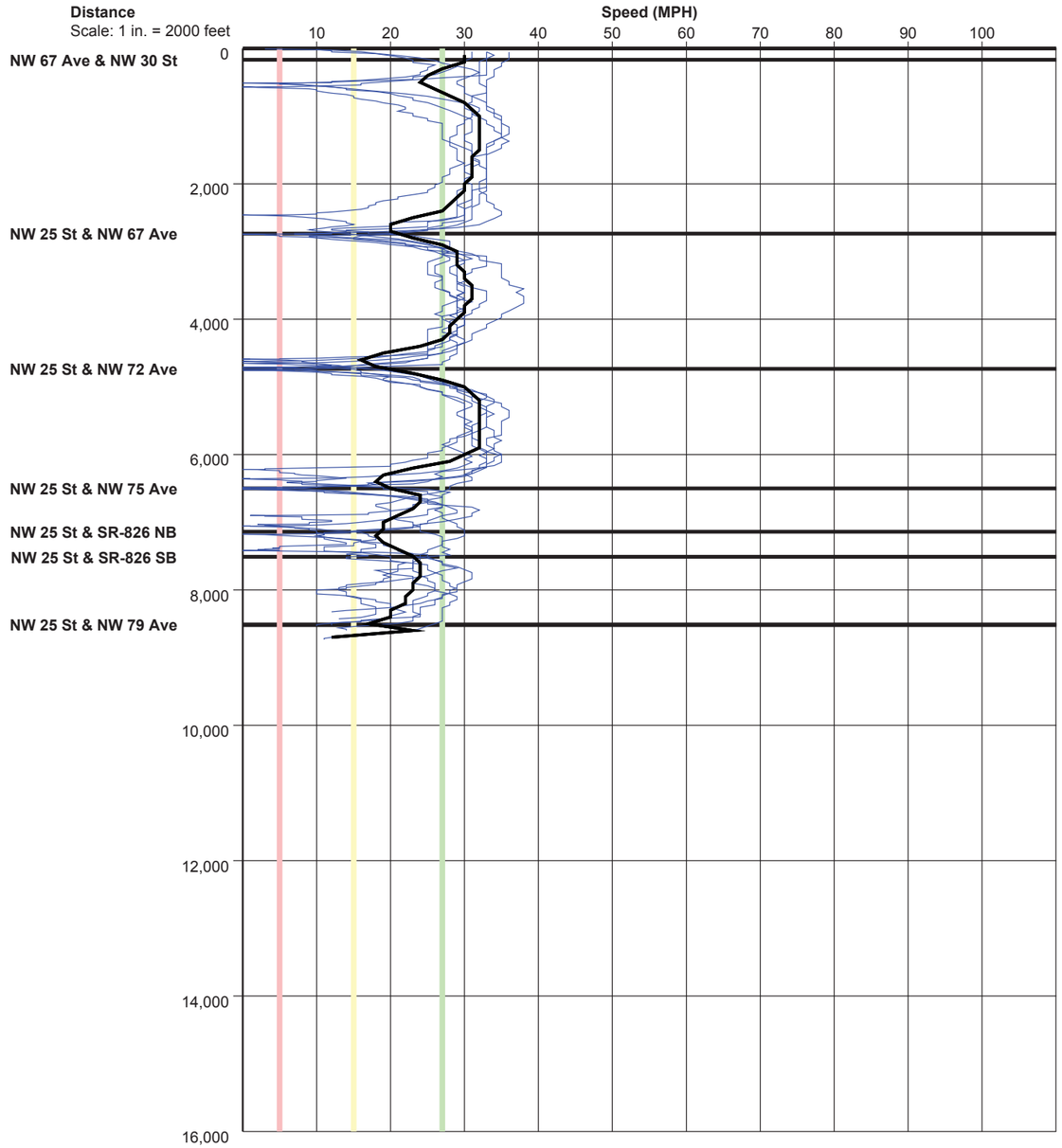
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB
Network 2_Route 2 (25 ST)_MidDay-WB

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	164	NW 67 Ave & NW 30 St	4	0	1	1	1	4
3	2569	NW 25 St & NW 67 Ave	16	10	13	62	23	91
4	1997	NW 25 St & NW 72 Ave	98	19	118	19	99	79
5	1768	NW 25 St & NW 75 Ave	97	112	14	55	90	77
6	640	NW 25 St & SR-826 NB	26	9	88	106	9	5
7	369	NW 25 St & SR-826 SB	9	4	22	10	17	3
8	1001	NW 25 St & NW 79 Ave	8	10	19	22	13	12
9	12		0	0	0	1	0	0
Totals	**8520**		**258**	**164**	**275**	**276**	**252**	**271**

Total Delay based on a Normal Speed of 40 MPH.

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave
Westbound Mid-Day Peak Period
Study Name : **Network 2_Route 2_WB_MidDay**
Study Date : **5/17/2017**

Speed/Distance Profiles of All Runs



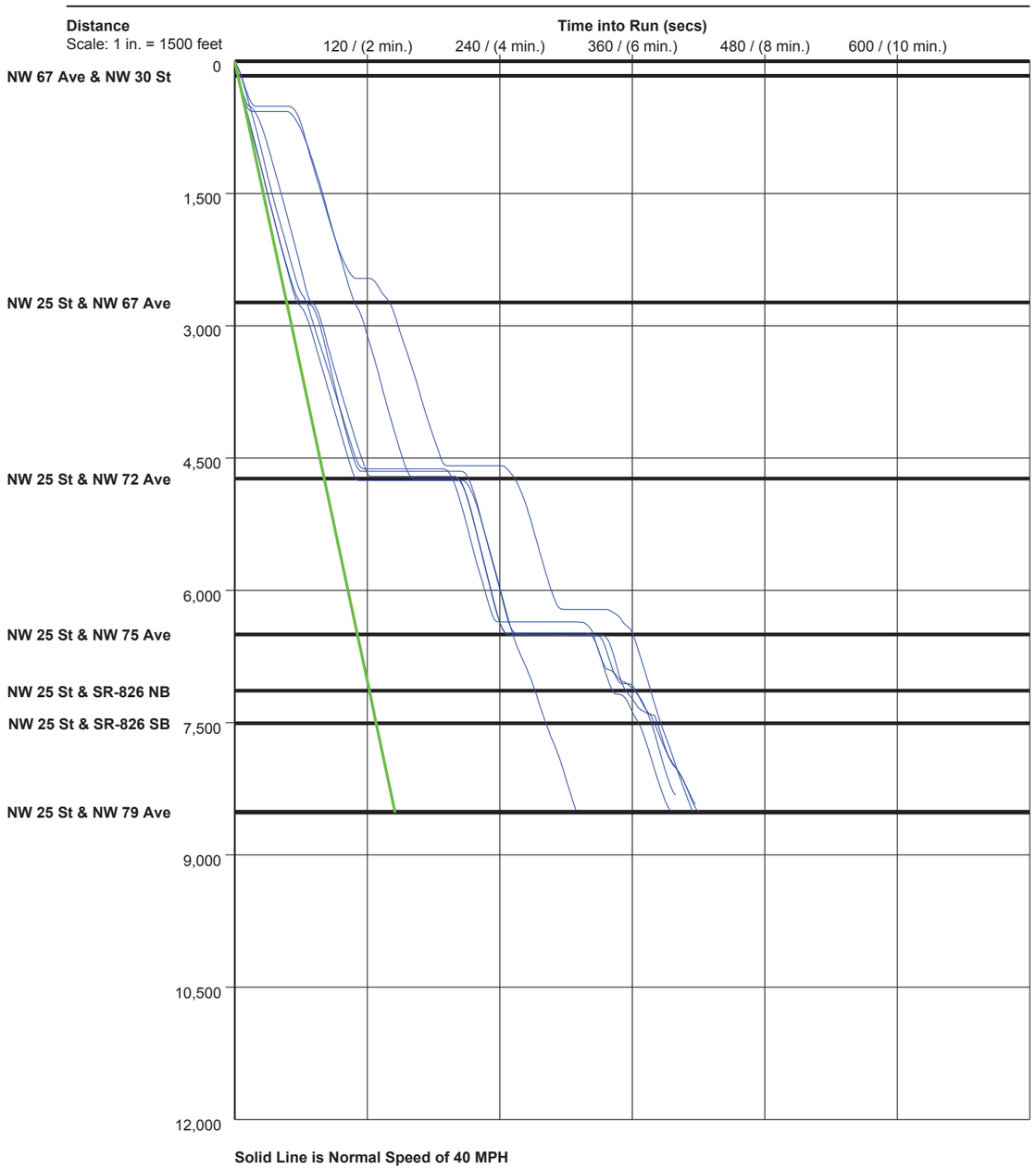
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound Mid-Day Peak Period

Study Name : **Network 2_Route 2_WB_MidDay**
Study Date : **5/17/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

PC-Travel Reports for study: Network 2_Route 2_WB_PM

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Consulting Transportation Engineers
SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave
Westbound PM Peak Period

Study Name : **Network 2_Route 2_WB_PM**
Study Date : **5/17/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 2 (25 ST)_PM-WB-	05/17/17	15:54	8508	Before	Primary
Network 2_Route 2 (25 ST)_PM-WB-	05/17/17	16:09	8633	Before	Primary
Network 2_Route 2 (25 ST)_PM-WB-	05/17/17	16:38	8539	Before	Primary
Network 2_Route 2 (25 ST)_PM-WB-	05/17/17	17:44	8496	Before	Primary
Network 2_Route 2 (25 ST)_PM-WB-	05/17/17	18:19	8499	Before	Primary
Network 2_Route 2_(25 ST)_ PM-WB	05/31/17	16:34	8496	Before	Primary

Node Info

#	Len	Name
1	0	
2	271	NW 67 Ave & NW 30 St
3	2582	NW 25 St & NW 67 Ave
4	1994	NW 25 St & NW 72 Ave
5	1686	NW 25 St & NW 75 Ave
6	605	NW 25 St & SR-826 NB
7	357	NW 25 St & SR-826 SB
8	1000	NW 25 St & NW 79 Ave
9	33	

Length of Study Route = 8,528 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave
Westbound PM Peak Period

Study Name : **Network 2_Route 2_WB_PM**
Study Date : **5/17/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 27 MPH
1	0								
2	271	NW 67 Ave & NW 30 St	7.7	0.2	24.1	2.7	0.3	1.3	2.5
3	2582	NW 25 St & NW 67 Ave	92.8	1.2	19.0	48.5	23.7	38.5	49.5
4	1994	NW 25 St & NW 72 Ave	102.7	0.8	13.2	68.5	48.2	57.2	73.2
5	1686	NW 25 St & NW 75 Ave	154.3	1.7	7.4	125.3	102.2	120.2	136.2
6	605	NW 25 St & SR-826 NB	57.3	1.5	7.2	46.7	33.8	46.8	54.7
7	357	NW 25 St & SR-826 SB	15.2	0.2	16.0	8.8	4.2	5.7	13.2
8	1000	NW 25 St & NW 79 Ave	26.2	0.2	26.1	9.2	0.8	4.3	10.8
9	33		1.2	0.0	19.3	0.8	0.0	0.2	0.5
Total	**8,528**		**457.3**	**5.7**	**12.7**	**310.5**	**213.2**	**274.2**	**340.5**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 2_WB_PM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #2 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #3 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #4 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #5 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #6 Network 2_Route 2_(25 ST)_ PM-WB-R
1	0							
2	271	NW 67 Ave & NW 30 St	6	6	5	7	7	15
3	2582	NW 25 St & NW 67 Ave	81	126	94	71	119	66
4	1994	NW 25 St & NW 72 Ave	68	79	171	49	151	98
5	1686	NW 25 St & NW 75 Ave	97	123	61	501	71	73
6	605	NW 25 St & SR-826 NB	30	25	63	175	17	34
7	357	NW 25 St & SR-826 SB	10	8	13	15	39	6
8	1000	NW 25 St & NW 79 Ave	32	21	21	27	34	22
9	33		1	1	2	1	1	1
Totals	**8528**		**325**	**389**	**430**	**846**	**439**	**315**

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 2_WB_PM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #2 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #3 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #4 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #5 Network 2_Route 2 (25 ST)_PM-WB-R0	Run #6 Network 2_Route 2_(25 ST)_ PM-WB-R
1	0							
2	271	NW 67 Ave & NW 30 St	0	0	0	0	0	1
3	2582	NW 25 St & NW 67 Ave	1	2	1	1	1	1
4	1994	NW 25 St & NW 72 Ave	1	1	1	0	1	1
5	1686	NW 25 St & NW 75 Ave	1	1	1	5	1	1
6	605	NW 25 St & SR-826 NB	1	0	2	4	0	2
7	357	NW 25 St & SR-826 SB	0	0	0	0	1	0
8	1000	NW 25 St & NW 79 Ave	0	0	0	0	1	0
9	33		0	0	0	0	0	0
Totals	**8528**		**4**	**4**	**5**	**10**	**5**	**6**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 2_WB_PM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #1	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #2	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #3	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #4	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #5	Network 2_Route 2_(25 ST)_ PM-WB-R Run #6
1	0							
2	271	NW 67 Ave & NW 30 St	34.7	33.8	38.2	30.0	30.4	13.7
3	2582	NW 25 St & NW 67 Ave	21.7	13.9	18.9	24.8	14.6	26.5
4	1994	NW 25 St & NW 72 Ave	19.8	17.2	7.9	27.7	9.1	13.8
5	1686	NW 25 St & NW 75 Ave	11.8	9.3	19.0	2.3	16.3	15.6
6	605	NW 25 St & SR-826 NB	13.7	17.3	6.2	2.4	23.6	12.7
7	357	NW 25 St & SR-826 SB	23.8	27.8	20.0	15.9	6.6	37.0
8	1000	NW 25 St & NW 79 Ave	21.5	33.0	31.5	25.0	19.4	30.9
9	33		0.0	22.0	15.0	0.0	0.0	0.0
Totals	**8528**		**17.9**	**15.0**	**13.5**	**6.9**	**13.2**	**18.4**

A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 2_WB_PM**
Study Date : **5/17/2017**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #1	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #2	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #3	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #4	Network 2_Route 2 (25 ST)_PM-WB-R0 Run #5	Network 2_Route 2_(25 ST)_ PM-WB-R Run #6
1	0							
2	271	NW 67 Ave & NW 30 St	1	1	0	2	2	10
3	2582	NW 25 St & NW 67 Ave	36	82	50	26	75	22
4	1994	NW 25 St & NW 72 Ave	34	45	137	14	117	64
5	1686	NW 25 St & NW 75 Ave	68	94	32	472	42	44
6	605	NW 25 St & SR-826 NB	19	14	53	164	7	23
7	357	NW 25 St & SR-826 SB	4	2	6	9	32	0
8	1000	NW 25 St & NW 79 Ave	15	4	4	10	17	5
9	33		1	0	1	1	1	1
Totals	**8528**		**178**	**242**	**283**	**698**	**293**	**169**

Total Delay based on a Normal Speed of 40 MPH.

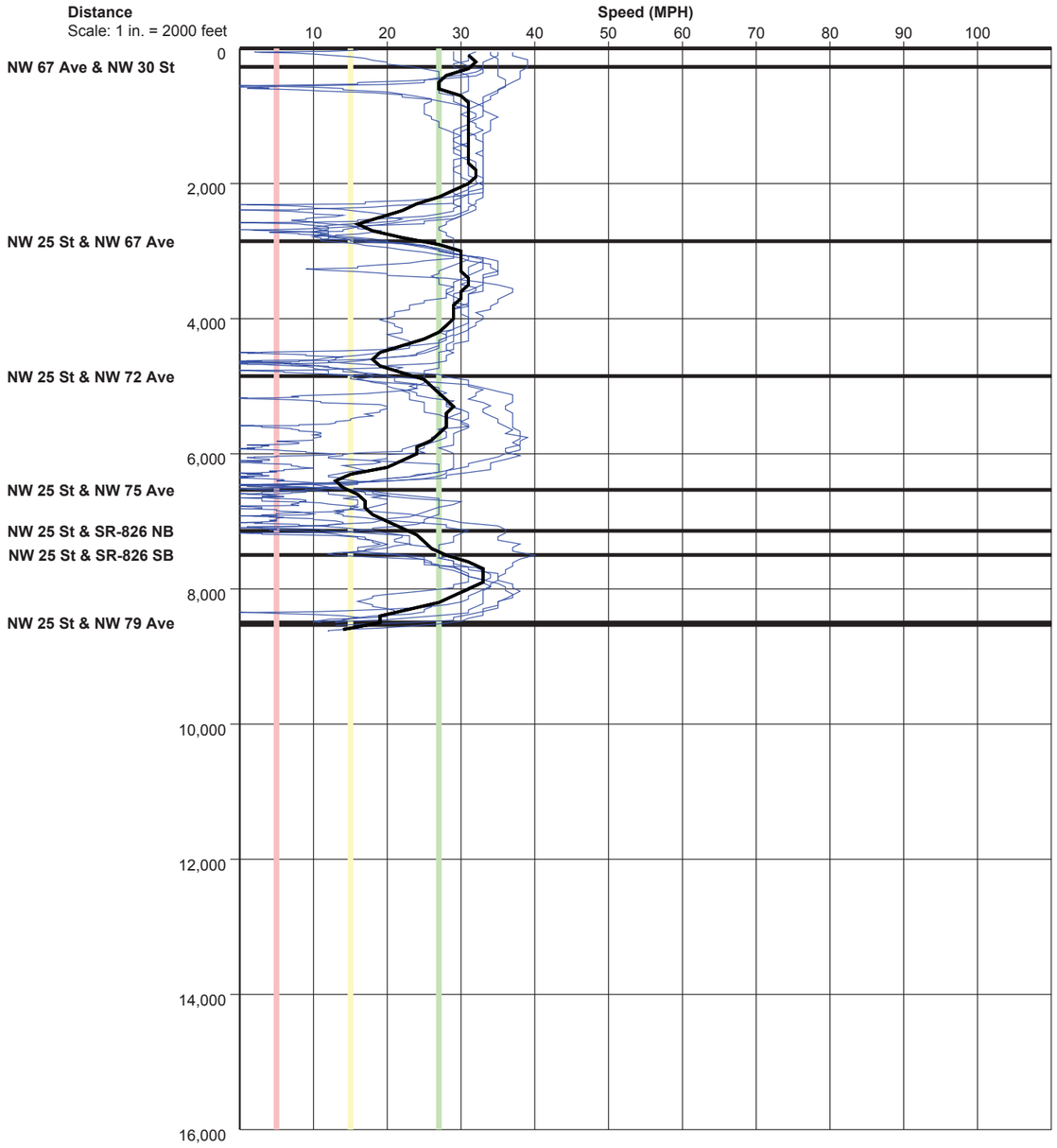
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 2_WB_PM**
Study Date : **5/17/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



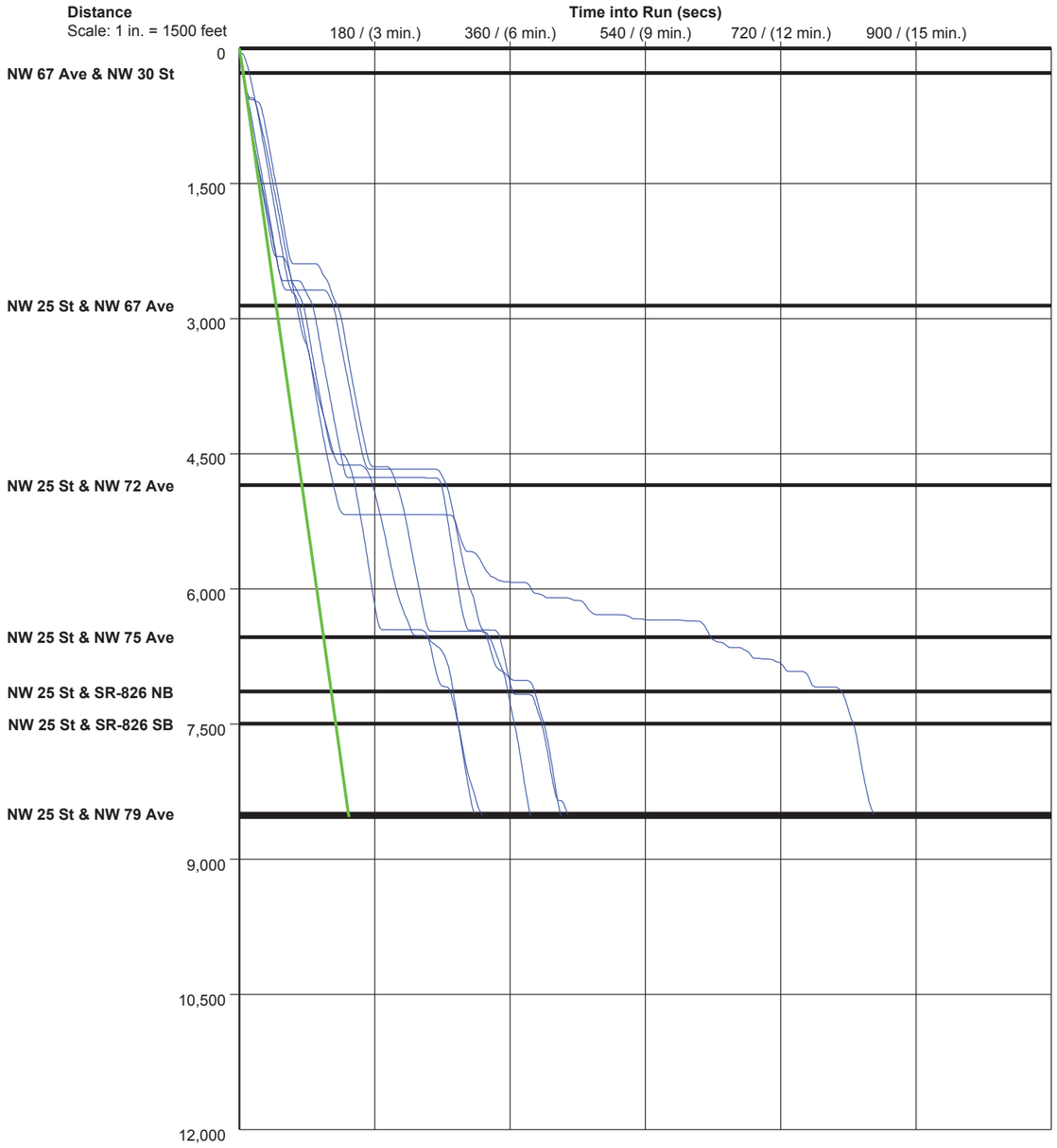
A&P Consulting Transportation Engineers

SIS Network 2 NW 25th St - NW 67th Ave to NW 82nd Ave

Westbound PM Peak Period

Study Name : **Network 2_Route 2_WB_PM**
Study Date : **5/17/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound AM Peak Period

PC-Travel Reports for study: Network 2_Route 3_NB_AM

Report Name	***Page***

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound AM Peak Period

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 3 (72 Ave)_AM-NB	05/24/17	08:47	10539	Before	Primary
Network 2_Route 3 (72 Ave)_AM-NB	05/24/17	09:01	10526	Before	Primary
Network 2_Route 3 (72 Ave)_AM-NB	05/24/17	09:14	10596	Before	Primary
Network 2_Route 3 (72 Ave)_AM-NB	05/24/17	09:27	10539	Before	Primary
Network 2_Route 3 (72 Ave)_AM-NB	05/24/17	09:41	10523	Before	Primary
Network 2_Route 3 (72 Ave)_AM-NB	05/24/17	09:52	10425	Before	Primary

Node Info

#	Len	Name
1	0	
2	62	Milam Dairy Rd & NW
3	774	Milam Dairy Rd &
4	1280	Milam Dairy Rd & NW
5	1086	Milam Dairy Rd & NW
6	586	Milam Dairy Rd & NW
7	1126	Milam Dairy Rd & NW
8	2016	Milam Dairy Rd & NW
9	2492	Milam Dairy Rd & NW
10	1095	Milam Dairy Rd & NW
11	7	

Length of Study Route = 10,524 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound AM Peak Period

Study Name : **Network 2_Route 3_NB_AM**
Study Date : **5/24/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	62	Milam Dairy Rd & NW 14 St	2.5	0.0	16.9	1.0	0.0	0.0	1.8
3	774	Milam Dairy Rd & Corporate	18.5	0.0	28.5	2.8	0.0	0.0	2.5
4	1280	Milam Dairy Rd & NW 16 St	24.8	0.2	35.1	1.0	0.2	1.2	2.2
5	1086	Milam Dairy Rd & NW 19 St	28.7	0.5	25.8	7.3	5.3	7.8	9.8
6	586	Milam Dairy Rd & NW 22 St	13.3	0.0	30.0	1.8	0.0	0.0	2.7
7	1126	Milam Dairy Rd & NW 25 St	27.0	0.0	28.4	5.5	0.0	2.8	6.3
8	2016	Milam Dairy Rd & NW 31 St	43.0	0.2	32.0	4.5	0.5	2.0	6.2
9	2492	Milam Dairy Rd & NW 36 St	116.2	1.0	14.6	67.2	60.2	68.8	75.3
10	1095	Milam Dairy Rd & NW 43 St	25.0	0.0	29.9	3.3	0.0	0.0	0.8
11	7		0.8	0.0	5.7	0.0	0.0	0.0	0.0
Total	**10,524**		**299.8**	**1.8**	**23.9**	**94.5**	**66.2**	**82.7**	**107.7**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound AM Peak Period

Study Name : **Network 2_Route 3_NB_AM**
Study Date : **5/24/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 Network 2_Route 3 (72 Ave)_AM-NB-R0	Run #2 Network 2_Route 3 (72 Ave)_AM-NB-R0	Run #3 Network 2_Route 3 (72 Ave)_AM-NB-R0	Run #4 Network 2_Route 3 (72 Ave)_AM-NB-R0	Run #5 Network 2_Route 3 (72 Ave)_AM-NB-R0	Run #6 Network 2_Route 3 (72 Ave)_AM-NB-R0
1	0							
2	62	Milam Dairy Rd & NW 14	2	3	2	3	3	2
3	774	Milam Dairy Rd &	24	18	17	17	18	17
4	1280	Milam Dairy Rd & NW 16	26	22	22	24	23	32
5	1086	Milam Dairy Rd & NW 19	21	32	20	32	21	46
6	586	Milam Dairy Rd & NW 22	13	13	9	14	13	18
7	1126	Milam Dairy Rd & NW 25	31	23	18	25	28	37
8	2016	Milam Dairy Rd & NW 31	42	41	33	52	38	52
9	2492	Milam Dairy Rd & NW 36	88	131	124	174	89	91
10	1095	Milam Dairy Rd & NW 43	26	25	24	24	28	23
11	7		1	1	1	1	1	0
Totals	**10524**		**274**	**309**	**270**	**366**	**262**	**318**

Detailed Statistics By Run

Number of Stops by Section

Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	62	Milam Dairy Rd & NW 14	0	0	0	0	0	0
3	774	Milam Dairy Rd &	0	0	0	0	0	0
4	1280	Milam Dairy Rd & NW 16	0	0	0	0	0	1
5	1086	Milam Dairy Rd & NW 19	0	1	0	1	0	1
6	586	Milam Dairy Rd & NW 22	0	0	0	0	0	0
7	1126	Milam Dairy Rd & NW 25	0	0	0	0	0	0
8	2016	Milam Dairy Rd & NW 31	0	0	0	1	0	0
9	2492	Milam Dairy Rd & NW 36	1	1	1	1	1	1
10	1095	Milam Dairy Rd & NW 43	0	0	0	0	0	0
11	7		0	0	0	0	0	0
Totals	**10524**		**1**	**2**	**1**	**3**	**1**	**3**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St
Northbound AM Peak Period

Study Name : **Network 2_Route 3_NB_AM**
Study Date : **5/24/2017**
Page No. : **6**

Detailed Statistics By Run

Average Speed (MPH) by Section

Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	62	Milam Dairy Rd & NW 14	24.5	21.3	21.0	20.7	19.7	23.0
3	774	Milam Dairy Rd &	22.4	29.2	32.0	30.0	29.3	31.5
4	1280	Milam Dairy Rd & NW 16	33.8	40.0	38.9	36.8	37.7	27.6
5	1086	Milam Dairy Rd & NW 19	34.5	22.8	39.0	23.1	34.6	15.9
6	586	Milam Dairy Rd & NW 22	31.0	29.8	41.3	27.8	32.8	22.6
7	1126	Milam Dairy Rd & NW 25	24.3	33.6	42.5	30.9	27.3	20.4
8	2016	Milam Dairy Rd & NW 31	33.0	33.8	41.9	26.5	35.6	26.5
9	2492	Milam Dairy Rd & NW 36	19.2	12.9	13.6	9.8	19.1	18.5
10	1095	Milam Dairy Rd & NW 43	28.9	30.0	31.9	31.2	26.5	30.9
11	7		0.0	0.0	33.0	0.0	0.0	0.0
Totals	**10524**		**26.3**	**23.3**	**26.7**	**19.7**	**27.5**	**22.4**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0
Network 2_Route 3 (72 Ave)_AM-NB-R0

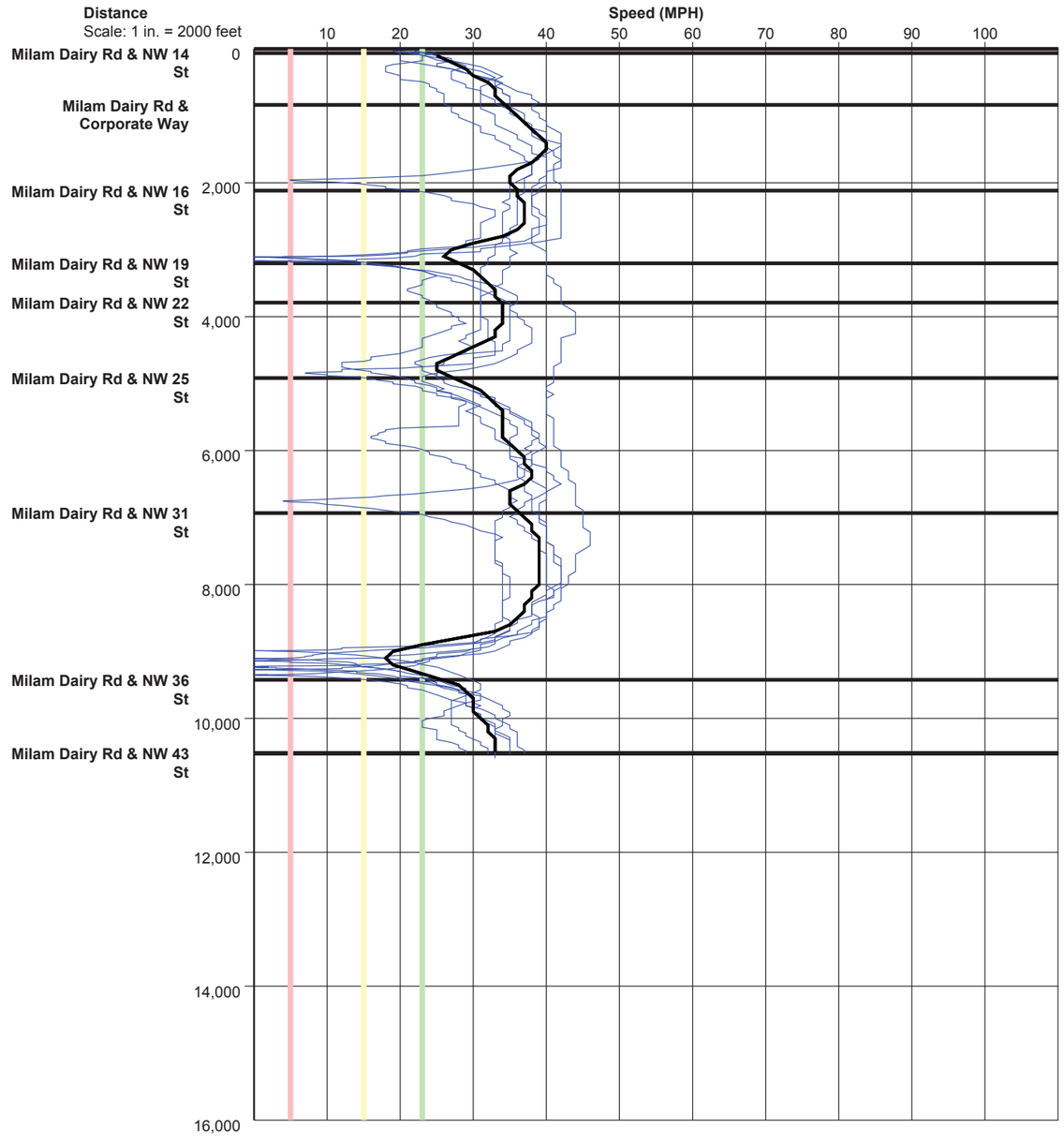
Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	62	Milam Dairy Rd & NW 14	1	1	1	1	1	1
3	774	Milam Dairy Rd &	8	2	1	2	2	2
4	1280	Milam Dairy Rd & NW 16	0	0	0	0	0	6
5	1086	Milam Dairy Rd & NW 19	0	10	0	10	0	24
6	586	Milam Dairy Rd & NW 22	1	1	0	2	1	6
7	1126	Milam Dairy Rd & NW 25	9	1	0	3	5	15
8	2016	Milam Dairy Rd & NW 31	2	1	0	12	0	12
9	2492	Milam Dairy Rd & NW 36	39	82	75	125	40	42
10	1095	Milam Dairy Rd & NW 43	4	3	2	2	7	2
11	7		0	0	0	0	0	0
Totals	**10524**		**64**	**101**	**79**	**157**	**56**	**110**

Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St
Northbound AM Peak Period

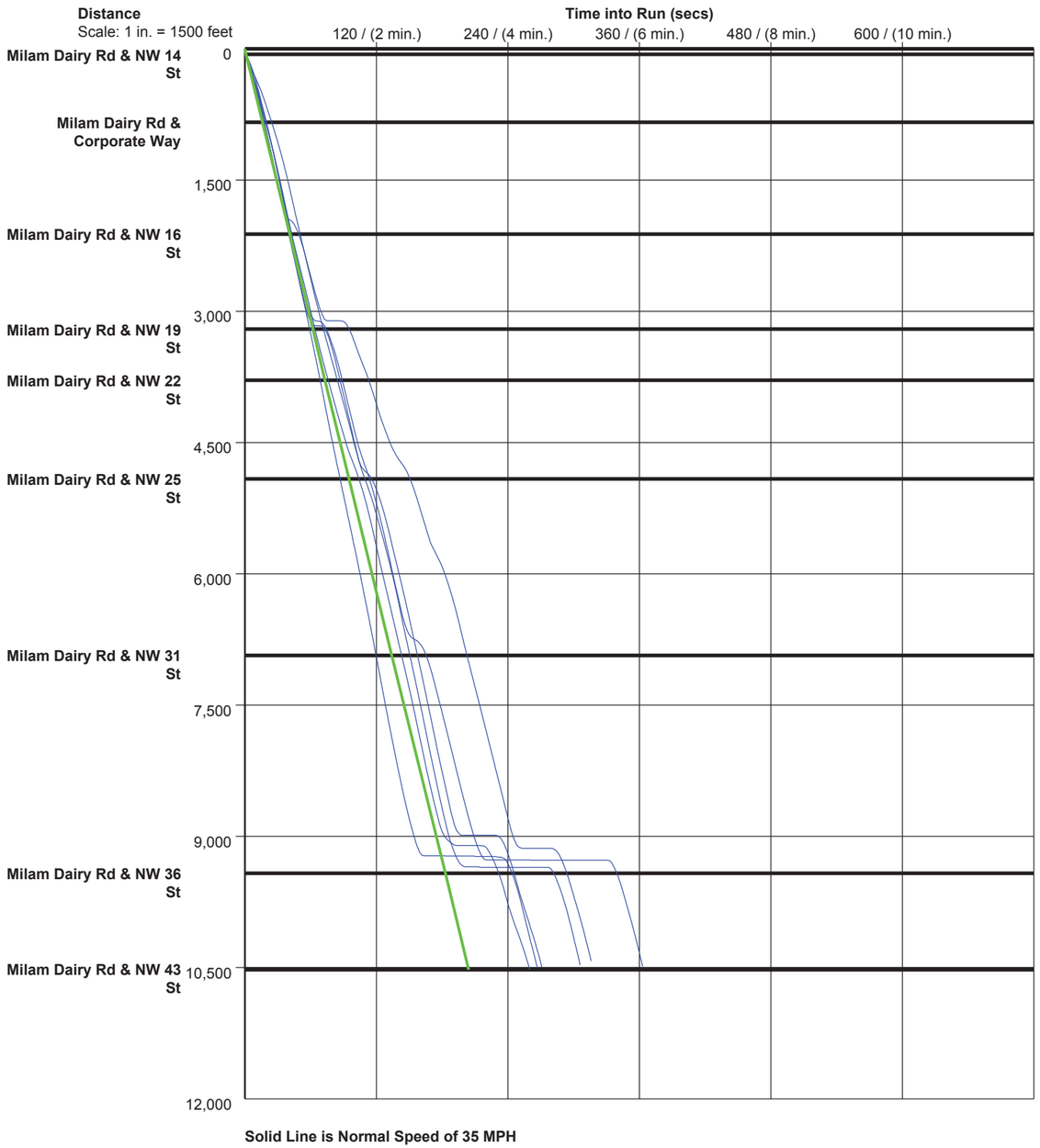
Study Name : **Network 2_Route 3_NB_AM**
Study Date : **5/24/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



Study Name : **Network 2_Route 3_NB_AM**
Study Date : **5/24/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St
Northbound Mid-Day Peak Period

PC-Travel Reports for study: Network 2_Route 3_NB_MidDay

A&P
Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St
Northbound Mid-Day Peak Period

Study Name : **Network 2_Route 3_NB_MidDay**
Study Date : **5/24/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	11:44	10616	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	11:57	10657	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	12:15	10586	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	12:28	10551	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	12:42	10586	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	12:54	10621	Before	Primary

Node Info

#	Len	Name
1	0	
2	62	Milam Dairy Rd & NW
3	745	Milam Dairy Rd &
4	1290	Milam Dairy Rd & NW
5	1116	Milam Dairy Rd & NW
6	580	Milam Dairy Rd & NW
7	1140	Milam Dairy Rd & NW
8	2004	Milam Dairy Rd & NW
9	2512	Milam Dairy Rd & NW
10	1145	Milam Dairy Rd & NW
11	8	

Length of Study Route = 10,602 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St
Northbound Mid-Day Peak Period

Study Name : **Network 2_Route 3_NB_MidDay**
Study Date : **5/24/2017**

Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	62	Milam Dairy Rd & NW 14 St	2.3	0.0	18.1	1.0	0.0	0.0	1.5
3	745	Milam Dairy Rd & Corporate	18.3	0.2	27.7	3.3	2.5	2.8	3.0
4	1290	Milam Dairy Rd & NW 16 St	23.0	0.0	38.2	0.2	0.0	0.2	0.5
5	1116	Milam Dairy Rd & NW 19 St	37.8	0.8	20.1	16.5	11.5	16.5	18.8
6	580	Milam Dairy Rd & NW 22 St	13.8	0.0	28.6	2.3	0.0	0.7	3.5
7	1140	Milam Dairy Rd & NW 25 St	34.3	0.5	22.6	11.5	7.2	10.8	13.7
8	2004	Milam Dairy Rd & NW 31 St	45.5	0.3	30.0	6.7	4.3	6.0	8.2
9	2512	Milam Dairy Rd & NW 36 St	149.0	1.2	11.5	99.8	89.5	98.2	109.3
10	1145	Milam Dairy Rd & NW 43 St	24.5	0.0	31.9	1.8	0.0	0.0	1.2
11	8		0.5	0.0	10.9	0.0	0.0	0.0	0.0
Total	**10,602**		**349.2**	**3.0**	**20.7**	**143.2**	**115.0**	**135.2**	**159.7**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_MidDay-N Run #1	Network 2_Route 3 (72 Ave)_MidDay-N Run #2	Network 2_Route 3 (72 Ave)_MidDay-N Run #3	Network 2_Route 3 (72 Ave)_MidDay-N Run #4	Network 2_Route 3 (72 Ave)_MidDay-N Run #5	Network 2_Route 3 (72 Ave)_MidDay-N Run #6
1	0							
2	62	Milam Dairy Rd & NW 14	2	2	2	2	3	3
3	745	Milam Dairy Rd &	16	32	16	16	14	16
4	1290	Milam Dairy Rd & NW 16	23	26	21	21	26	21
5	1116	Milam Dairy Rd & NW 19	43	56	20	20	55	33
6	580	Milam Dairy Rd & NW 22	18	12	12	16	12	13
7	1140	Milam Dairy Rd & NW 25	24	34	23	65	23	37
8	2004	Milam Dairy Rd & NW 31	52	60	37	46	37	41
9	2512	Milam Dairy Rd & NW 36	116	162	196	186	53	181
10	1145	Milam Dairy Rd & NW 43	23	26	25	24	22	27
11	8		1	1	0	0	0	1
Totals	**10602**		**318**	**411**	**352**	**396**	**245**	**373**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_MidDay-N Run #1	Network 2_Route 3 (72 Ave)_MidDay-N Run #2	Network 2_Route 3 (72 Ave)_MidDay-N Run #3	Network 2_Route 3 (72 Ave)_MidDay-N Run #4	Network 2_Route 3 (72 Ave)_MidDay-N Run #5	Network 2_Route 3 (72 Ave)_MidDay-N Run #6
1	0							
2	62	Milam Dairy Rd & NW 14	0	0	0	0	0	0
3	745	Milam Dairy Rd &	0	1	0	0	0	0
4	1290	Milam Dairy Rd & NW 16	0	0	0	0	0	0
5	1116	Milam Dairy Rd & NW 19	2	1	0	0	1	1
6	580	Milam Dairy Rd & NW 22	0	0	0	0	0	0
7	1140	Milam Dairy Rd & NW 25	0	1	0	1	0	1
8	2004	Milam Dairy Rd & NW 31	1	1	0	0	0	0
9	2512	Milam Dairy Rd & NW 36	1	1	3	1	0	1
10	1145	Milam Dairy Rd & NW 43	0	0	0	0	0	0
11	8		0	0	0	0	0	0
Totals	**10602**		**4**	**5**	**3**	**2**	**1**	**3**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_MidDay-N Run #1	Network 2_Route 3 (72 Ave)_MidDay-N Run #2	Network 2_Route 3 (72 Ave)_MidDay-N Run #3	Network 2_Route 3 (72 Ave)_MidDay-N Run #4	Network 2_Route 3 (72 Ave)_MidDay-N Run #5	Network 2_Route 3 (72 Ave)_MidDay-N Run #6
1	0							
2	62	Milam Dairy Rd & NW 14	23.0	22.0	23.0	22.0	21.7	18.7
3	745	Milam Dairy Rd &	31.6	16.0	32.6	34.1	34.9	32.2
4	1290	Milam Dairy Rd & NW 16	39.4	34.2	42.5	41.6	34.6	42.5
5	1116	Milam Dairy Rd & NW 19	17.0	13.5	37.4	37.1	13.8	22.0
6	580	Milam Dairy Rd & NW 22	23.6	32.7	32.7	24.0	32.9	30.8
7	1140	Milam Dairy Rd & NW 25	32.2	23.2	33.7	11.9	33.3	21.1
8	2004	Milam Dairy Rd & NW 31	26.0	23.3	37.4	30.0	36.8	33.8
9	2512	Milam Dairy Rd & NW 36	14.9	10.3	8.6	9.2	32.7	9.3
10	1145	Milam Dairy Rd & NW 43	33.9	30.0	31.8	31.9	35.6	29.4
11	8		0.0	33.0	0.0	0.0	0.0	0.0
Totals	**10602**		**22.9**	**17.7**	**20.6**	**18.2**	**29.6**	**19.5**

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St
Northbound Mid-Day Peak Period

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_MidDay-N Run #1	Network 2_Route 3 (72 Ave)_MidDay-N Run #2	Network 2_Route 3 (72 Ave)_MidDay-N Run #3	Network 2_Route 3 (72 Ave)_MidDay-N Run #4	Network 2_Route 3 (72 Ave)_MidDay-N Run #5	Network 2_Route 3 (72 Ave)_MidDay-N Run #6
1	0							
2	62	Milam Dairy Rd & NW 14	1	1	1	1	1	1
3	745	Milam Dairy Rd &	1	17	1	0	0	1
4	1290	Milam Dairy Rd & NW 16	0	1	0	0	0	0
5	1116	Milam Dairy Rd & NW 19	21	34	0	0	33	11
6	580	Milam Dairy Rd & NW 22	6	1	0	5	0	2
7	1140	Milam Dairy Rd & NW 25	1	11	0	43	0	14
8	2004	Milam Dairy Rd & NW 31	13	20	0	6	0	1
9	2512	Milam Dairy Rd & NW 36	67	113	147	137	3	132
10	1145	Milam Dairy Rd & NW 43	0	3	2	2	0	4
11	8		0	0	0	0	0	0
Totals	**10602**		**110**	**201**	**151**	**194**	**37**	**166**

Total Delay based on a Normal Speed of 35 MPH.

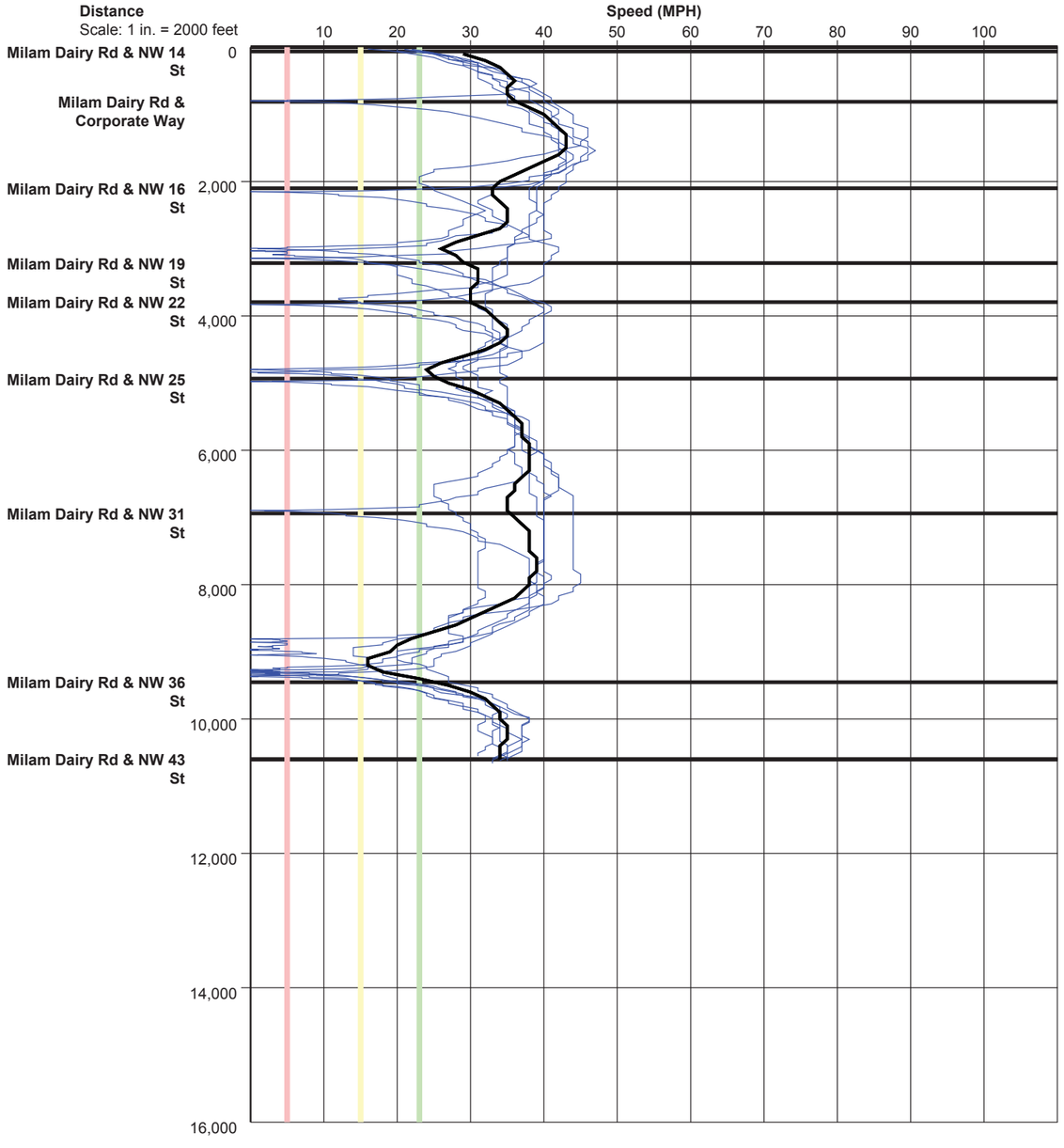
A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound Mid-Day Peak Period

Study Name : **Network 2_Route 3_NB_MidDay**
Study Date : **5/24/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



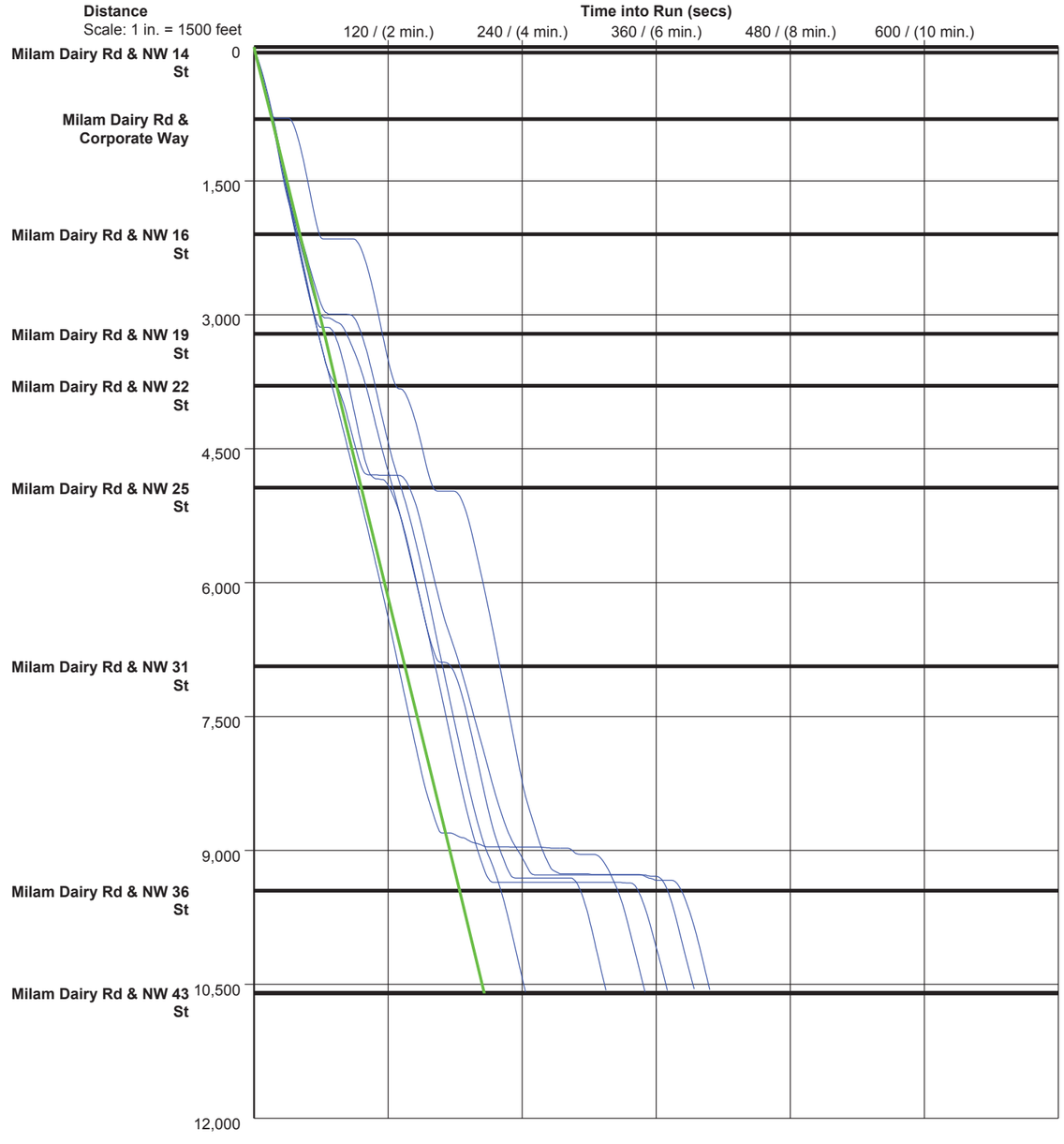
A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound Mid-Day Peak Period

Study Name : **Network 2_Route 3_NB_MidDay**
Study Date : **5/24/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound PM Peak Period

PC-Travel Reports for study: Network 2_Route 3_NB_PM

Report Name	***Page***

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound PM Peak Period

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 3 (72 Ave)_PM-NB	05/24/17	15:48	10690	Before	Primary
Network 2_Route 3 (72 Ave)_PM-NB	05/24/17	16:04	10525	Before	Primary
Network 2_Route 3 (72 Ave)_PM-NB	05/24/17	16:19	10571	Before	Primary
Network 2_Route 3 (72 Ave)_PM-NB	05/24/17	17:05	10586	Before	Primary
Network 2_Route 3 (72 Ave)_PM-NB	05/24/17	17:28	10549	Before	Primary
Network 2_Route 3 (72 Ave)_PM-NB	05/24/17	17:50	10594	Before	Primary

Node Info

#	Len	Name
1	0	
2	78	Milam Dairy Rd & NW
3	730	Milam Dairy Rd &
4	1305	Milam Dairy Rd & NW
5	1077	Milam Dairy Rd & NW
6	564	Milam Dairy Rd & NW
7	1142	Milam Dairy Rd & NW
8	2006	Milam Dairy Rd & NW
9	2504	Milam Dairy Rd & NW
10	1135	Milam Dairy Rd & NW
11	44	

Length of Study Route = 10,585 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound PM Peak Period

Study Name : **Network 2_Route 3_NB_PM**
Study Date : **5/24/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	78	Milam Dairy Rd & NW 14 St	3.0	0.0	17.7	1.0	0.0	0.0	1.2
3	730	Milam Dairy Rd & Corporate	13.8	0.0	36.0	0.3	0.0	0.0	0.0
4	1305	Milam Dairy Rd & NW 16 St	31.2	0.5	28.5	7.2	6.5	9.3	11.2
5	1077	Milam Dairy Rd & NW 19 St	46.2	0.8	15.9	25.2	19.3	25.5	30.3
6	564	Milam Dairy Rd & NW 22 St	16.7	0.2	23.1	6.0	3.5	3.7	6.7
7	1142	Milam Dairy Rd & NW 25 St	25.7	0.2	30.3	4.0	2.5	4.5	6.0
8	2006	Milam Dairy Rd & NW 31 St	45.0	0.2	30.4	8.8	8.5	9.0	10.7
9	2504	Milam Dairy Rd & NW 36 St	448.8	4.7	3.8	399.7	363.0	404.5	424.7
10	1135	Milam Dairy Rd & NW 43 St	24.2	0.0	32.0	1.8	0.0	0.0	2.0
11	44		0.8	0.0	36.0	0.0	0.0	0.0	0.0
Total	**10,585**		**655.3**	**6.5**	**11.0**	**454.0**	**403.3**	**456.5**	**492.7**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound PM Peak Period

Study Name : **Network 2_Route 3_NB_PM**
Study Date : **5/24/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 Network 2_Route 3 (72 Ave)_PM-NB-R0	Run #2 Network 2_Route 3 (72 Ave)_PM-NB-R0	Run #3 Network 2_Route 3 (72 Ave)_PM-NB-R0	Run #4 Network 2_Route 3 (72 Ave)_PM-NB-R0	Run #5 Network 2_Route 3 (72 Ave)_PM-NB-R0	Run #6 Network 2_Route 3 (72 Ave)_PM-NB-R0
1	0							
2	78	Milam Dairy Rd & NW 14	3	3	3	3	3	3
3	730	Milam Dairy Rd &	17	15	14	12	13	12
4	1305	Milam Dairy Rd & NW 16	29	20	42	20	43	33
5	1077	Milam Dairy Rd & NW 19	63	40	43	49	63	19
6	564	Milam Dairy Rd & NW 22	13	14	16	37	11	9
7	1142	Milam Dairy Rd & NW 25	22	23	43	22	24	20
8	2006	Milam Dairy Rd & NW 31	32	37	45	32	36	88
9	2504	Milam Dairy Rd & NW 36	295	281	463	590	515	549
10	1135	Milam Dairy Rd & NW 43	26	23	26	20	26	24
11	44		1	0	1	1	1	1
Totals	**10585**		**501**	**456**	**696**	**786**	**735**	**758**

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound PM Peak Period

Study Name : **Network 2_Route 3_NB_PM**
Study Date : **5/24/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #1	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #2	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #3	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #4	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #5	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #6
1	0							
2	78	Milam Dairy Rd & NW 14	0	0	0	0	0	0
3	730	Milam Dairy Rd &	0	0	0	0	0	0
4	1305	Milam Dairy Rd & NW 16	0	0	1	0	1	1
5	1077	Milam Dairy Rd & NW 19	1	1	1	1	1	0
6	564	Milam Dairy Rd & NW 22	0	0	0	1	0	0
7	1142	Milam Dairy Rd & NW 25	0	0	1	0	0	0
8	2006	Milam Dairy Rd & NW 31	0	0	0	0	0	1
9	2504	Milam Dairy Rd & NW 36	2	2	3	7	7	7
10	1135	Milam Dairy Rd & NW 43	0	0	0	0	0	0
11	44		0	0	0	0	0	0
Totals	**10585**		**3**	**3**	**6**	**9**	**9**	**9**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound PM Peak Period

Study Name : **Network 2_Route 3_NB_PM**
Study Date : **5/24/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #1	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #2	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #3	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #4	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #5	Network 2_Route 3 (72 Ave)_PM-NB-R0 Run #6
1	0							
2	78	Milam Dairy Rd & NW 14	20.3	20.3	24.0	27.0	25.7	25.7
3	730	Milam Dairy Rd &	30.8	34.4	35.3	41.9	39.2	41.9
4	1305	Milam Dairy Rd & NW 16	29.9	43.4	21.1	43.6	20.3	26.5
5	1077	Milam Dairy Rd & NW 19	11.7	18.8	16.8	15.1	11.4	38.9
6	564	Milam Dairy Rd & NW 22	28.5	26.9	24.6	10.0	37.6	42.1
7	1142	Milam Dairy Rd & NW 25	36.7	33.7	18.0	37.0	31.3	38.3
8	2006	Milam Dairy Rd & NW 31	42.1	37.9	30.8	42.6	38.5	16.0
9	2504	Milam Dairy Rd & NW 36	5.8	6.0	3.6	2.9	3.3	3.0
10	1135	Milam Dairy Rd & NW 43	30.7	34.4	30.5	39.0	29.8	33.6
11	44		37.0	0.0	0.0	0.0	0.0	0.0
Totals	**10585**		**14.5**	**15.8**	**10.4**	**9.2**	**9.8**	**9.5**

Detailed Statistics By Run

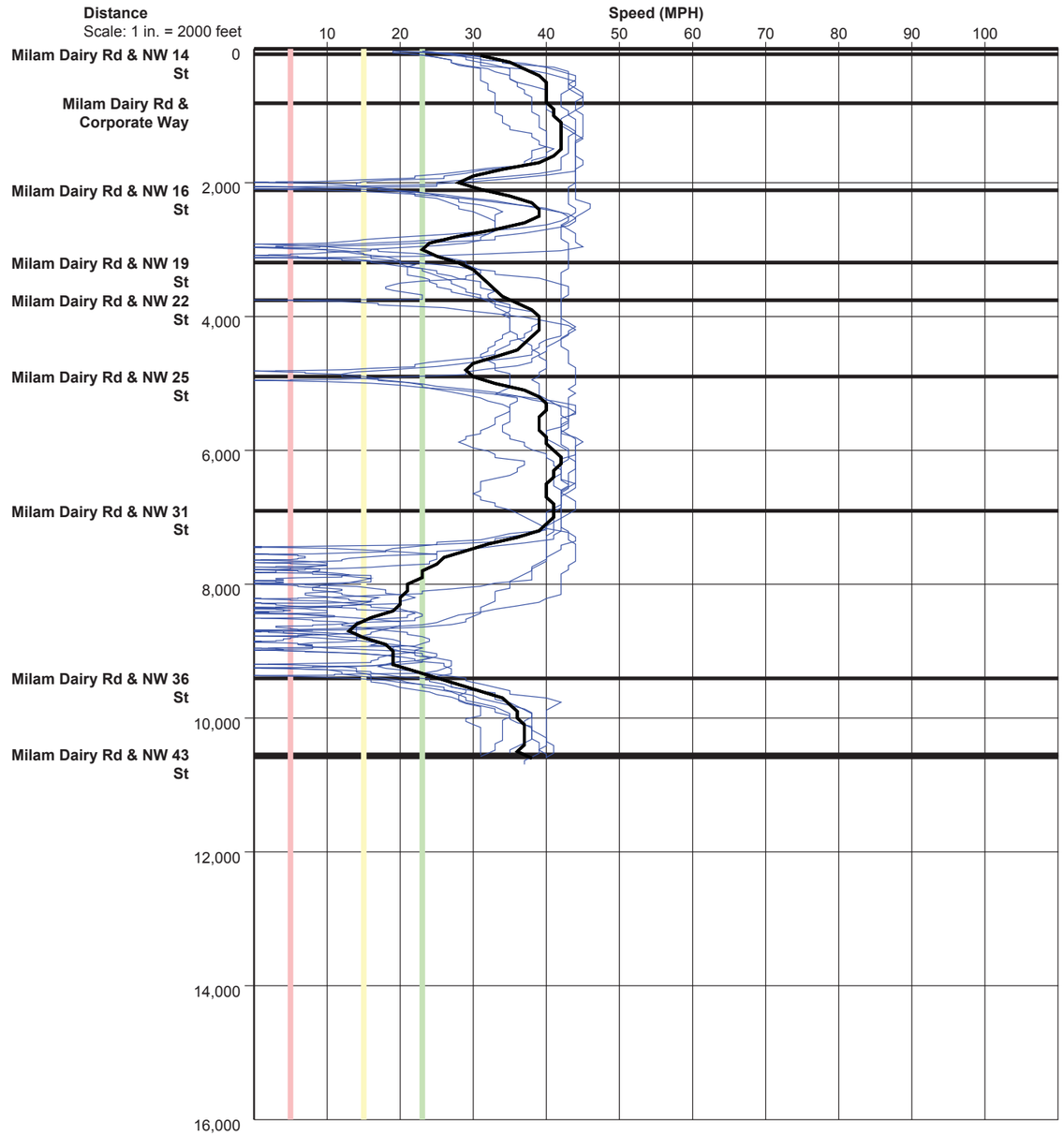
Total Delay (sec) by Section

Network 2_Route 3 (72 Ave)_PM-NB-R0
Network 2_Route 3 (72 Ave)_PM-NB-R0
Network 2_Route 3 (72 Ave)_PM-NB-R0
Network 2_Route 3 (72 Ave)_PM-NB-R0
Network 2_Route 3 (72 Ave)_PM-NB-R0
Network 2_Route 3 (72 Ave)_PM-NB-R0

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	78	Milam Dairy Rd & NW 14	1	1	1	1	1	1
3	730	Milam Dairy Rd &	2	0	0	0	0	0
4	1305	Milam Dairy Rd & NW 16	3	0	16	0	17	7
5	1077	Milam Dairy Rd & NW 19	42	18	22	27	42	0
6	564	Milam Dairy Rd & NW 22	2	3	5	26	0	0
7	1142	Milam Dairy Rd & NW 25	0	1	21	0	2	0
8	2006	Milam Dairy Rd & NW 31	0	0	5	0	0	48
9	2504	Milam Dairy Rd & NW 36	246	232	414	540	466	500
10	1135	Milam Dairy Rd & NW 43	3	0	3	0	4	1
11	44		0	0	0	0	0	0
Totals	**10585**		**299**	**255**	**487**	**594**	**532**	**557**

Total Delay based on a Normal Speed of 35 MPH.

Speed/Distance Profiles of All Runs



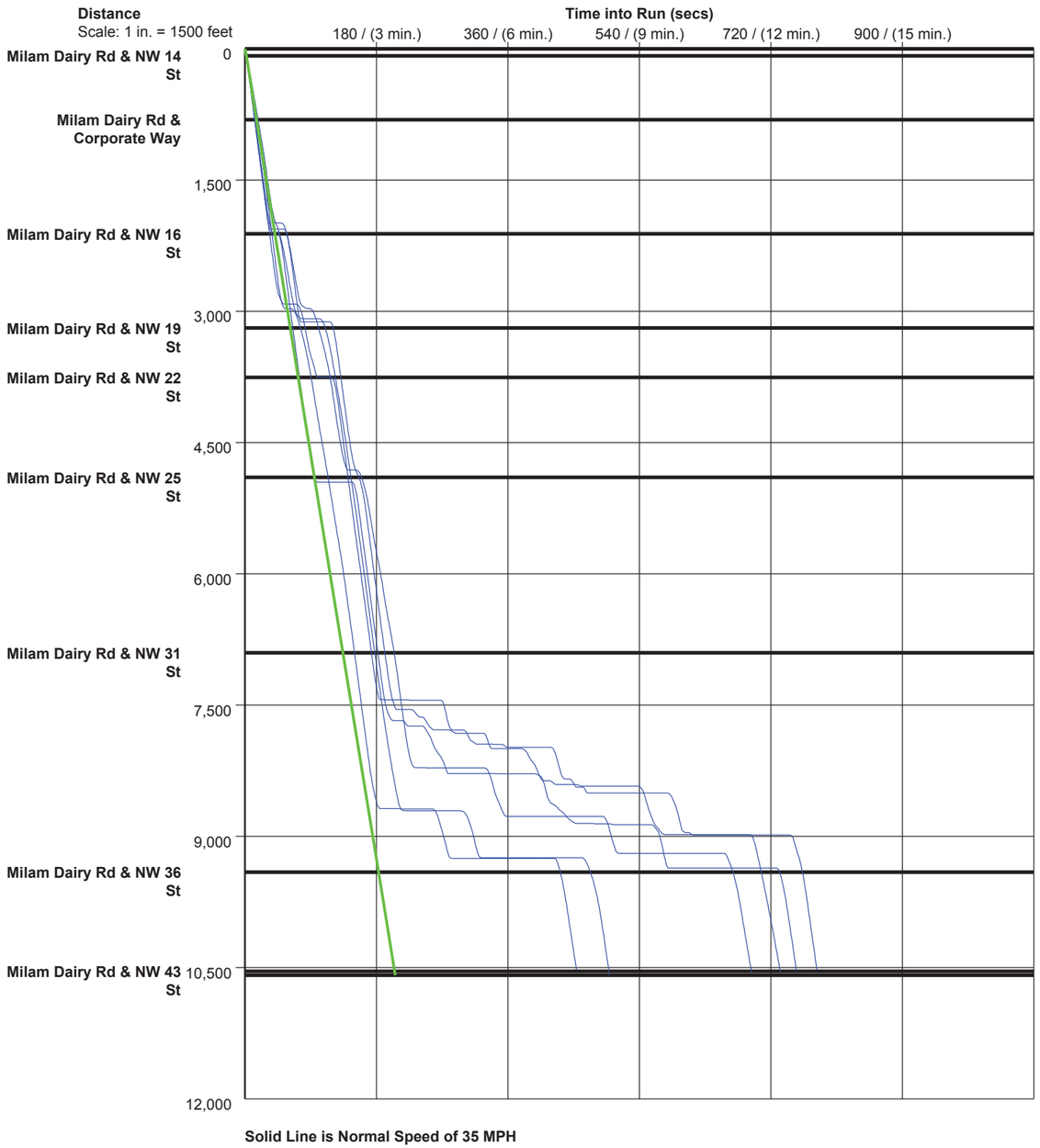
A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 14th St to NW 43rd St

Northbound PM Peak Period

Study Name : **Network 2_Route 3_NB_PM**
Study Date : **5/24/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound AM Peak Period

PC-Travel Reports for study: Network 2_Route 3_SB_AM

A&P
Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St
Southbound AM Peak Period

Study Name : **Network 2_Route 3_SB_AM**
Study Date : **5/24/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 3 (72 Ave)_AM-SB	05/24/17	08:38	9781	Before	Primary
Network 2_Route 3 (72 Ave)_AM-SB	05/24/17	08:52	9715	Before	Primary
Network 2_Route 3 (72 Ave)_AM-SB	05/24/17	09:07	9750	Before	Primary
Network 2_Route 3 (72 Ave)_AM-SB	05/24/17	09:19	9791	Before	Primary
Network 2_Route 3 (72 Ave)_AM-SB	05/24/17	09:33	9722	Before	Primary
Network 2_Route 3 (72 Ave)_AM-SB	05/24/17	09:46	9690	Before	Primary

Node Info

#	Len	Name
1	0	
2	78	Milam Dairy Rd & NW
3	1179	Milam Dairy Rd & NW
4	2440	Milam Dairy Rd & NW
5	2042	Milam Dairy Rd & NW
6	1124	Milam Dairy Rd & NW
7	560	Milam Dairy Rd & NW
8	1038	Milam Dairy Rd & NW
9	1227	Milam Dairy Rd &
10	53	Milam Dairy Rd & NW
11	0	

Length of Study Route = 9,741 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St
Southbound AM Peak Period

Study Name : **Network 2_Route 3_SB_AM**
Study Date : **5/24/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	78	Milam Dairy Rd & NW 43 St	3.2	0.0	16.8	1.2	0.0	0.2	2.5
3	1179	Milam Dairy Rd & NW 36 St	161.7	1.5	5.0	138.7	115.8	133.0	155.3
4	2440	Milam Dairy Rd & NW 31 St	55.5	0.2	30.0	8.2	3.3	6.2	10.0
5	2042	Milam Dairy Rd & NW 25 St	76.7	0.8	18.2	36.8	29.2	37.5	43.2
6	1124	Milam Dairy Rd & NW 22 St	23.2	0.0	33.1	1.5	0.0	0.0	0.0
7	560	Milam Dairy Rd & NW 19 St	16.3	0.2	23.4	5.5	5.3	5.7	5.8
8	1038	Milam Dairy Rd & NW 16 St	20.0	0.0	35.4	1.0	0.2	0.5	1.0
9	1227	Milam Dairy Rd & Corporate	23.2	0.2	36.1	1.2	0.5	1.7	2.0
10	53	Milam Dairy Rd & NW 14 St	1.2	0.0	31.0	0.2	0.0	0.0	0.3
11	0								
Total	**9,741**		**381.3**	**2.8**	**17.4**	**194.2**	**154.3**	**184.7**	**220.3**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #1	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #2	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #3	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #4	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #5	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #6
1	0							
2	78	Milam Dairy Rd & NW 43	3	4	3	4	3	2
3	1179	Milam Dairy Rd & NW 36	229	267	110	107	135	122
4	2440	Milam Dairy Rd & NW 31	45	47	51	76	50	64
5	2042	Milam Dairy Rd & NW 25	113	51	39	112	97	48
6	1124	Milam Dairy Rd & NW 22	24	24	19	22	26	24
7	560	Milam Dairy Rd & NW 19	11	10	44	11	12	10
8	1038	Milam Dairy Rd & NW 16	19	17	27	19	19	19
9	1227	Milam Dairy Rd &	23	21	23	31	21	20
10	53	Milam Dairy Rd & NW 14	1	1	1	2	1	1
11	0		1	0	1	1	0	0
Totals	**9741**		**469**	**442**	**318**	**385**	**364**	**310**

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St
Southbound AM Peak Period

Study Name : **Network 2_Route 3_SB_AM**
Study Date : **5/24/2017**
Page No. : **5**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #1	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #2	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #3	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #4	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #5	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #6
1	0							
2	78	Milam Dairy Rd & NW 43	0	0	0	0	0	0
3	1179	Milam Dairy Rd & NW 36	2	3	1	1	1	1
4	2440	Milam Dairy Rd & NW 31	0	0	0	1	0	0
5	2042	Milam Dairy Rd & NW 25	1	1	0	1	2	0
6	1124	Milam Dairy Rd & NW 22	0	0	0	0	0	0
7	560	Milam Dairy Rd & NW 19	0	0	1	0	0	0
8	1038	Milam Dairy Rd & NW 16	0	0	0	0	0	0
9	1227	Milam Dairy Rd &	0	0	0	1	0	0
10	53	Milam Dairy Rd & NW 14	0	0	0	0	0	0
11	0		0	0	0	0	0	0
Totals	**9741**		**3**	**4**	**2**	**4**	**3**	**1**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #1	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #2	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #3	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #4	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #5	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #6
1	0							
2	78	Milam Dairy Rd & NW 43	22.7	16.5	18.0	17.3	22.3	28.0
3	1179	Milam Dairy Rd & NW 36	3.5	3.0	7.4	7.4	5.9	6.6
4	2440	Milam Dairy Rd & NW 31	37.8	36.0	32.7	21.9	33.3	26.2
5	2042	Milam Dairy Rd & NW 25	12.2	27.4	36.2	12.6	14.3	28.6
6	1124	Milam Dairy Rd & NW 22	31.6	32.5	39.3	34.0	29.2	32.4
7	560	Milam Dairy Rd & NW 19	36.5	38.2	8.5	35.3	33.3	37.0
8	1038	Milam Dairy Rd & NW 16	36.7	39.9	26.6	37.3	37.6	39.3
9	1227	Milam Dairy Rd &	36.3	40.4	36.5	26.9	39.3	40.1
10	53	Milam Dairy Rd & NW 14	27.0	0.0	29.0	18.0	0.0	0.0
11	0		26.0	0.0	0.0	20.0	0.0	0.0
Totals	**9741**		**14.2**	**15.1**	**21.0**	**17.3**	**18.2**	**21.4**

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St
Southbound AM Peak Period

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #1	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #2	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #3	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #4	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #5	Network 2_Route 3 (72 Ave)_AM-SB-R0 Run #6
1	0							
2	78	Milam Dairy Rd & NW 43	1	2	1	2	1	0
3	1179	Milam Dairy Rd & NW 36	206	244	87	84	112	99
4	2440	Milam Dairy Rd & NW 31	0	0	3	28	2	16
5	2042	Milam Dairy Rd & NW 25	73	11	0	72	57	8
6	1124	Milam Dairy Rd & NW 22	2	1	0	0	4	2
7	560	Milam Dairy Rd & NW 19	0	0	33	0	0	0
8	1038	Milam Dairy Rd & NW 16	0	0	6	0	0	0
9	1227	Milam Dairy Rd &	0	0	0	7	0	0
10	53	Milam Dairy Rd & NW 14	0	0	0	1	0	0
11	0		0	0	0	0	0	0
Totals	**9741**		**282**	**258**	**130**	**194**	**176**	**125**

Total Delay based on a Normal Speed of 35 MPH.

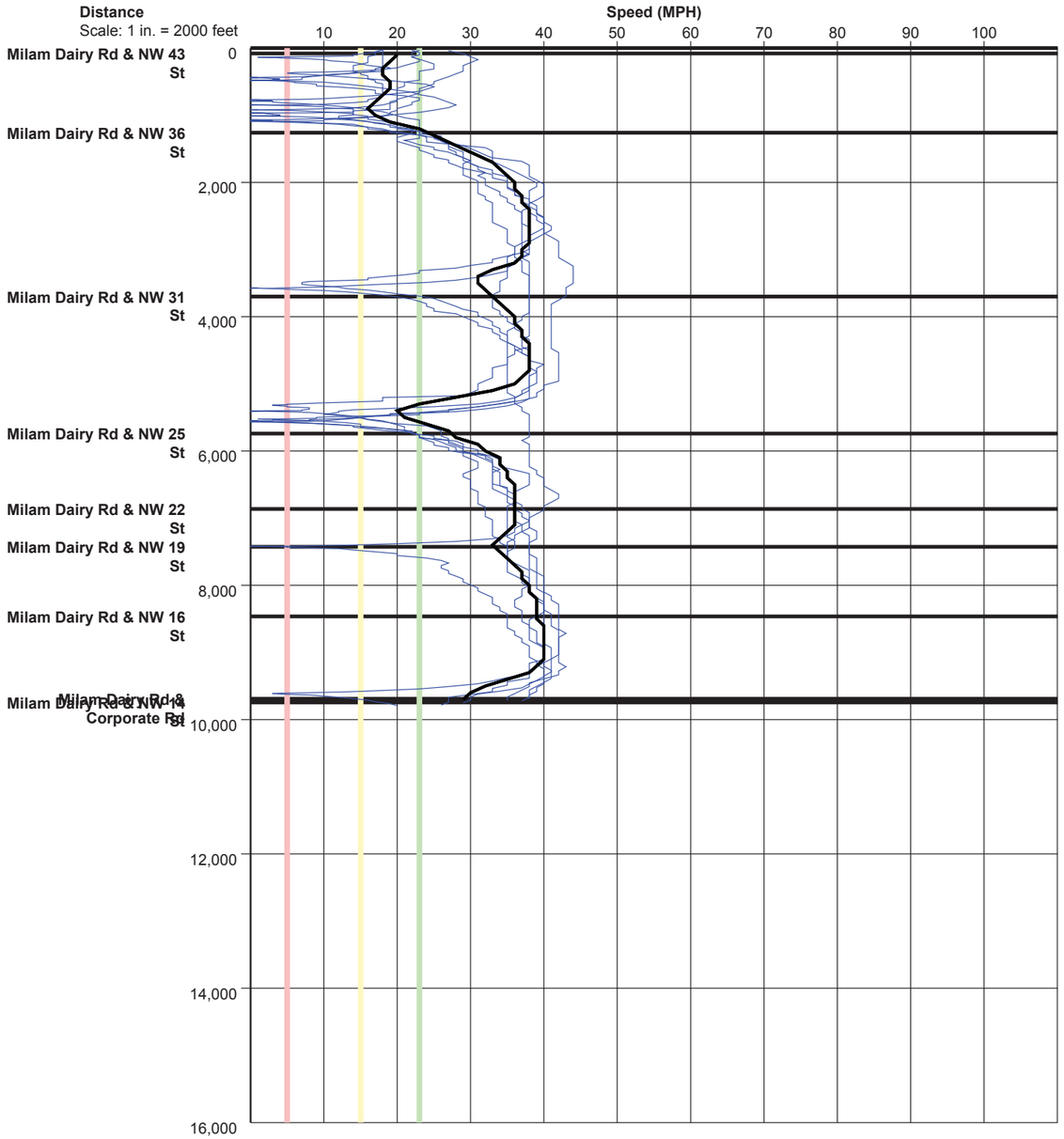
A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound AM Peak Period

Study Name : **Network 2_Route 3_SB_AM**
Study Date : **5/24/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



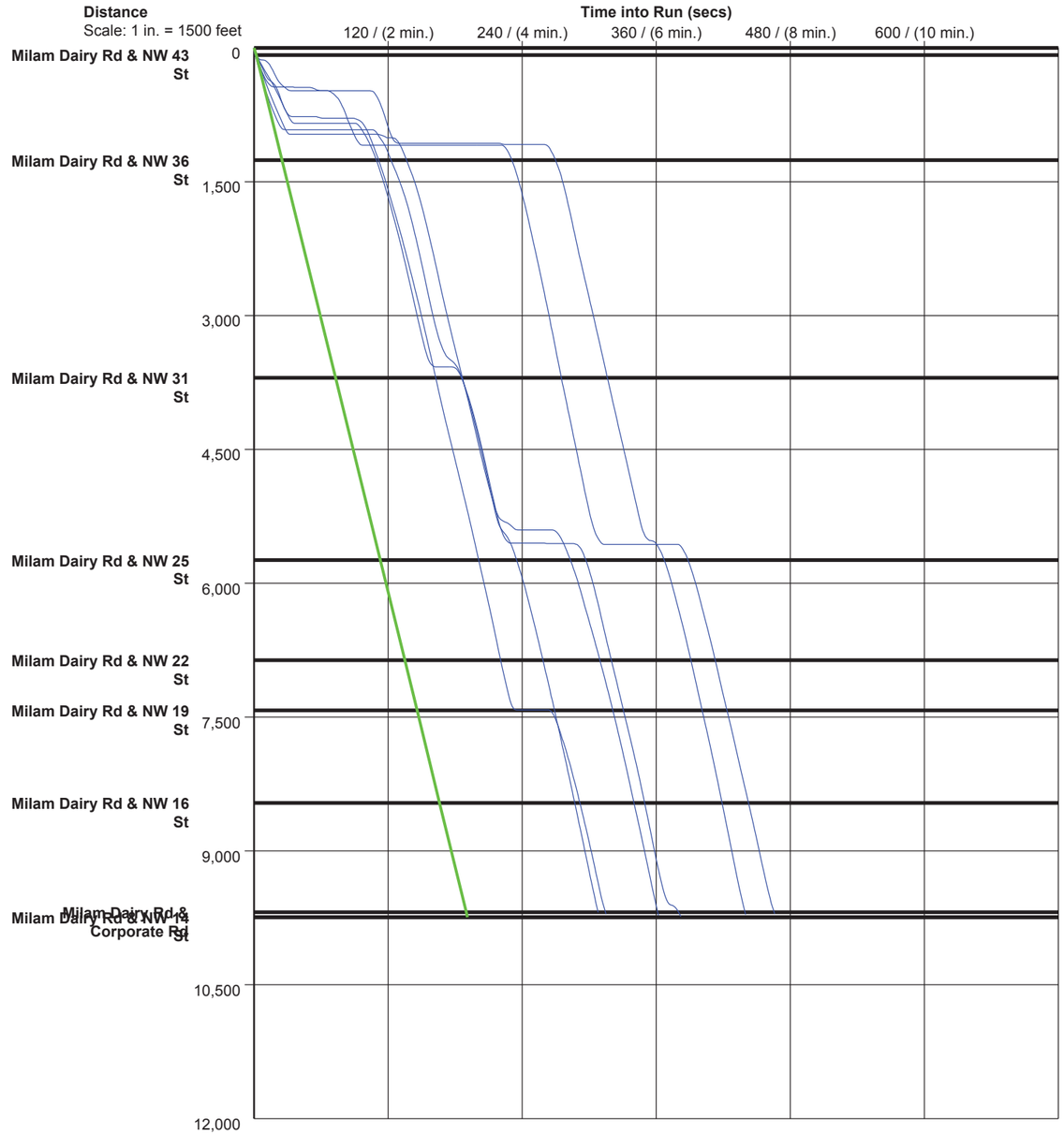
A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound AM Peak Period

Study Name : **Network 2_Route 3_SB_AM**
Study Date : **5/24/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound Mid-Day Peak Period

PC-Travel Reports for study: Network 2_Route 3_SB_MidDay

Report Name	***Page***

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound Mid-Day Peak Period

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	11:38	9752	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	11:50	9771	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	12:05	9814	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	12:22	9750	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	12:36	9747	Before	Primary
Network 2_Route 3 (72 Ave)_MidDa	05/24/17	12:47	9744	Before	Primary

Node Info

#	Len	Name
1	0	
2	78	Milam Dairy Rd & NW
3	1208	Milam Dairy Rd & NW
4	2418	Milam Dairy Rd & NW
5	2038	Milam Dairy Rd & NW
6	1086	Milam Dairy Rd & NW
7	575	Milam Dairy Rd & NW
8	1023	Milam Dairy Rd & NW
9	1270	Milam Dairy Rd &
10	58	Milam Dairy Rd & NW
11	9	

Length of Study Route = 9,763 feet

Notes:

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound Mid-Day Peak Period

Study Name : **Network 2_Route 3_SB_MidDay**
Study Date : **5/24/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	78	Milam Dairy Rd & NW 43 St	3.0	0.0	17.7	1.0	0.0	0.0	0.3
3	1208	Milam Dairy Rd & NW 36 St	121.5	1.7	6.8	97.5	80.2	95.2	104.8
4	2418	Milam Dairy Rd & NW 31 St	60.8	0.0	27.1	13.3	0.0	9.2	16.3
5	2038	Milam Dairy Rd & NW 25 St	92.8	1.0	15.0	53.0	42.5	49.8	57.2
6	1086	Milam Dairy Rd & NW 22 St	22.2	0.0	33.4	0.8	0.0	0.0	0.0
7	575	Milam Dairy Rd & NW 19 St	10.5	0.0	37.3	0.2	0.0	0.3	0.5
8	1023	Milam Dairy Rd & NW 16 St	25.0	0.2	27.9	5.5	4.8	5.5	6.0
9	1270	Milam Dairy Rd & Corporate	25.8	0.2	33.5	2.3	0.8	2.0	4.2
10	58	Milam Dairy Rd & NW 14 St	1.7	0.0	23.7	0.2	0.0	0.0	0.7
11	9		0.3	0.0	18.4	0.0	0.0	0.0	0.0
Total	**9,763**		**363.7**	**3.0**	**18.3**	**173.8**	**128.3**	**162.0**	**190.0**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound Mid-Day Peak Period

Study Name : **Network 2_Route 3_SB_MidDay**
Study Date : **5/24/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	78	Milam Dairy Rd & NW 43	3	3	3	3	3	3
3	1208	Milam Dairy Rd & NW 36	25	109	273	102	116	104
4	2418	Milam Dairy Rd & NW 31	73	59	49	65	57	62
5	2038	Milam Dairy Rd & NW 25	134	39	122	90	75	97
6	1086	Milam Dairy Rd & NW 22	22	20	21	22	25	23
7	575	Milam Dairy Rd & NW 19	10	12	10	10	11	10
8	1023	Milam Dairy Rd & NW 16	20	54	20	18	18	20
9	1270	Milam Dairy Rd &	24	24	39	22	22	24
10	58	Milam Dairy Rd & NW 14	1	2	2	2	2	1
11	9		0	1	1	0	0	0
Totals	**9763**		**312**	**323**	**540**	**334**	**329**	**344**

Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound Mid-Day Peak Period

Study Name : **Network 2_Route 3_SB_MidDay**

Study Date : **5/24/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #2 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #3 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #4 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #5 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #6 (Network 2_Route 3 (72 Ave)_MidDay-S)
1	0							
2	78	Milam Dairy Rd & NW 43	0	0	0	0	0	0
3	1208	Milam Dairy Rd & NW 36	0	1	4	2	1	2
4	2418	Milam Dairy Rd & NW 31	0	0	0	0	0	0
5	2038	Milam Dairy Rd & NW 25	2	0	1	1	1	1
6	1086	Milam Dairy Rd & NW 22	0	0	0	0	0	0
7	575	Milam Dairy Rd & NW 19	0	0	0	0	0	0
8	1023	Milam Dairy Rd & NW 16	0	1	0	0	0	0
9	1270	Milam Dairy Rd &	0	0	1	0	0	0
10	58	Milam Dairy Rd & NW 14	0	0	0	0	0	0
11	9		0	0	0	0	0	0
Totals	**9763**		**2**	**2**	**6**	**3**	**2**	**3**

Stops based on a Stop Speed of 5 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound Mid-Day Peak Period

Study Name : **Network 2_Route 3_SB_MidDay**

Study Date : **5/24/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #2 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #3 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #4 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #5 (Network 2_Route 3 (72 Ave)_MidDay-S)	Run #6 (Network 2_Route 3 (72 Ave)_MidDay-S)
1	0							
2	78	Milam Dairy Rd & NW 43	26.7	24.7	25.7	22.7	24.7	24.7
3	1208	Milam Dairy Rd & NW 36	31.8	7.6	3.0	8.1	7.1	7.9
4	2418	Milam Dairy Rd & NW 31	22.5	28.1	34.0	25.2	28.9	26.3
5	2038	Milam Dairy Rd & NW 25	10.4	35.5	11.4	15.4	18.5	14.6
6	1086	Milam Dairy Rd & NW 22	34.8	38.2	35.3	33.5	29.8	32.4
7	575	Milam Dairy Rd & NW 19	38.3	29.7	39.3	39.3	35.1	37.0
8	1023	Milam Dairy Rd & NW 16	35.3	13.4	34.3	39.6	38.9	35.7
9	1270	Milam Dairy Rd &	36.5	35.3	22.3	38.7	38.7	36.5
10	58	Milam Dairy Rd & NW 14	0.0	20.0	22.0	37.0	32.0	0.0
11	9		0.0	0.0	24.0	0.0	0.0	0.0
Totals	**9763**		**21.4**	**20.7**	**12.4**	**20.0**	**20.3**	**19.4**

Detailed Statistics By Run

Total Delay (sec) by Section

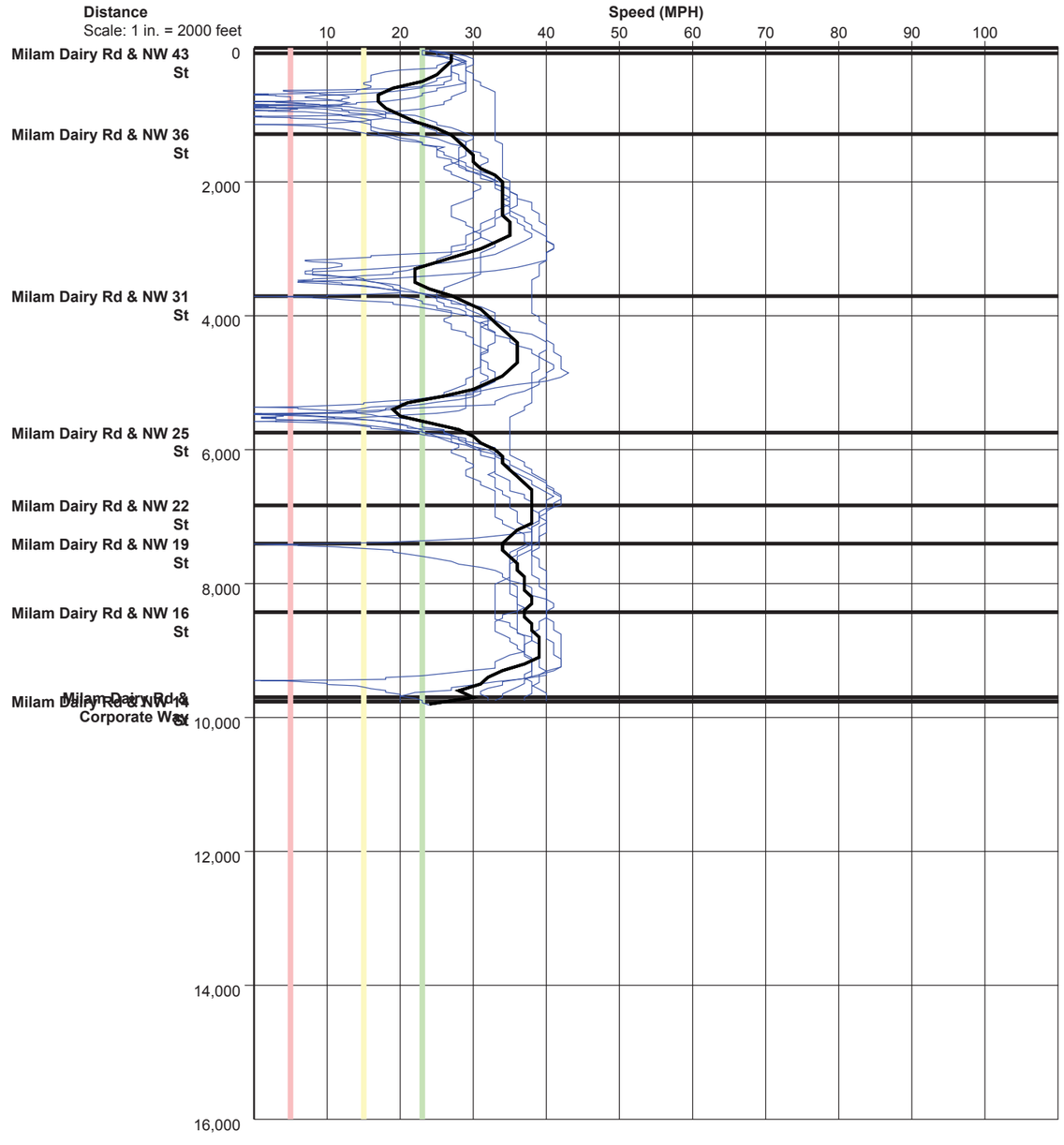
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S
Network 2_Route 3 (72 Ave)_MidDay-S

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	78	Milam Dairy Rd & NW 43	1	1	1	1	1	1
3	1208	Milam Dairy Rd & NW 36	1	85	249	78	92	80
4	2418	Milam Dairy Rd & NW 31	26	11	1	18	9	15
5	2038	Milam Dairy Rd & NW 25	94	0	82	50	35	57
6	1086	Milam Dairy Rd & NW 22	0	0	0	1	3	1
7	575	Milam Dairy Rd & NW 19	0	1	0	0	0	0
8	1023	Milam Dairy Rd & NW 16	0	33	0	0	0	0
9	1270	Milam Dairy Rd &	0	0	14	0	0	0
10	58	Milam Dairy Rd & NW 14	0	1	0	0	0	0
11	9		0	0	0	0	0	0
Totals	**9763**		**122**	**132**	**347**	**148**	**140**	**154**

Total Delay based on a Normal Speed of 35 MPH.

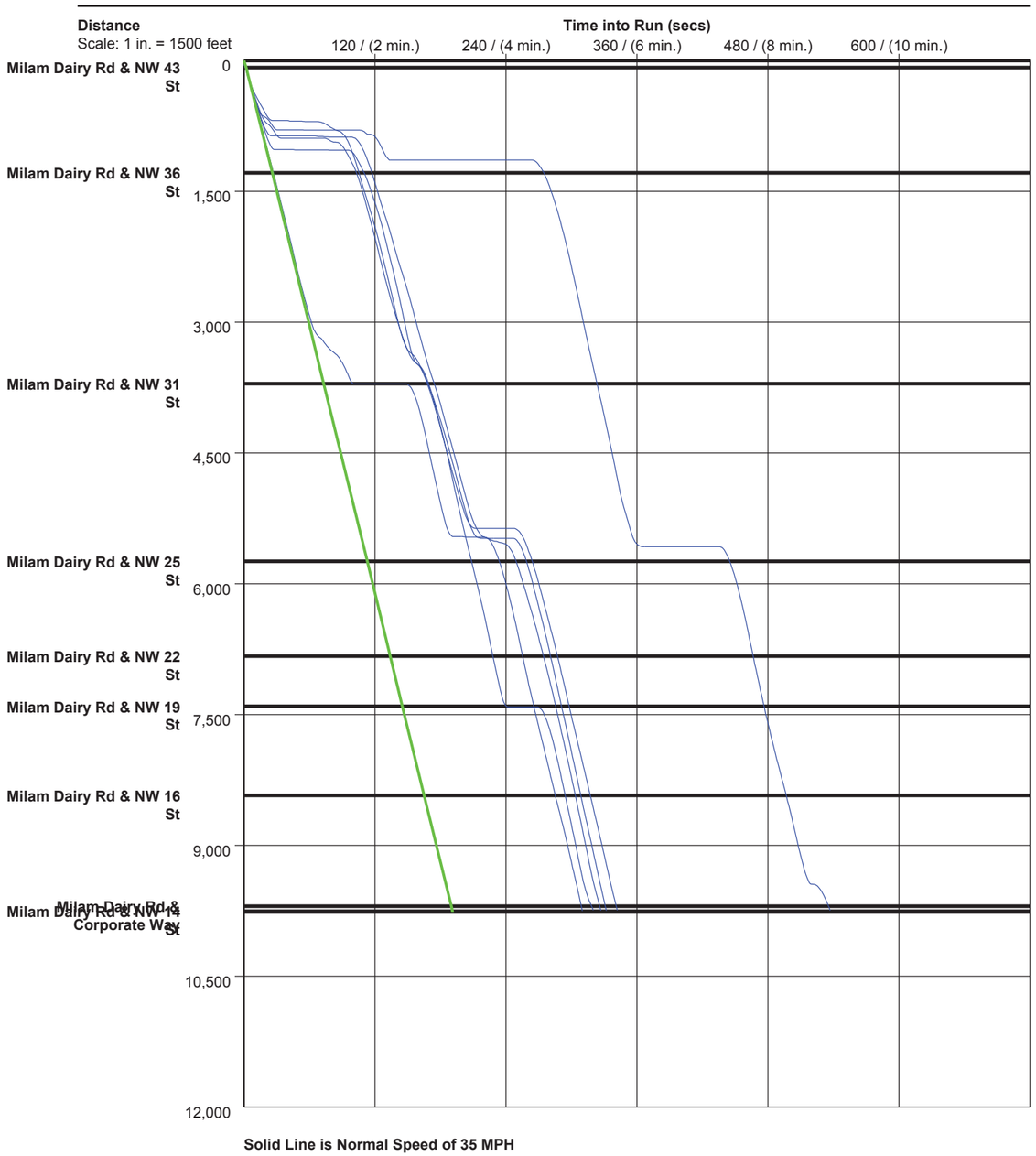
A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St
Southbound Mid-Day Peak Period
Study Name : **Network 2_Route 3_SB_MidDay**
Study Date : **5/24/2017**

Speed/Distance Profiles of All Runs



Study Name : **Network 2_Route 3_SB_MidDay**
Study Date : **5/24/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

PC-Travel Reports for study: Network 2_Route 3_SB_PM

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SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St
Southbound PM Peak Period

Study Name : **Network 2_Route 3_SB_PM**
Study Date : **5/24/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Network 2_Route 3 (72 Ave)_PM-SB	05/24/17	15:40	9887	Before	Primary
Network 2_Route 3 (72 Ave)_PM-SB	05/24/17	15:57	9858	Before	Primary
Network 2_Route 3 (72 Ave)_PM-SB	05/24/17	16:13	9740	Before	Primary
Network 2_Route 3 (72 Ave)_PM-SB	05/24/17	16:32	9753	Before	Primary
Network 2_Route 3 (72 Ave)_PM-SB	05/24/17	16:56	9758	Before	Primary
Network 2_Route 3 (72 Ave)_PM-SB	05/24/17	17:19	9791	Before	Primary
Network 2_Route 3 (72 Ave)_PM-SB	05/24/17	17:42	9787	Before	Primary

Node Info

#	Len	Name
1	0	
2	78	Milam Dairy Rd & NW
3	1229	Milam Dairy Rd & NW
4	2433	Milam Dairy Rd & NW
5	2016	Milam Dairy Rd & NW
6	1120	Milam Dairy Rd & NW
7	564	Milam Dairy Rd & NW
8	1026	Milam Dairy Rd & NW
9	1274	Milam Dairy Rd &
10	56	Milam Dairy & NW 14 St
11	0	

Length of Study Route = 9,796 feet

Notes:

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St
Southbound PM Peak Period

Study Name : **Network 2_Route 3_SB_PM**
Study Date : **5/24/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 23 MPH
1	0								
2	78	Milam Dairy Rd & NW 43 St	2.9	0.0	18.6	0.9	0.0	0.0	0.7
3	1229	Milam Dairy Rd & NW 36 St	205.1	2.1	4.1	181.0	161.6	179.4	192.7
4	2433	Milam Dairy Rd & NW 31 St	69.6	0.6	23.8	21.7	14.0	22.1	28.0
5	2016	Milam Dairy Rd & NW 25 St	70.3	0.7	19.6	31.4	24.6	31.0	35.6
6	1120	Milam Dairy Rd & NW 22 St	24.1	0.1	31.6	3.7	2.6	3.6	4.0
7	564	Milam Dairy Rd & NW 19 St	14.4	0.0	26.7	3.9	0.0	2.9	7.0
8	1026	Milam Dairy Rd & NW 16 St	20.3	0.0	34.5	1.7	0.0	1.0	2.1
9	1274	Milam Dairy Rd & Corporate	22.0	0.0	39.5	0.1	0.0	0.0	0.0
10	56	Milam Dairy & NW 14 St	1.0	0.0	38.2	0.0	0.0	0.0	0.0
11	0								
Total	**9,796**		**430.0**	**3.6**	**15.5**	**244.4**	**202.7**	**240.0**	**270.1**

Stats based on 7 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 35 MPH.

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound PM Peak Period

Study Name : **Network 2_Route 3_SB_PM**
Study Date : **5/24/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0								
2	78	Milam Dairy Rd & NW 43	2	3	3	3	3	3	3
3	1229	Milam Dairy Rd & NW 36	187	145	103	282	156	287	276
4	2433	Milam Dairy Rd & NW 31	74	74	62	91	69	53	64
5	2016	Milam Dairy Rd & NW 25	79	79	64	41	116	79	34
6	1120	Milam Dairy Rd & NW 22	25	22	24	43	19	18	18
7	564	Milam Dairy Rd & NW 19	11	22	11	21	18	10	8
8	1026	Milam Dairy Rd & NW 16	17	22	19	31	19	17	17
9	1274	Milam Dairy Rd &	21	21	24	26	20	21	21
10	56	Milam Dairy & NW 14 St	1	1	1	1	1	1	1
11	0		1	1	0	0	0	0	0
Totals	**9796**		**418**	**390**	**311**	**539**	**421**	**489**	**442**

A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound PM Peak Period

Study Name : **Network 2_Route 3_SB_PM**
Study Date : **5/24/2017**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0								
2	78	Milam Dairy Rd & NW 43	0	0	0	0	0	0	0
3	1229	Milam Dairy Rd & NW 36	2	1	1	2	1	4	4
4	2433	Milam Dairy Rd & NW 31	1	0	0	1	1	0	1
5	2016	Milam Dairy Rd & NW 25	1	1	1	0	1	1	0
6	1120	Milam Dairy Rd & NW 22	0	0	0	1	0	0	0
7	564	Milam Dairy Rd & NW 19	0	0	0	0	0	0	0
8	1026	Milam Dairy Rd & NW 16	0	0	0	0	0	0	0
9	1274	Milam Dairy Rd &	0	0	0	0	0	0	0
10	56	Milam Dairy & NW 14 St	0	0	0	0	0	0	0
11	0		0	0	0	0	0	0	0
Totals	**9796**		**4**	**2**	**2**	**4**	**3**	**5**	**5**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0								
2	78	Milam Dairy Rd & NW 43	28.5	23.3	23.3	26.0	26.7	24.7	21.3
3	1229	Milam Dairy Rd & NW 36	4.5	5.7	8.0	2.9	5.4	2.9	3.1
4	2433	Milam Dairy Rd & NW 31	22.3	22.4	26.7	18.3	23.7	31.7	26.0
5	2016	Milam Dairy Rd & NW 25	17.5	17.5	21.5	34.1	11.8	17.0	40.7
6	1120	Milam Dairy Rd & NW 22	30.6	35.3	31.6	17.2	40.6	42.2	43.3
7	564	Milam Dairy Rd & NW 19	36.8	16.5	36.7	17.9	22.2	40.2	44.4
8	1026	Milam Dairy Rd & NW 16	40.4	33.3	36.3	23.1	35.8	41.2	42.8
9	1274	Milam Dairy Rd &	40.9	40.4	35.8	33.2	44.0	41.9	41.5
10	56	Milam Dairy & NW 14 St	44.0	36.0	0.0	0.0	0.0	0.0	0.0
11	0		44.0	35.0	0.0	0.0	0.0	0.0	0.0
Totals	**9796**		**16.1**	**17.2**	**21.4**	**12.4**	**15.9**	**13.7**	**15.2**

A&P Consulting Transportation Engineers
SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St
Southbound PM Peak Period

Study Name : **Network 2_Route 3_SB_PM**
Study Date : **5/24/2017**
Page No. : **7**

Detailed Statistics By Run

Total Delay (sec) by Section

Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0 | Network 2_Route 3 (72 Ave)_PM-SB-R0

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0								
2	78	Milam Dairy Rd & NW 43	0	1	1	1	1	1	1
3	1229	Milam Dairy Rd & NW 36	163	121	79	258	131	263	252
4	2433	Milam Dairy Rd & NW 31	27	27	14	43	21	4	16
5	2016	Milam Dairy Rd & NW 25	39	39	25	1	77	39	0
6	1120	Milam Dairy Rd & NW 22	3	0	2	21	0	0	0
7	564	Milam Dairy Rd & NW 19	0	11	0	10	6	0	0
8	1026	Milam Dairy Rd & NW 16	0	1	0	11	0	0	0
9	1274	Milam Dairy Rd &	0	0	0	1	0	0	0
10	56	Milam Dairy & NW 14 St	0	0	0	0	0	0	0
11	0		0	0	0	0	0	0	0
Totals	**9796**		**232**	**200**	**121**	**346**	**236**	**307**	**269**

Total Delay based on a Normal Speed of 35 MPH.

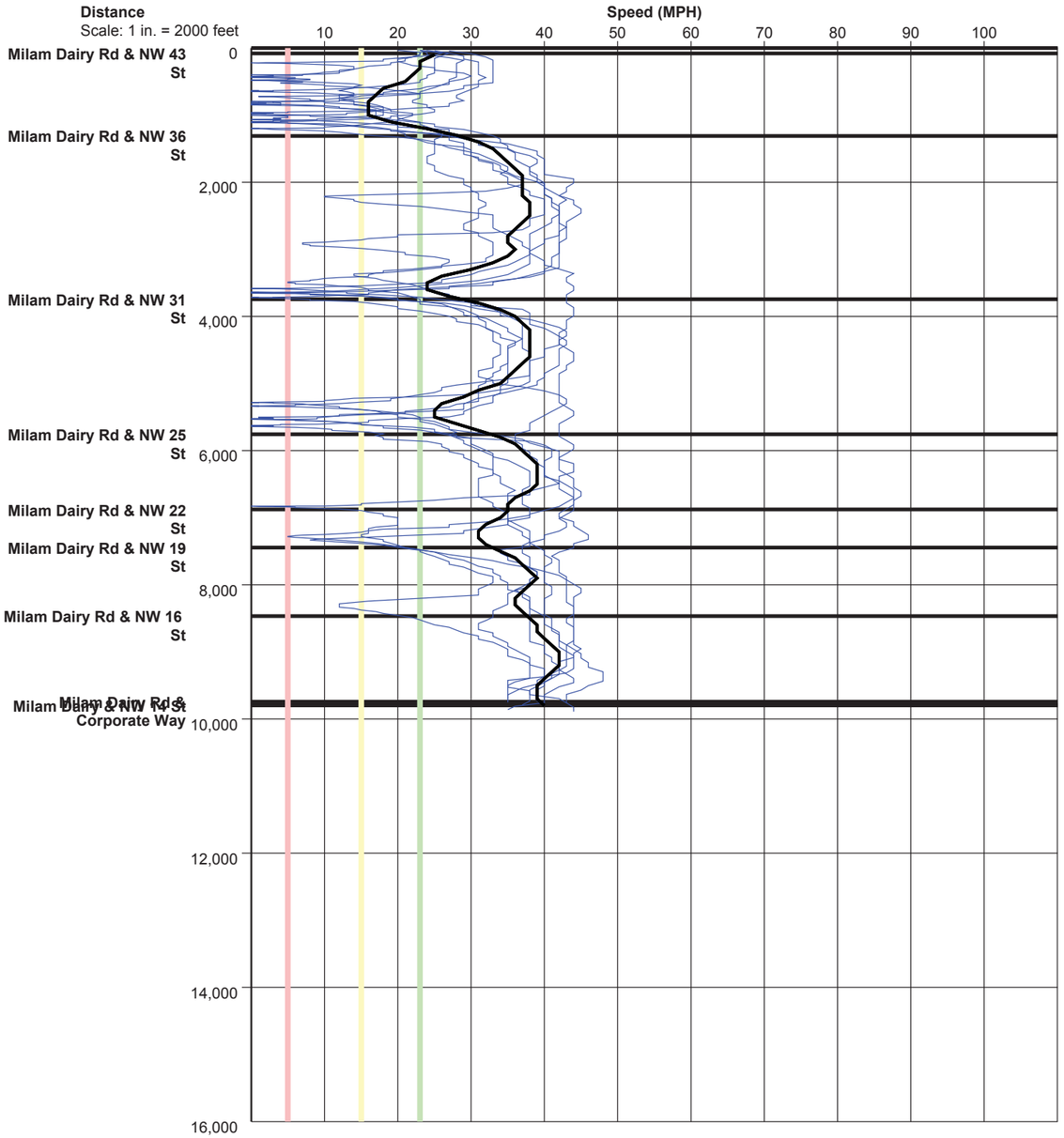
A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound PM Peak Period

Study Name : **Network 2_Route 3_SB_PM**
Study Date : **5/24/2017**
Page No. : **8**

Speed/Distance Profiles of All Runs



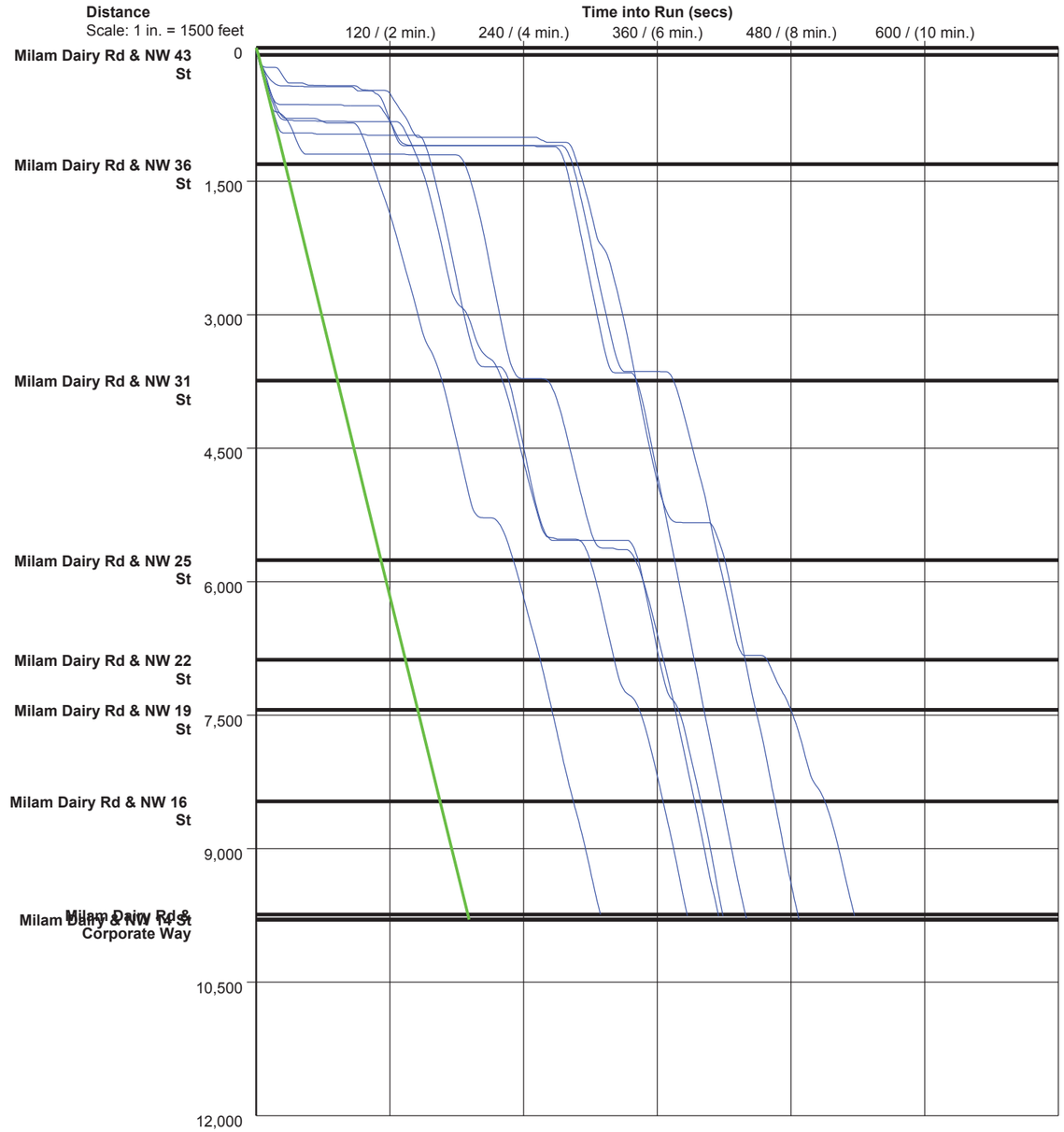
A&P Consulting Transportation Engineers

SIS Network 2 NW 72nd Ave - NW 43rd St to NW 14th St

Southbound PM Peak Period

Study Name : **Network 2_Route 3_SB_PM**
Study Date : **5/24/2017**
Page No. : **9**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

Chapter 4

Network Three

National Highway System Intermodal Connectors

Port of Miami (Facility ID: FL18P)

Engineer's Certification

I, Carlos Francis, P.E. No. 51364, certify that I currently hold an active Professional Engineer's License in the State of Florida and 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 61G15-23.003 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Study Location:

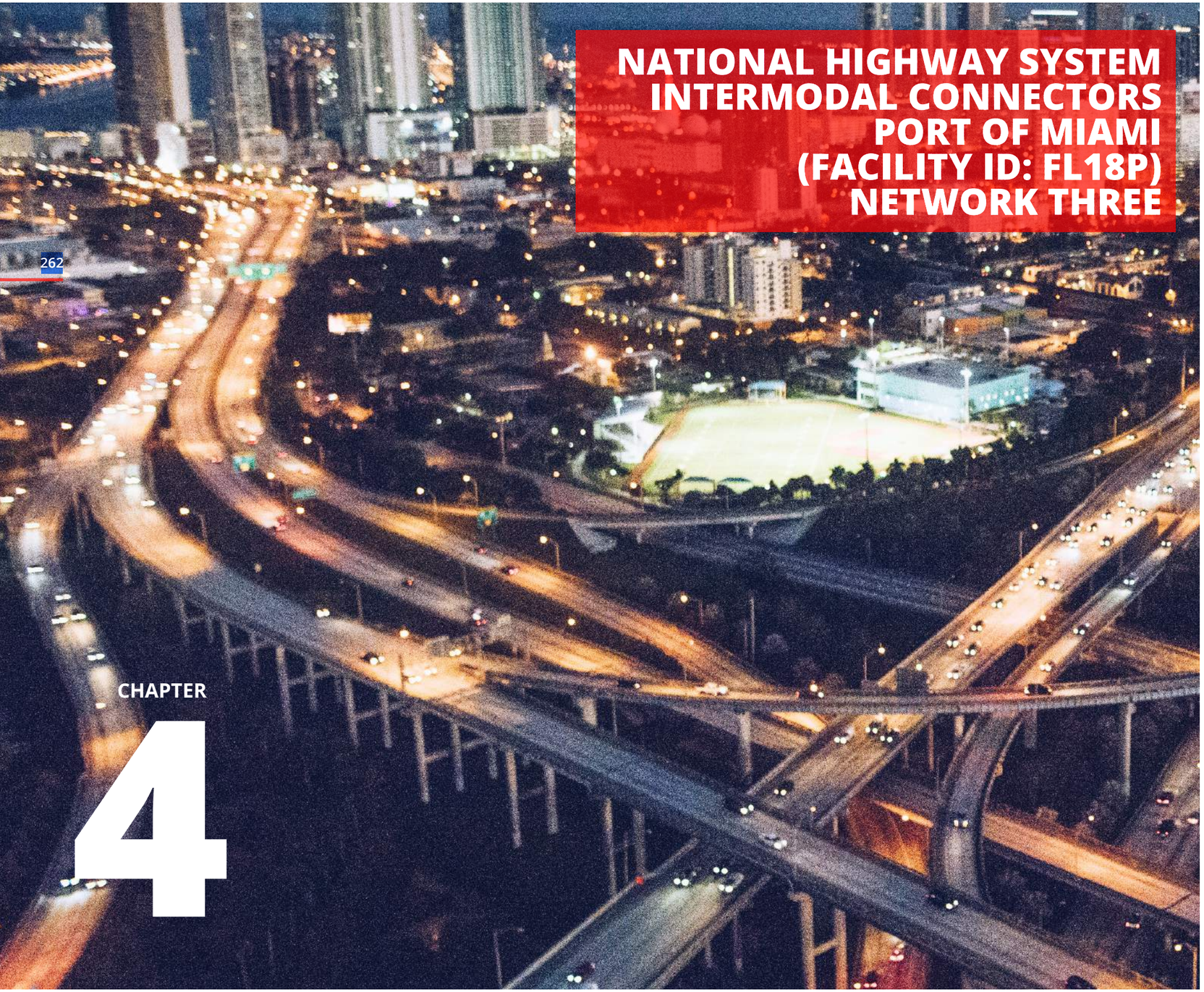
Traffic Signal and Network Evaluation: National Highway System Intermodal Connector - Port of Miami (Facility ID: FL18P), Miami-Dade County, Florida.

_____

Carlos Francis, P.E., PTOE
P.E. 51364

_____

Date



NATIONAL HIGHWAY SYSTEM INTERMODAL CONNECTORS PORT OF MIAMI (FACILITY ID: FL18P) NETWORK THREE

CHAPTER

4

4.0 ROADWAY EXISTING CONDITIONS

The Port of Miami SIS Connector (Facility ID: FL18P) consists of two roadway networks: Route One which begins at I-395 eastbound off-ramp to NE 2nd Avenue, continues south to NE 5th Street and then continues east to Port Boulevard; and Route Two begins at Port Boulevard continues west to NE 1st Avenue and then continues north to I-395 westbound on-ramp. These roadway networks, located in Miami-Dade County, Florida, provide all surface road connections for passenger and commercial trucks to the Port of Miami. **Figure 4.1**. shows the location map of the Port of Miami SIS network roadways described above.

Route One is a three-lane one-way (running southbound) urban major collector along NE 2nd Avenue from I-395 eastbound off-ramp to NE 5th Street, then along NE 5th Street is a four-lane one-way (running eastbound) urban major collector from NE 2nd Avenue to SR-5/US-1, and Port Boulevard is a six lane (three lanes each direction) two-way divided urban minor arterial. Route Two is a six lane (three lanes each direction) two-way divided urban minor arterial along Port Boulevard up to SR-5/US-1, then it is a three-lane one-way (running westbound) urban major collector along NE 6th Street from SR-5/US-1 to just west of NE 2nd Avenue, and NE 1st Avenue is a three-lane one-way (running northbound) urban major collector from NE 6th Street to I-395 westbound on ramp. Both, Route One and Two, have speed limits of 30 MPH except for the stretch of Port Boulevard where the speed limit is 40 MPH. Route One includes ten signalized intersections and Route Two includes eight signalized intersections, and the roadway networks are under the supervision of the County's Signal Area 6 Engineer, Mario Hernandez (See **Table 4.1 and Figures 4A through 4B**).

The study roadways are located within Downtown Miami in Miami-Dade County. The boundaries of the study area are located within the Central Business District in Miami, Florida. The roadway networks are located approximately ¾ mile to the east of the I-95 (run north-south direction) corridor and to the north of SR-968/Flagler Street (run east-west direction). In addition, two important state roads, SR-5/Biscayne Boulevard to the east and I-395 On/Off-ramp to the north are part of the ending limits of the roadway networks. The land use bordering the roadway network is primarily residential (apartment complexes) and commercial developments; **Figure 4.3A-D** illustrates the existing land uses. There is a significant percentage of heavy vehicles traveling to the Port of Miami via these roadway networks. **Figures 4.4** illustrate the 2016 annual truck percentage along the SIS network three facilities.

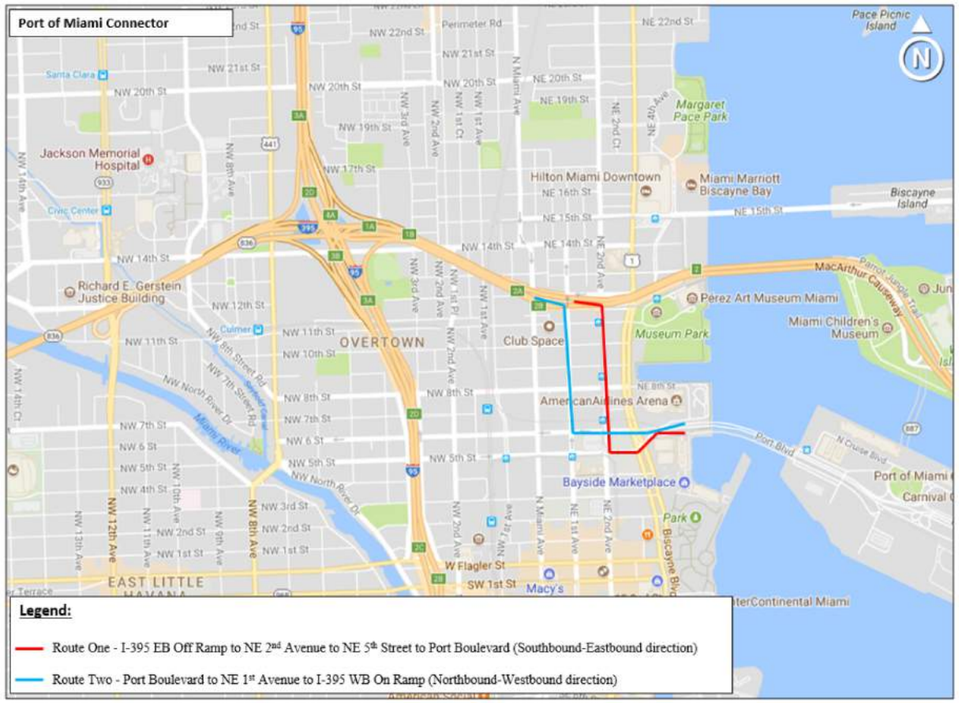


Figure 4.1: Port of Miami SIS Network Roadways

ROUTE ONE

No.	Intersections at Corridor	Asset No.	Section	Area Engineer	Zone	Roadway ID
1	I-395 EB off-ramp at NE 2nd Avenue	6400	26	Mario Hernandez	12	87190500/8700123
2	NE 2nd Avenue at NE 11th Terrace	6401	26	Mario Hernandez	12	87190500
3	NE 2nd Avenue at NE 11th Street	2351	26	Mario Hernandez	12	87190500
4	NE 2nd Avenue at NE 10th Street	2343	26	Mario Hernandez	12	87190500
5	NE 2nd Avenue at NE 8th Street	6571	26	Mario Hernandez	12	87190500
6	NE 2nd Avenue at NE 6th Street (Port Boulevard)	3337	26	Mario Hernandez	12	87190500
7	NE 2nd Avenue at NE 5th Street	2319	25	Mario Hernandez	12	87190500
8	NE 5th Street at SR 5/SB-Biscayne Boulevard	2318	2	Mario Hernandez	12	87084500/87030000
9	NE 5th Street at SR 5/NB-Biscayne Boulevard	6354	2	Mario Hernandez	12	87084500/87030000
10	Port Boulevard at Bayside Exit	5268	2	Mario Hernandez	12	87061000

ROUTE TWO

No.	Intersections at Corridor	Asset No.	Section	Area Engineer	Zone	Roadway ID
1	Port Boulevard at Bayside Exit	5268	2	Mario Hernandez	12	87061000
2	NE 6th Street at SR 5/Biscayne Boulevard	3241	2	Mario Hernandez	12	87000163/87030000
3	NE 6th Street at NE 2nd Avenue	3337	25	Mario Hernandez	12	87000163
4	NE 6th Street at NE 1st Avenue	3336	25	Mario Hernandez	12	87000163
5	NE 1st Avenue at NE 8th Street	2335	26	Mario Hernandez	12	87000171
6	NE 1st Avenue at NE 10th Street	2344	26	Mario Hernandez	12	87000171
7	NE 1st Avenue at NE 11th Street	2352	26	Mario Hernandez	12	87000171
8	NE 1st Avenue at I-395 WB on-ramp	6399	26	Mario Hernandez	12	87000171/87200122

Table 4.1: Signals along the Study Corridor

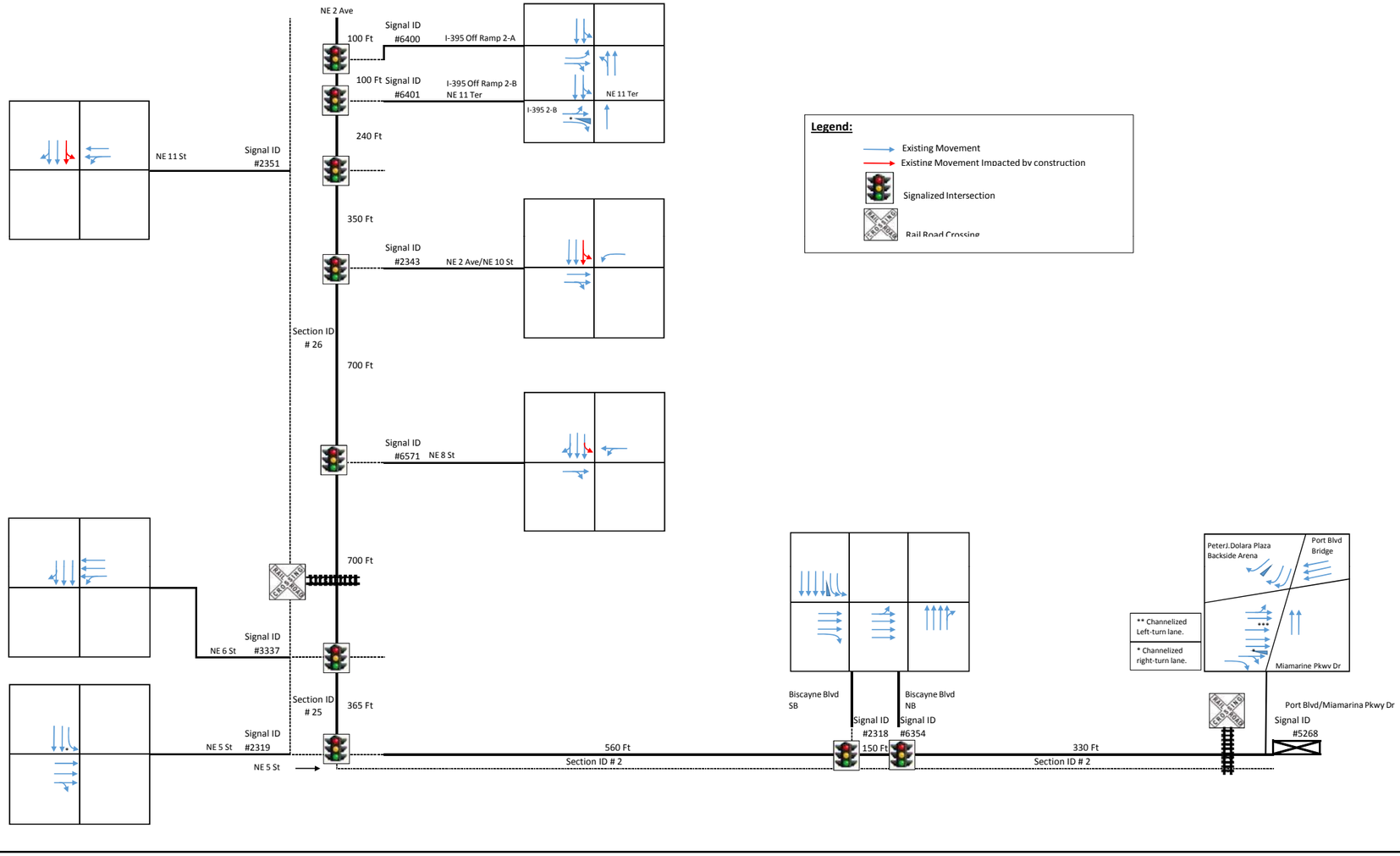


Figure 4.2A- Existing Lane Configuration

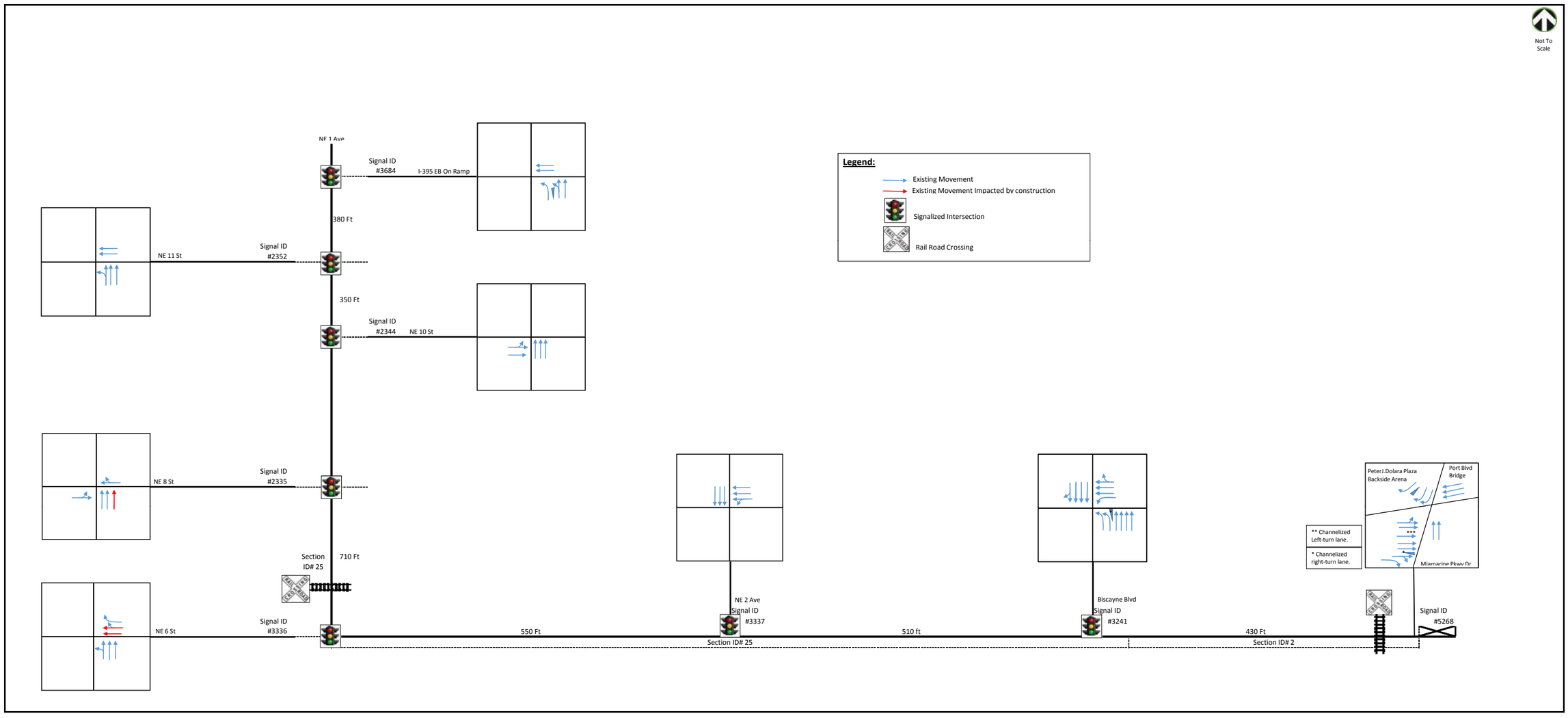
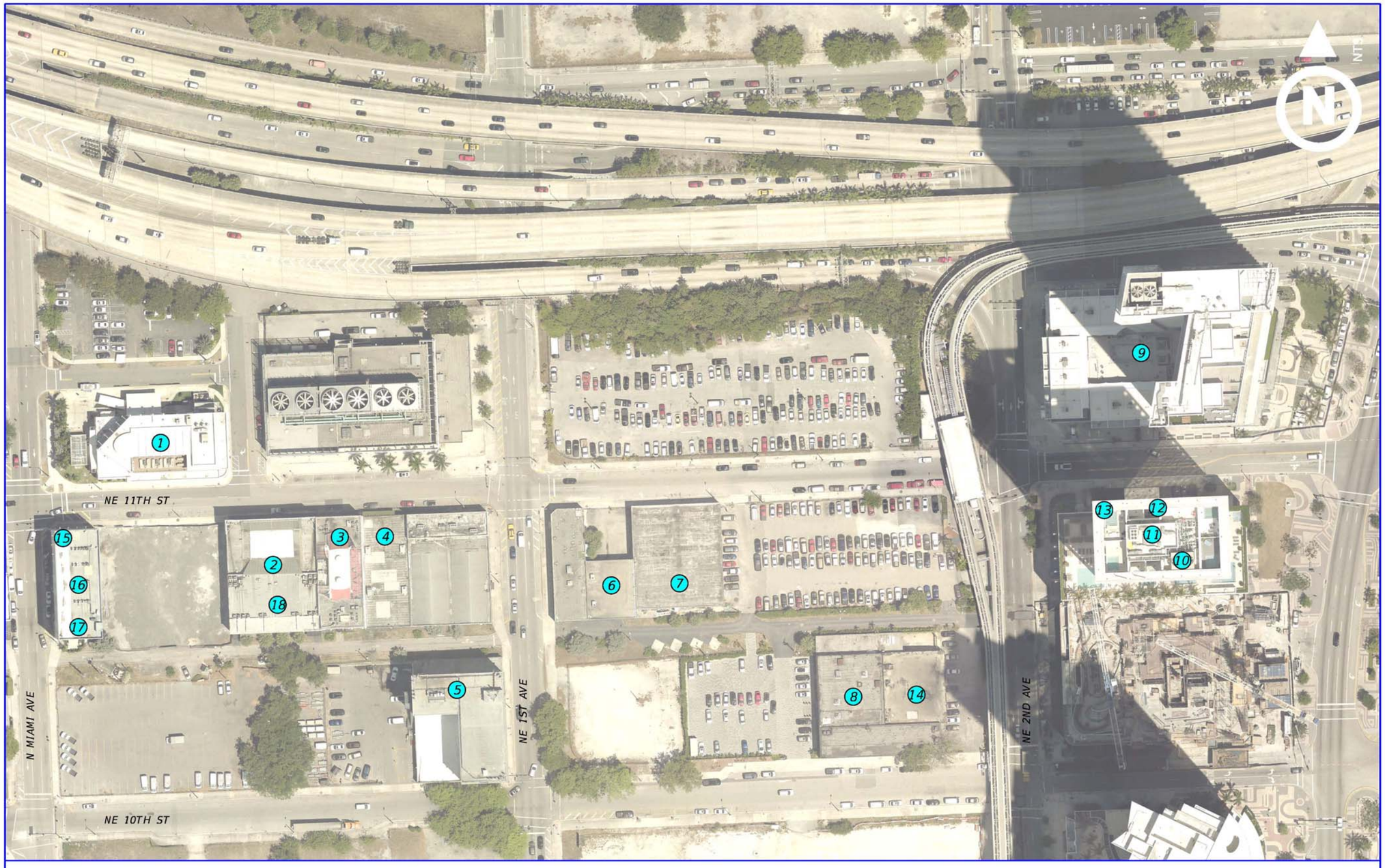


Figure 4.2B- Existing Lane Configuration



LIST OF PROPERTIES:

1. E11EVEN
2. CLUB SPACE
3. HEART NIGHTCLUB
4. THE HANGAR
5. U HAUL MOVING & STORAGE
6. DOWNTOWN ART HOUSE
7. BAS FISHER INVITATIONAL
8. PARAMOUNT
9. MARQUIS MIAMI LUXURY CONDOS
10. TEN MUSEUM PARK
11. NULIFE INSTITUTE
12. CAD INTERNATIONAL
13. LA ESQUINA AT 11TH BISTRO ITALIANO
14. VENTURE HIVE
15. THE CORNER
16. ALL DAY
17. FOOQ'S
18. FLOYD

Figure 4.3A- Existing Land Uses

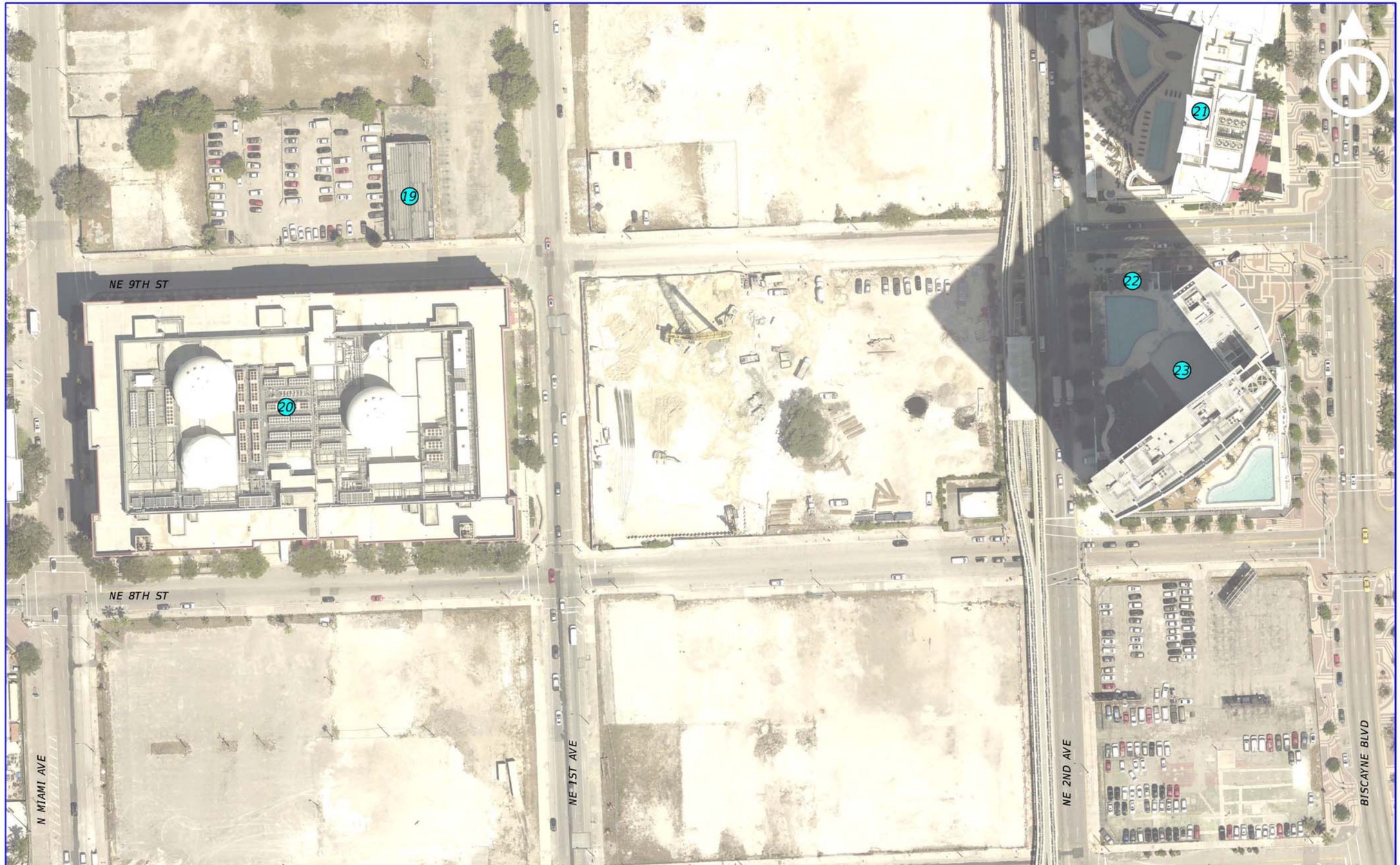
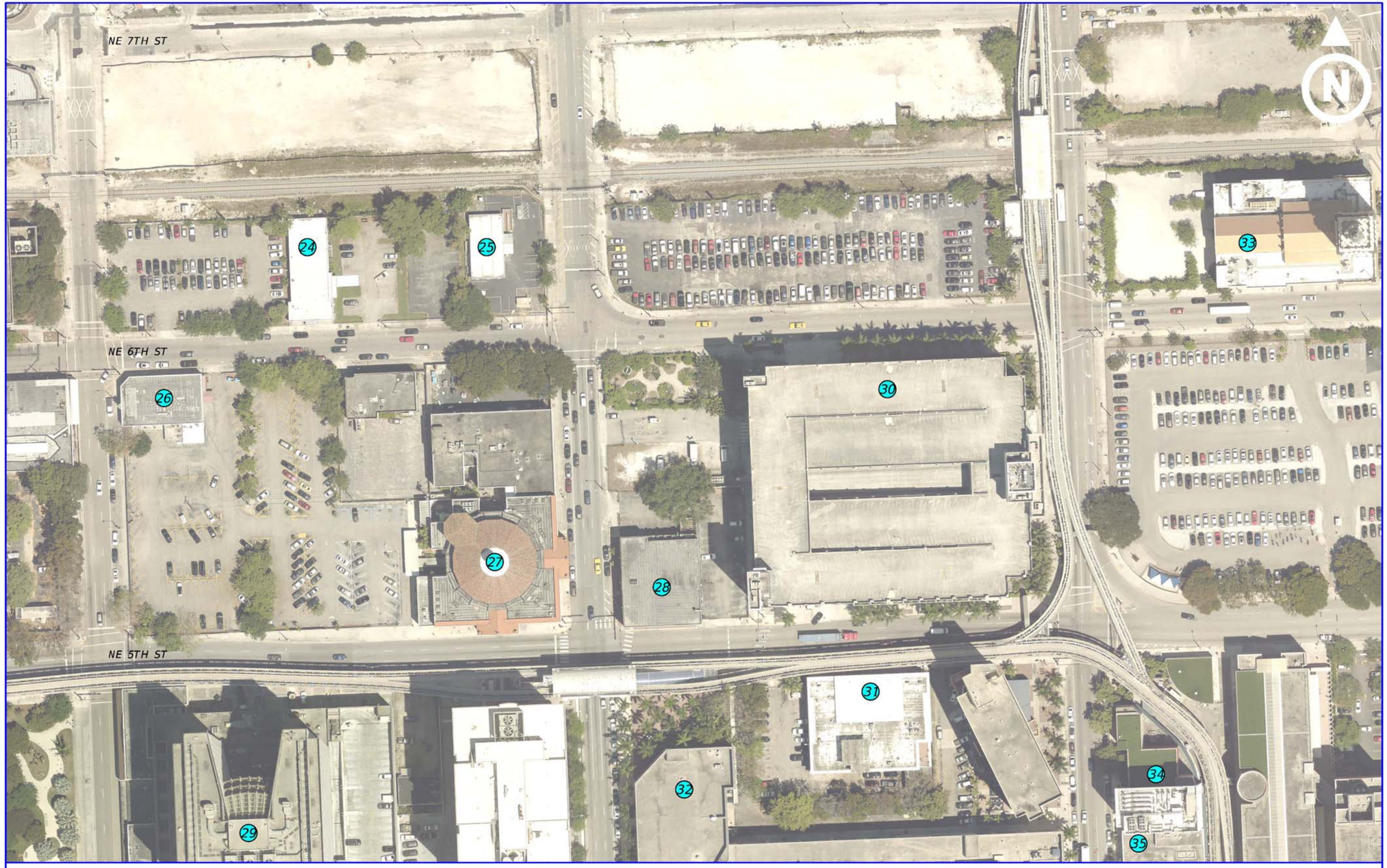


Figure 4.3B- Existing Land Uses



LIST OF PROPERTIES:

24. INTERNATIONAL LONGSHERMEN'S
25. MIAMI MAKEUP ARTIST
26. CARING FOR MIAMI
27. CHRIST FELLOWSHIP
28. 180 DEGREES AT THE
29. FDC MIAMI
30. MDC WOLFSON STUDENT PARKING
31. CITY OF MIAMI FIRE STATION
32. MDC BOOKSTORE WOLFSON CAMPUS
33. FREEDOM TOWER
34. YWCA DAY CARE
35. MIAMI CULINARY INSTITUTE

Figure 4.3C- Existing Land Uses

Figure 4.3D- Existing Land Uses

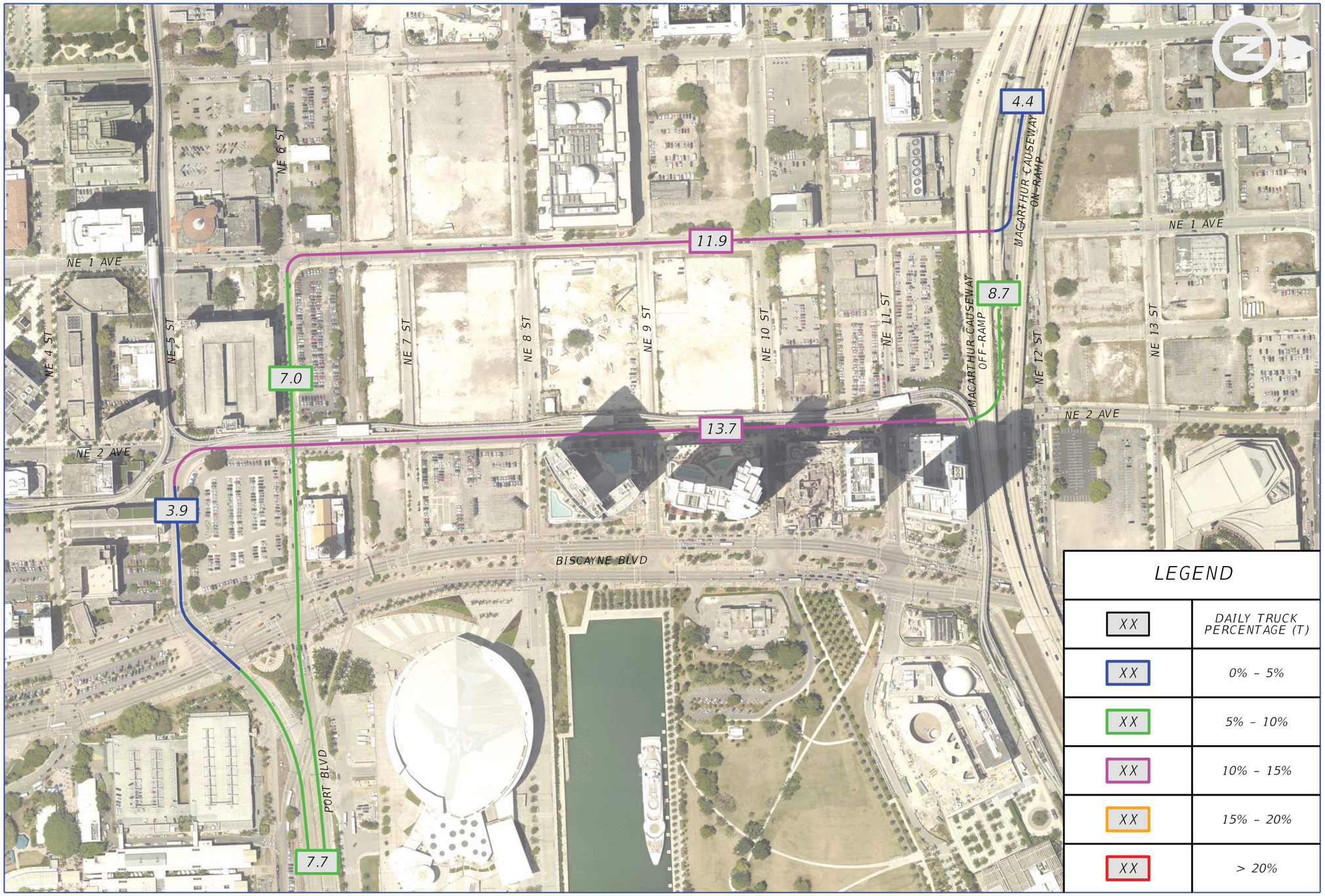


Figure 4.4- Truck Percentage

4.1 FIELD OBSERVATIONS

Field reviews along the Port of Miami SIS network were conducted during the weekday morning, mid-day, and afternoon traffic peak periods on the following days and times:

- Thursday, March 3rd, 2017 (Morning), Thursday, April 20th, 2017 (Mid-day), and Thursday, April 20th, 2017 (Afternoon).

The Port of Miami SIS network was divided into two routes for observation purposes due to the multiple intersecting roadways and since most of the network consists of one-way roads. The major field observations are summarized in **Table 4.2A and 4.2B**.

AM Peak Period

I-395 Eastbound Off-Ramp at NE 2nd Avenue (Signalized):

- Traffic flows well at the off-ramp with NE 2nd Avenue. Queues extend to an average of 12 vehicles (both travel lanes). Traffic queue is not observed spilling back onto EB I-395 mainline.
- Due to the turning radius at the end of the exit ramp, trucks turning right were observed occupying both, the inside and outside lane.

NE 2nd Avenue at NE 11th Terrace (Signalized):

- Lane capacity is limited and does not allow more than two to three vehicles in queue per lane on the southbound approach, causing congestion to spillback to I-395 eastbound off-ramp exit for the right-turn lane and onto NE 12th Street southbound approach lanes.
- Traffic on the southbound approach experience delays caused by signal red interval at NE 11th Terrace.
- Cycle failure can be observed at the intersection of NE 2nd Avenue and NE 12th Street. When NE 12th Street goes into the green interval for the southbound approach, the traffic signal at NE 11th Terrace is stopped to prioritize I-95 eastbound off ramp traffic entering the intersection; therefore, vehicles at NE 12th Street are forced to wait for the next cycle to clear the intersection.

NE 2nd Avenue at NE 11th Street (Signalized):

- Traffic flows well with average of 8 vehicles in queue per lane, with no significant delay. All vehicles are cleared within each cycle.
- Low traffic activity is observed along NE 11th Street with one to two vehicles in queue per lane.

NE 2nd\ Avenue at NE 10th Street (Signalized):

- Traffic flows well with approximately 6 vehicles in queue per lane; however, there is no significant delay and all vehicles clear each cycle.
- Traffic demand is low along NE 10th Street with one to three vehicles in queue per lane.

General Notes: There is private construction on the eastside between NE 11th Street and NE 10th Street that reduces capacity to the intersection from 3 to 2 lanes; however, it does not appear to cause significant impact to traffic flow.

AM Peak Period

NE 2nd Avenue at NE 9th Street (Un-signalized):

- Traffic demand on the NE 9th Street westbound approach is low with one to three vehicles in queue at most.
- The intersection is controlled via stop sign only at the westbound approach of NE 9th Street.

General Notes: The west leg of the intersection is closed due to construction.

NE 2nd Avenue at NE 8th Street (Signalized):

- The overall intersection operation is adequate.
- Most of the time, signal progression along NE 2nd Avenue, after exiting I-395 eastbound off-ramp, allows traffic to arrive at NE 8th Street within the green interval.

NE 2nd Avenue at NE 7th Street (Un-signalized):

- The intersection is controlled via stop sign only at the westbound approach of NE 7th Street.
- Traffic demand on NE 7th Street approach is low with one to maximum three vehicles in queue at the approach.

General Notes: The west leg of the intersection is closed due to construction.

NE 2nd Avenue at Rail Road Crossing:

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 2nd Avenue at NE 6th Street (Signalized):

- The overall intersection operates well, with a maximum of approximately 5 vehicles in queue in the southbound approach.
- There was low traffic activity on the westbound approach.
- Most of the time, progression along NE 2nd Avenue, after exiting I-395 off-ramp, allows traffic to arrive at NE 6th Street within the green interval.

NE 2nd Avenue at NE 5th Street (Signalized):

- The overall intersection operates well.
- Low to moderate traffic activity observed on the eastbound approach.

NE 5th Street at SR-5/Biscayne Boulevard (Signalized):

- The intersection operates well, with overall low traffic activity.

NE 2nd Avenue at Rail Road Crossing Entrance To Port of Miami:

- Rail Road Crossing not observed affecting traffic operations during this period.

Table 4.2A: Port of Miami SIS Network Route One Morning/Midday/Afternoon Major Field Observations

Midday Peak Period

I-395 Eastbound Off-Ramp at NE 2nd Avenue (Signalized):

- Traffic flows better at the off ramp with NE 2nd Avenue compared with AM peak period, with queues that extend to an average of 6 vehicles in the left turn lane, and very short queues in the right-turn lane.
- Eastbound through/left experienced minor delays.
- Low to moderate southbound traffic and no friction with ramp exiting traffic.

NE 2nd Avenue at NE 11th Terrace (Signalized):

- Traffic flow on the southbound approach was low to moderate and with minor delays. On the southbound direction, traffic flow in this period seems to be more favorable than in the AM period.

NE 2nd Avenue at NE 11th Street (Signalized):

- Traffic flows well with average of 4 vehicles in queue, with no significant delay. All vehicles are cleared each cycle.
- Low traffic activity was observed along NE 11th Street.

NE 2nd\ Avenue at NE 10th Street (Signalized):

- Traffic flows well, traffic typically arrived within green interval
- There is ongoing private construction at the eastside between NE 11th Street and NE 10th Street that reduces capacity to the intersection from 3 to 2 lanes; however, it does not appear to cause significant impact to traffic flow.
- Low traffic activity on both approaches on NE 10th Street.

See General field observations in the AM peak period in regards to construction.

NE 2nd Avenue at NE 9th Street (Un-signalized):

- The intersection is controlled via stop sign only at the westbound approach of NE 9th Street.
- Traffic demand on NE 9th Street westbound approach is low with one to three vehicles in queue the most.

See General field observations in the AM peak period in regards to construction.

NE 2nd Avenue at NE 8th Street (Signalized):

- The overall intersection operation is adequate.
- Most of the time, signal progression along NE 2nd Avenue, after exiting I-395 eastbound off-ramp, allows traffic to arrive at NE 8th Street within the green interval.

Table 4.2A: Port of Miami SIS Network Route One Morning/Midday/Afternoon Major Field Observations (Continued...)

Midday Peak Period

NE 2nd Avenue at NE 7th Street (Un-signalized):

- The intersection is controlled via stop sign only at the westbound approach of NE 7th Street.
- Traffic on the NE 7th\ Street approach is low to moderate with average of 5 vehicles in queue.

See General field observations in the AM peak period in regards to construction.

NE 2nd Avenue at Rail Road Crossing:

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 2nd Avenue at NE 6th Street (Signalized):

- The overall intersection operates well, with a maximum of approximately 5 vehicles in queue in the southbound approach.
- There is low to moderate traffic activity on the westbound approach.
- Most of the time, progression along NE 2nd Avenue, after exiting I-395 eastbound off-ramp, allows traffic to arrive at NE 6th Street within the green interval.

NE 2nd Avenue at NE 5th Street (Signalized):

- The overall intersection operates well, with a maximum of about 7 vehicles in queue per lane in the southbound approach.
- Moderate traffic activity observed on the eastbound approach.

NE 5th Street at SR-5/Biscayne Boulevard (Signalized):

- The overall intersection operates well, with overall low to moderate traffic activity.

NE 2nd Avenue at Rail Road Crossing Entrance To Port of Miami:

- Rail Road Crossing not observed affecting traffic operations during this period.

PM Peak Period

I-395 Eastbound Off-Ramp at NE 2nd Avenue (Signalized):

- Traffic appears more congested at the off-ramp with NE 2nd Avenue when compared with Midday peak period traffic. Traffic queues sometimes extend at the ramp up to 30 vehicles due to more demand for the through/left turns. However, the right turn lane remains similar to Midday peak period.
- Eastbound right turn experienced significantly less delay when compared with AM and Midday period.
- Low to moderate southbound traffic. However, there is some friction observed with eastbound left turn traffic from I-95 eastbound off ramp and eastbound left turn traffic from I-395 eastbound off-ramp.

NE 2nd Avenue at NE 11th Terrace (Signalized):

- Traffic on the southbound approach was low to moderate and with minor delays.
- Southbound traffic experiences minor friction with eastbound left turn traffic from I-95 eastbound off-ramp.

NE 2nd Avenue at NE 11th Street (Signalized):

- Traffic flows well with average of 4 vehicles in queue, with no significant delay. All vehicles are cleared each cycle.
- Low traffic activity was observed along NE 11th Street.

NE 2nd\ Avenue at NE 10th Street (Signalized):

- Traffic flows well, traffic typically arrives within green interval, and does not experience significant delay.
- Low traffic activity on both approaches on NE 10th Street.

See General field observations in the AM peak period in regards to construction.

NE 2nd Avenue at NE 9th Street (Un-signalized):

- The intersection is controlled via stop sign only at the westbound approach of NE 9th Street.
- Traffic demand on NE 9th Street approach is low with one to three vehicles in queue.

See General field observations in the AM peak period in regards to construction.

NE 2nd Avenue at NE 8th Street (Signalized):

- The overall intersection operation is adequate.
- Most of the time, signal progression along NE 2nd Avenue, after exiting I-395 eastbound off-ramp, allows traffic to arrive at NE 8th Street within the green interval.

Table 4.2A: Port of Miami SIS Network Route One Morning/Midday/Afternoon Major Field Observations (...Continued)

PM Peak Period

NE 2nd Avenue at NE 7th Street (Un-signalized):

- The intersection is controlled via stop sign only at the westbound approach of NE 7th Street.
- Traffic on NE 7th Street approach is low to moderate with average of 5 vehicles in queue per lane.

See General field observations in the AM peak period in regards to construction.

NE 2nd Avenue at Rail Road Crossing:

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 2nd Avenue at NE 6th Street (Signalized):

- The overall intersection operates well, with a maximum of approximately 8th vehicles in queue per lane in the southbound approach.
- There is moderate to high traffic activity on the westbound approach; however, traffic is not observed spilling back and blocking SR-5/Biscayne Boulevard.

NE 2nd Avenue at NE 5th Street (Signalized):

- The overall intersection operates well, with a maximum of approximately 7 vehicles in queue per lane in the southbound approach.
- Moderate traffic activity observed on the eastbound approach.

NE 5th Street at SR-5/Biscayne Boulevard (Signalized):

- The overall intersection operates well, with overall low to moderate traffic activity.

NE 2nd Avenue at Rail Road Crossing Entrance To Port of Miami:

- Rail Road Crossing not observed affecting traffic operations during this period.

AM Peak Period

Port Boulevard at RR Crossing at NE 2nd Avenue (Signalized):

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 6th Street at SR-5/Biscayne Boulevard (Signalized):

- Traffic flows well, with no significant delay. All vehicles are cleared within each cycle.

NE 6th Street at NE 2nd Avenue (Signalized):

- Traffic flows well, with no significant delay. Traffic lightly increases toward the second hour of the AM period, approximately around 9:15 AM.
- All vehicles are cleared within each cycle.

NE 6th Street at NE 1st Avenue (Signalized):

- Traffic flows well, with no significant delay. Traffic lightly increases toward the end of the period.
- All vehicles are cleared each cycle.

NE 1st Avenue at Rail Road Crossing:

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 1st Avenue at NE 7 Street (Signalized):

General Notes: The east and west legs of the intersection are closed due to construction.

NE 1st Avenue at NE 8th Street (Un-signalized):

- The overall intersection operates well, with few vehicles in queue and no significant delays observed.
- There was low traffic activity on the westbound and eastbound approaches.

General Notes: There is private construction on the northeast corner of intersection, which reduces capacity on the westbound approach; however, due to low traffic activity along NE 8th Street no significant impact is observed.

NE 1st Avenue at NE 9th Street (Un-signalized):

- The intersection is controlled via stop sign only at the eastbound approach of NE 9th Street.
- No traffic demand observed along NE 9th Street

General Notes: The east leg of the intersection is closed due to construction. There is reduction of capacity of one lane eastside between NE 9th Street and NE 8th Street.

AM Peak Period

NE 1st Avenue at NE 10th Street (Signalized):

- The overall intersection operates well. No significant delays observed.
- There was low traffic activity on the eastbound and westbound approaches.

General Notes: There is a reduced capacity of one lane along eastside between NE 10th Street and NE 9th Street.

NE 1st Avenue at NE 11th Street (Signalized):

- The overall intersection operates well. No significant delays observed.
- There was low traffic activity on the eastbound and westbound approaches.

NE 2nd Avenue at I-395 Westbound On-Ramp (Signalized):

- Low traffic activity observed, and no significant delay to enter the ramp.

Table 4.2B: Port of Miami SIS Network Route Two Morning/Midday/Afternoon Major Field Observations

Midday Peak Period

Port Boulevard at RR Crossing at NE 2nd Avenue (Signalized):

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 6th Street at SR-5/Biscayne Boulevard (Signalized):

- Traffic flows well, with no significant delays, with maximum of 4 to 6 vehicles in queue per lane. All vehicles are cleared within each cycle.
- Traffic along SR-5/Biscayne Boulevard experience lightly increases in congestion compared to AM peak period.

NE 6th Street at NE 2nd Avenue (Signalized):

- Traffic flows well. All vehicles are cleared within each cycle

NE 6th Street at NE 1st Avenue (Signalized):

- Traffic flows well, with no significant delay. All vehicles are cleared within the first available green interval.
- There is a light increase in traffic along NE 1st Avenue

NE 1st Avenue at Rail Road Crossing:

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 1st Avenue at NE 7 Street (Signalized):

See General field observations in the AM peak period in regards to construction.

NE 1st Avenue at NE 8th Street (Un-signalized):

- The overall intersection operates well, with few vehicles in queue and no significant delays observed.
- There was low traffic activity on the westbound or eastbound approaches.

See General field observations in the AM peak period in regards to construction

NE 1st Avenue at NE 9th Street (Un-signalized):

- Low traffic observed along NE 9th Street.

See General field observations in the AM peak period in regards to construction.

Midday Peak Period

NE 1st Avenue at NE 10th Street (Signalized):

- The overall intersection operates well. No significant delays observed.
- There was low traffic activity on the eastbound and westbound approaches.

See General field observations in the AM peak period in regards to construction

NE 1st Avenue at NE 11th Street (Signalized):

- The overall intersection operates well. No significant delays observed.
- There was low traffic activity on the eastbound and westbound approaches.

NE 2nd Avenue at I-395 Westbound On-Ramp (Signalized):

- Low traffic activity observed, and no significant delay to enter the ramp.

Table 4.2B: Port of Miami SIS Network Route Two Morning/Midday/Afternoon Major Field Observations (Continued...)

PM Peak Period

Port Boulevard at RR Crossing at NE 2nd Avenue (Signalized):

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 6th Street at SR-5/Biscayne Boulevard (Signalized):

- Overall traffic flows well with light increase in delays, with maximum of 4 to 6 vehicles in queue. All vehicles are cleared within each cycle.
- Traffic along SR-5/Biscayne Boulevard experiences considerable increase in congestion compared to AM and Midday peak period. Traffic queues from downstream signals spills back onto the intersection; however, traffic is not observed blocking intersection.

NE 6th Street at NE 2nd Avenue (Signalized):

- Traffic flows well with queues, sometimes, extending up to midblock between NE 2nd Avenue and SR-5/Biscayne Boulevard. All vehicles are cleared within each cycle.

NE 6th Street at NE 1st Avenue (Signalized):

- Traffic experiences moderate to high congestion. Traffic queues observed extending to midblock and sometimes to NE 2nd Avenue. All vehicles travelling are still cleared within each cycle.
- Traffic along NE 1st Avenue spills back to upstream intersection

NE 1st Avenue at Rail Road Crossing:

- Rail Road Crossing not observed affecting traffic operations during this period.

NE 1st Avenue at NE 7 Street (Signalized):

See General field observations in the AM peak period in regards to construction

NE 1st Avenue at NE 8th Street (Un-signalized):

- Traffic queues observed extending beyond NE 7th Street during early PM peak period. However, all vehicles travelling northbound are still cleared within each cycle.
- There was low traffic activity on the westbound and eastbound approaches.

See General field observations in the AM peak period in regards to construction

NE 1st Avenue at NE 9th Street (Un-signalized):

- *Low traffic observed along NE 9th Street.*

See General field observations in the AM peak period in regards to construction.

Table 4.2B: Port of Miami SIS Network Route Two Morning/Midday/Afternoon Major Field Observations (...Continued)

PM Peak Period

NE 1st Avenue at NE 10th Street (Signalized):

- Traffic queues observed spilling back to NE 8th Street during early PM peak period. However, all vehicles travelling northbound are still cleared within the first available green interval.
- There was low traffic activity on the westbound and eastbound approaches.

See General field observations in the AM peak period in regards to construction.

NE 1st Avenue at NE 11th Street (Signalized):

- The overall intersection operates well. No significant delays observed.
- There was low traffic activity on the eastbound and westbound approaches

NE 2nd Avenue at I-395 Westbound On-Ramp (Signalized):

- Low traffic activity observed, and no significant delay to enter the ramp.
- Long queues are observed on the westbound approach for vehicles to enter I-395 WB On-ramp.

4.2 DATA COLLECTION

Field and RITIS travel time and travel speed data, and KITS signal timing plans data were summarized to evaluate the study routes existing traffic mobility and operations during the typical weekday peak morning (8:00 AM to 10:00 AM), midday (1:00 PM to 3:00 PM), and afternoon (4:00 PM to 6:00 PM) traffic periods. The field data was collected using GPS2LT software from PC-Travel. PC-Travel is software that processes the collected field data to generate travel time, travel speed, delay statistics and number of stops for the Port of Miami SIS network. A summary of the RITIS and field data is presented in **Sections 4.2.2 and 4.2.3** respectively. In addition, video recordings were conducted along the study corridor to evaluate the traffic operations.

4.2.1 KITS/TRAFFIC SIGNAL PLAN ASSESSMENT

The intersection Time of Day (TOD) schedules for various sections along Route One and Route Two have been downloaded using KITS, from the Miami Dade County's ATMS software for TMC, and summarized for the morning, midday and afternoon peak periods. TODs and their respective summary tables along the study routes are provided in **Tables 4.3A-B**. The following is a review of the signal timing sheets per each signal section for the Port of Miami SIS network routes:

Section 2-SR-5/US-1 at NE 5th Street and NE 6th Street / Port Boulevard at Bayside Exit

- Section 2, at the intersection of SR-5 at NE 5th Street and NE 6th Street, operates under three time-of-day plans from 7:00 AM to 7:00 PM. The morning and midday peak operate under Plan 4 and 6 with cycle lengths of 130 and 120, respectively. The afternoon peak operates under Plan 10 from 3:45 PM to 7:00 PM at a 130 seconds cycle length. The intersection of Port Boulevard at Bayside Exit operates under the Plans 4, 6, and 10 and with 100 seconds cycle length for morning, midday and afternoon periods.

Section 25-NE 2nd Avenue from NE 6th Street to NE 5th Street / NE 1St Avenue at NE 6thAvenue

- Section 25, operates under four time-of-day plans from 6:00 AM to 7:00 PM. The morning and midday peak operate under Plans 8, 9 and 10 from 6:00 AM to 3:00 PM with 120, 110 and 110 seconds of cycle lengths. The afternoon peak operates under Plan 11 from 3:00 PM to 7:00 PM at a 110 seconds cycle length.

Section 26 -NE 2nd Avenue from I-395 EB Off-Ramp to NE 8th Street / NE 1St Avenue from I-395 WB On-Ramp to NE 8th Street

- Section 26, operates under three time-of-day plans from 7:00 AM to 6:30 PM. The morning and midday peak operate under Plan 4 and 5 except for the intersection of NE 2nd Avenue at NE 8th Street that operates from 9:00 AM to 3:00 PM under Plan 8. Plan 4 and 5 has cycle lengths of 100 and 110 seconds respectively. The afternoon peak operates under Plan 10 from 3:30 PM to 6:30 PM at a 90 seconds cycle length except at the intersections along NE 2nd Avenue at I-395 EB Off-Ramp and at NE 11th Terrace with 180 seconds cycle length.

Table 4.3A-B illustrates the morning, midday and afternoon peak signal timing plans for the Port of Miami network intersections. **Figure 4.5A-C** illustrates Time-of-day (TOD) plans for the length of the Port of Miami network.

The existing signal timing sheets are included in **Appendix A**.

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT
26	I-395 EB Off-Ramp at NE 2 Avenue	7:00 AM - 9:00 AM	M - F	4	200	88	-	-	-	114	-	74	-	114
		9:00 AM - 3:00 PM	M - F	5	110	0	-	-	-	59	-	39	-	59
		3:00 PM - 6:30 PM	M - F	10	180	128	-	-	-	114	-	54	-	114
26	NE 2 Avenue at NE 11 Terrace	7:00 AM - 9:00 AM	M - F	4	200	146	-	-	-	-	-	74	-	114
		9:00 AM - 3:00 PM	M - F	5	110	41	-	-	-		-	34	-	64
		3:00 PM - 6:30 PM	M - F	10	180	0	-	-	-	-	-	62	-	106
26	NE 2 Avenue at NE 11 Street	7:00 AM - 9:00 AM	M - F	4	100	96	-	29	-	-	-	---	-	59
		9:00 AM - 3:00 PM	M - F	5	110	58	-	29	-	-	-		-	69
		3:00 PM - 6:30 PM	M - F	10	90	89	-	29	-	-	-	---	-	49
26	NE 2 Avenue at NE 10 Street	7:00 AM - 9:00 AM	M - F	4	100	96	-	-	-		-	19	-	69
		9:00 AM - 3:00 PM	M - F	5	110	52	-	-	-		-	22	-	76
		3:00 PM - 6:30 PM	M - F	10	90	0	-	-	-		-	16	-	62
26	NE2 Avenue at NE 8 Street	7:00 AM - 9:00 AM	M - F	4	100	11	-	34	-	-	-	34	-	54
		9:00 AM - 3:00 PM	M - F	8	100	11	-	24	-	-	-	24	-	64
		3:00 PM - 6:30 PM	M - F	10	90	18	-	24	-		-	24	-	54
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**							
							1 EBL	**2 WBT**	**3 SBL**	**4 NBT**	**5 WBL**	**6 EBT**	**7 NBL**	**8 SBT**
25	NE 2 Avenue at NE 6 Street	6:00 AM - 9:30 AM	M - F	8	120	62	-	40	-	-	-	---	-	68
		9:00 AM - 2:00 PM	M - F	9	110	82	-	47	-	-	-	---	-	51
		2:00 PM - 3:00 PM	M - F	10	110	82	-	47	-	-	-	---	-	51
		3:00 PM - 7:00 PM	M - F	11	110	93	-	47	-	-	-	---	-	51
25	NE 2 Avenue at NE 5 Street	6:00 AM - 9:30 AM	M - F	8	120	7	-	49	-	-	-	---	-	59
		9:30 AM - 2:00 PM	M - F	9	110	12	-	-	-	42	-	---	-	56
		2:00 PM - 3:00 PM	M - F	10	110	6	-	-	-	47	-	---	-	51
		3:00 PM - 7:00 PM	M - F	11	110	1	-	47	-	-	-	---	-	51
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**							
							1 EBL	**2 WBT**	**3 SBL**	**4 NBT**	**5 WBL**	**6 EBT**	**7 NBL**	**8 SBT**
2	SR-5/US-1(SB-Biscanye Blvd) at NE 5 Street	7:00 AM - 9:00 AM	M - F	4	130	-	-	-	28	59	-	22	-	93
		9:00 AM - 3:45 PM	M - F	6	120	-	-	-	18	53	-	28	-	77
		3:45 PM - 7:00 PM	M - F	10	130	-	-	-	19	64	-	26	-	89
2	Port Boulevard at Bayside Exit	7:00 AM - 9:00 AM	M - F	4	100	58	29	38	-	-	-	73	14	-
		9:00 AM - 3:45 PM	M - F	6	100	38	29	38	-	-	-	73	14	-
		3:45 PM - 7:00 PM	M - F	10	100	38	29	38	-	-	-	73	14	-

Table 4.3A: Port of Miami SIS Network Route One Time-of-Day (TOD) Plans

Section	Intersections	TOD	Days	Plan	Cycle (sec)	Offset (sec)	Green Time (sec)							
							1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT
2	SR-5/US-1 (NB-Biscayne Blvd) at NE 6 Street	7:00 AM - 9:00 AM	M-F	4	130	0	-	27	-	89	-	-	10	73
		2:00 PM - 3:45 PM	M-F	6	120	0	-	37	-	69	-	-	11	52
		3:45 PM - 7:00 PM	M-F	10	130	0	-	43	-	73	-	-	9	58
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**							
							1 EBL	**2 WBT**	**3 SBL**	**4 NBT**	**5 WBL**	**6 EBT**	**7 NBL**	**8 SBT**
25	NE 2 Avenue at NE 6 Street	6:00 AM - 9:30 AM	M - F	8	120	62	-	40	-	-	-	---	-	68
		9:30 AM - 2:00 PM	M - F	9	110	82	-	47	-	-	-	---	-	51
		2:00 PM - 3:00 PM	M - F	10	110	82	-	47	-	-	-	---	-	51
		3:00 PM - 7:00 PM	M - F	11	110	93	-	47	-	-	-	---	-	51
25	NE 1 Avenue at NE 6 Street	6:00 AM - 9:30 AM	M-F	8	120	19	---	49	---	59	---	---	---	---
		9:30 AM - 2:00 PM	M-F	9	110	3	-	44	-	54	-	-	-	-
		2:00 PM - 3:00 PM	M-F	10	110	7	-	44	-	54	-	-	-	-
		3:00 PM - 7:00 PM	M-F	11	110	3	-	44	-	54	-	-	-	-
Section	**Intersections**	**TOD**	**Days**	**Plan**	**Cycle (sec)**	**Offset (sec)**	**Green Time (sec)**							
							1 EBL	**2 WBT**	**3 SBL**	**4 NBT**	**5 WBL**	**6 EBT**	**7 NBL**	**8 SBT**
26	NE 1 Avenue at NE 8 Street	7:00 AM - 9:00 AM	M-F	4	100	39	-	16	-	72	-	16	-	-
		9:00 AM - 3:00 PM	M-F	5	110	88	-	24	-	74	-	24	-	-
		3:00 PM - 6:30 PM	M-F	10	90	68	-	29	-	49	-	29	-	-
26	NE 1 Avenue at NE 10 Street	7:00 AM - 9:00 AM	M-F	4	100	48	-	---	-	70	-	18	-	-
		9:00 AM - 3:00 PM	M-F	5	110	83	-	---	-	69	-	29	-	-
		3:00 PM - 6:30 PM	M-F	10	90	86	-	---	-	59	-	19	-	-
26	NE 1 Avenue at NE 11 Street	7:00 AM - 9:00 AM	M-F	4	100	67	-	---	-	71	-	17	-	-
		9:00 AM - 3:00 PM	M-F	5	110	99	-	24	-	74	-	-	-	-
		3:00 PM - 6:30 PM	M-F	10	90	6	-	24	-	54	-	-	-	-
26	NE 1 Avenue at I-395 WB On-Ramp	7:00 AM - 9:00 AM	M-F	4	100	63	-	27	-	61	-	-	-	-
		9:00 AM - 3:00 PM	M-F	5	110	0	-	29	-	69	-	-	-	-
		3:00 PM - 6:30 PM	M-F	10	90	13	-	29	-	49	-	-	-	-

Table 4.3B: Port of Miami SIS Network Route One Time-of-Day (TOD) Plans

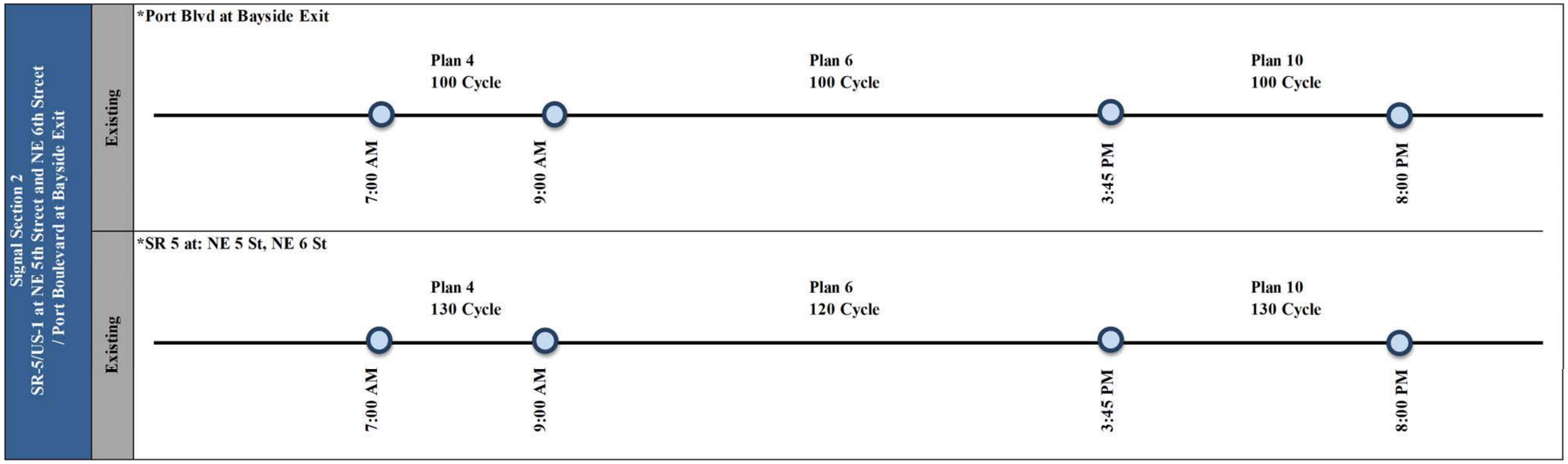


Figure 4.5A: Time-of-Day (TOD) Plans for Section 2

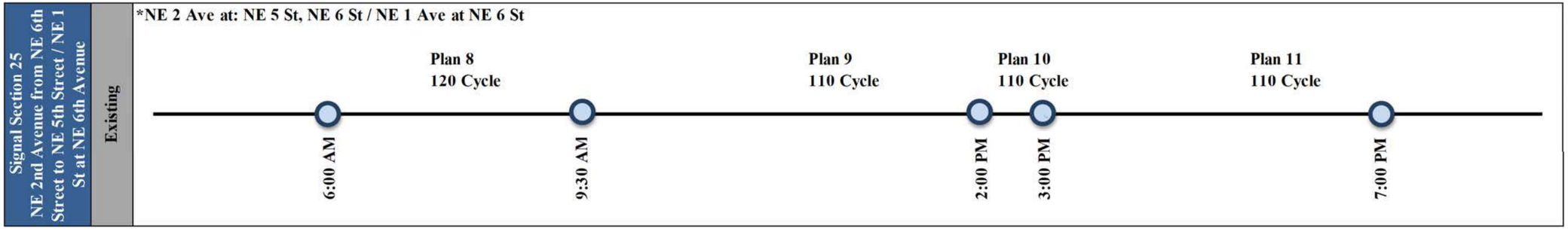


Figure 4.5B: Time-of-Day (TOD) Plans for Section 25

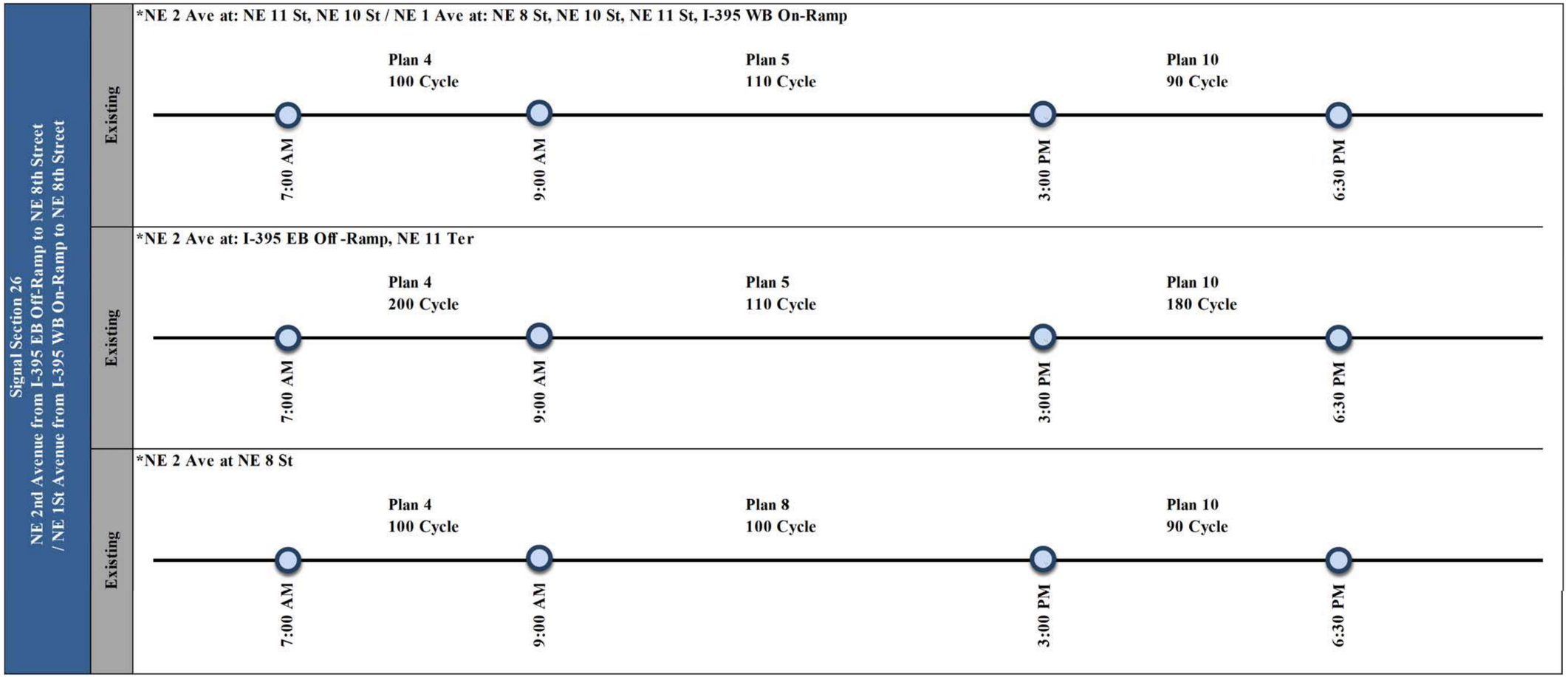


Figure 4.5C: Time-of-Day (TOD) Plans for Section 26

4.2.2 REGIONAL INTEGRATED TRANSPORTATION INFORMATION SYSTEM (RITIS)

Average travel time and travel speed data were obtained from RITIS (Regional Integrated Transportation Information System). The RITIS data is based on an average of four-weeks, three-days data collected for typical weekdays from February 28th, 2017 to March 23rd, 2017. The RITIS data for the Port of Miami SIS network shows the following results.

The RITIS data (See **Table 4.4A**) for the Port of Miami SIS network Route One during the morning peak (8:00 AM to 10:00 AM) shows that the southbound and eastbound direction has an average travel time of approximately three minutes in both directions. Route One experienced an average travel speed of approximately nine MPH in the southbound direction and seven MPH in the eastbound direction. The midday peak (1:00 PM to 3:00 PM) shows that this corridor experienced an average travel time of approximately three minutes in each direction and an average travel speed of approximately ten MPH in the southbound direction and seven MPH in the eastbound direction. Finally, during the afternoon peak (4:00 PM to 6:00 PM) route one experienced an average travel time of approximately three minutes in both directions. The afternoon peak experienced an average travel speed of approximately ten MPH in the southbound direction and seven MPH in the eastbound direction.

The RITIS data (See **Table 4.4B**) for the Port of Miami SIS network Route Two during the morning peak experienced an average travel time of approximately two minutes for the northbound and westbound direction. Meanwhile, the northbound direction during the morning peak experienced an approximately average travel speed of 13 mph and the westbound direction experienced an approximately average travel speed of 9 mph. During the midday peak, the northbound and westbound direction experienced an average travel time of approximately two minutes. Meanwhile, the northbound direction experienced an approximately average travel speed of 11 mph and the westbound direction experienced an approximate average travel speed of nine mph. During the afternoon peak route two experienced an average travel time of approximately two minutes for the northbound and westbound direction. Meanwhile, the northbound direction during the afternoon peak experienced an approximate average travel speed of eight mph in the northbound and westbound direction.

TOD	RITIS Performance Measure	SOUTHBOUND Existing	EASTBOUND Existing
AM Peak Period (8:00AM-10:00AM)	Average Travel Time (min)	3.2	3.0
	Average Travel Speed (mph)	8.6	7.2
Midday Period (1:00PM-3:00PM)	Average Travel Time (min)	2.9	3.3
	Average Travel Speed (mph)	9.6	6.6
PM Peak Period (4:00PM-6:00PM)	Average Travel Time (min)	2.9	3.4
	Average Travel Speed (mph)	9.6	6.6

**Limits of RITIS data may differ from those corridor limits.*

Table 4.4A: RITIS Data Route One

TOD	RITIS Performance Measure	NORTHBOUND Existing	WESTBOUND Existing
AM Peak Period (8:00AM-10:00AM)	Average Travel Time (min)	2.0	2.3
	Average Travel Speed (mph)	12.5	9.2
Midday Period (1:00PM-3:00PM)	Average Travel Time (min)	2.4	2.3
	Average Travel Speed (mph)	11.3	9.0
PM Peak Period (4:00PM-6:00PM)	Average Travel Time (min)	3.1	2.6
	Average Travel Speed (mph)	8.7	8.0

**Limits of RITIS data may differ from those corridor limits.*

Table 4.4B: RITIS Data Route Two

4.2.3 PC-TRAVEL TIME

Travel time runs were performed for the Port of Miami SIS routes using PC-Travel to evaluate the corridors performance measures. The field travel time was also collected during the morning, midday and afternoon peak periods. The travel times were performed on March 9th, 2017 (Thursday, morning and afternoon) and May 3rd, 2017 (Wednesday, midday and afternoon) for Route One and Route Two, under regular weather conditions. Note that May 3rd, 2017 afternoon data was used to complete all afternoon travel time runs.

Table 4.5 shows that Route One during the morning peak experienced an average travel time of approximately six minutes, an average travel speed of approximately eleven mph, an average number of stops for the length of the corridor of approximately five stops, and a corridor average total delay of approximately four minutes. During the midday peak period, route one experienced an average travel time of approximately nine minutes and had an average travel speed of approximately seven mph with eight stops for the length of the corridor with an average total delay of approximately seven minutes.

Lastly, Route One during the afternoon peak experienced an average travel time of approximately five minutes, thirteen mph of average travel speed and an average total delay of three minutes with a total of four stops for the length of the corridor.

Route Two during the morning peak experienced an average travel time of approximately four minutes, an average travel speed of approximately thirteen MPH, an average number of stops for the length of the corridor of approximately four stops, and a corridor average total delay of approximately three minutes. During the midday peak period, Route Two experienced an average travel time of approximately four minutes and had an average travel speed of approximately fourteen MPH with six stops for the length of the corridor with an average total delay of approximately two minutes.

Lastly, Route Two during the afternoon peak experienced an average travel time of approximately four minutes, twelve MPH of average travel speed and an average of three minutes delay with a total of three stops for the length of the corridor.

The RITIS and field collected travel times and travel speed data are included in **Appendix B**.

TOD	Performance Measure	ROUTE ONE Existing	ROUTE TWO Existing
AM Peak Period (8:00AM-10:00AM)	Average Travel Time (min)	6.1	4.1
	Average Travel Speed (mph)	10.6	12.6
	Average Number of Stops	4.7	3.7
	Average Total Delay (min)	3.9	2.4
	Average Time Below 5 mph (min)	3.1	1.8
	Average Time Below 15 mph (min)	4.0	2.3
	Average Time Below 20 mph (min)	4.7	2.8
Midday Period (1:00PM-3:00PM)	Average Travel Time (min)	8.7	4.1
	Average Travel Speed (mph)	7.3	13.7
	Average Number of Stops	8.3	5.6
	Average Total Delay (min)	6.5	2.2
	Average Time Below 5 mph (min)	4.1	1.6
	Average Time Below 15 mph (min)	7.4	2.2
	Average Time Below 20 mph (min)	8.0	2.5
PM Peak Period (4:00PM-6:00PM)	Average Travel Time (min)	4.8	4.1
	Average Travel Speed (mph)	13.2	12.4
	Average Number of Stops	4.0	3.1
	Average Total Delay (min)	2.7	2.4
	Average Time Below 5 mph (min)	2.1	1.7
	Average Time Below 15 mph (min)	2.7	2.4
	Average Time Below 20 mph (min)	3.2	2.9

**During the midday peak period there were some inconsistencies with the data; therefore, only four runs were used for Route One, and five runs were used for Route Two*

Table 4.5: Field Collected Data for Route One and Route Two

4.3 PORT OF MIAMI SIS NETWORK DEFICIENCIES AND COUNTERMEASURES

Based on field reviews and travel time runs, no major traffic progression issues were observed. In general, the study routes (Route One and Route Two) do not present major delays caused by congestion or unusual vehicular activity during the three study peak periods (morning, midday and afternoon). The truck activity is moderate along both routes. In addition, it is observed that a large percent of trucks is generated by construction activity either along the routes or from adjacent areas.

It is noteworthy to mention that after the completion of the Port of Miami Tunnel Project, access to the Port has improved by rerouting many cargo trucks, buses and passenger vehicles away from the principal arterials of downtown Miami. Meanwhile, general congestion caused by heavy vehicle traffic decreased, there is still significant truck activity along the study roadway networks, that is restricted from access to the Port of Miami through the tunnel due to certain safety measures. In addition, some truck activity along the routes is due to local commercial developments in the Downtown Area. Based on the data and field assessments of the study routes for the morning, midday, and afternoon peak periods; the following will provide additional findings/recommendations:

4.3.1 SIGNAL RE-TIMING RECOMMENDATIONS (SHORT-TERM)

Major conflicts are mainly identified along Route One at the intersection of I-395 Off-ramp at NE 2nd Avenue. However, after a field assessment and discussion with the County's Area Engineer regarding known operational, and geometric deficiencies, it was determined that modifications to directly improve signal operations at the intersection is not currently feasible. In further communication with the County's Area Engineer, it was discussed that temporary modifications to signal timings for both, Route One and Route Two, have already been implemented to comply with construction projects in the area. However, for signal retiming short-term recommendation the following should be evaluated:

Route One:

- In order to better distribute traffic along the route and alleviate traffic at the intersection of I-395 off-ramp at NE 2nd Avenue, consider improving signal progression by changing the offsets along NE 2nd Avenue from NE 11th Street to NE 5th Street for morning and midday peak period. Any modification to the offsets along NE 2nd Avenue should be extended for the length of the signal section to ensure there is adequate traffic progression along the route.

Route Two:

- In order to better distribute traffic along the route and alleviate traffic congestion, consider improving signal progression by changing the offsets along NE 1st Avenue from NE 6th Street to 10th Street for morning and midday peak period. Any modification to the offsets along NE 1st Avenue should be extended for the length of the signal section to ensure there is adequate traffic progression along the route.

4.3.2 GEOMETRIC MODIFICATIONS (MID TERM)

As mentioned at the beginning of **Section 4.3.1**, the intersection of I-395 off-ramp at NE 2nd Avenue (Route One), presents capacity constraints that cause conflicts along the southbound (NE 2nd Avenue) and eastbound direction (I-395 Off Ramp). As it is noted in the field observation summary in **Section 4.1**, vehicles turn right to exit the ramp and arrive at NE 11th Terrace with the red interval, which causes major conflicts and unwanted upstream congestion, specially, along the southbound direction. In addition, large queue buildups are observed along the ramp mostly during the morning peak period. The following is based on discussion with County's Area Engineer and field review observations:

Route One:

- The I-395 off-ramp and the I-95 off-ramp at NE 2nd Avenue are given priority to avoid queue buildup onto highway mainline.
- Current traffic operations improvement is limited due geometric constraints at the intersection of I-395 off-ramp at NE 2nd Avenue.
- After evaluating existing conditions and research for future projects, no geometric modifications along the study routes are currently recommended. Consider the following findings:
- Future project, I-395/SR83611/I-95 Project (FIN 251688-1-52-01, 423126-1-52-01, 423126-2-52-01, 429300-2-52-01), scheduled to begin this year, will have a direct impact to the study routes. The limits of the project are the following: On I-395 from the SR-836 / I-95 / I-395 (Midtown) Interchange to the MacArthur Causeway. Among the many improvements, the project will consist on the complete reconstruction of existing interstate, including the creation of a new span bridge over NE 2nd Avenue and SR-5/Biscayne Boulevard. The project will add additional lane capacity to I-395 and will provide separate connector ramps for traffic to and from I-95. In addition, the I-395 EB Off ramps at NE 2nd Avenue will be moved west to North Miami Avenue, and the WB on ramps at NE 1st Avenue will be shifted to the west to North Miami Avenue.

4.3.3 PLANNING CONSIDERATIONS (LONG-TERM)

Any of the following geometric modification, additional field review, data collection, camera/Bluetooth installations, and evaluation of the signal operations and progression along study routes is recommended to be performed after completion of the I-395/SR 83611/I-95 Project mentioned in **Section 4.3.2**.

4.3.4 DATA NEEDS

In order to further improve traffic operations performance and progression along the study routes the following data collection efforts should be considered (post I-395 Project construction):

- Consider additional evaluation of field conditions to determine other critical intersections, outside the study network, that should be included for further analysis.
- Collect 24-hour to 72-hour volume and 6-hour turning movement counts during peak periods along network routes at each signalized or un-signalized intersection. Additional intersections outside study routes should be determined during further field reviews. The following are intersections that are recommended to collect volume and turning movement counts:
    - NE 2nd Avenue at I-395 EB Off-ramp/NE 11th Terrace/ NE 11th NE 6th Street, NE 5th Street.
    - R-5/Biscayne Boulevard at NE 5th Street/NE 6th Street.
    - NE 1st Avenue at NE 6th Street/NE 8th Street/NE 11th Street/I-395 WB On-ramp.
- Perform post-condition travel time and delay runs after performing signal timing changes for the morning, midday and afternoon peak periods.
- Collect travel time origin and destination data as needed along the network routes at all signalized intersections.
- Crash historical data over, at least, a three-year period should be collected, to find crash cluster patterns along the network routes and identify locations where heavy vehicles have been involved. The crash data will use to determine geometric constraints and signal timing issues.

It is noteworthy to mention that any effort to acquire further data, should consider evaluation of construction projects that could create any impact to the study routes. Among future projects and possible impacts to network routes, the I-395 project referenced in **Section 4.3.2** should be considered in the evaluation of data needs.

4.3.5 NETWORKS PROPOSED FOR MODELING

As part of the Downtown Miami area, approximately 18 signalized intersections have been identified to be critical in the evaluation of signal re-timing improvements. The Port of Miami SIS network already accounts for most, but not all, of these signalized intersections; therefore, the following network routes are determined to provide additional operational and mobility benefits:

1) From I-95 SB off-ramp/NW 3rd Court at NW 8th Avenue, then from NW 3rd Court at NW 5th Street to Port Boulevard at Bayside Exit (east direction)
2) From Port Boulevard at Bayside Exit to NW 3rd Avenue at NW 6th Street to I-95 NB On-ramp/NW 3rd Avenue at NW 8th Street.

It is noteworthy to mention that due to the dynamics of the Downtown Miami area, any retiming effort at proposed networks should account for the current and future construction projects. Among future projects and possible impacts to network routes, the I-395 project referenced in section 2.2 should be considered in the evaluation of networks proposed for modeling.

4.3.6 INSTALLATION LOCATIONS OF BLUETOOTH DEVICES AND CAMERAS

In addition to the data needs, installation of video cameras and or Bluetooth devices may further help identify observations of queue buildups/spillbacks, blockages, bottlenecks, and geometric constraints and allow for general monitoring of the SIS connector for any of the study intersections. In addition, Bluetooth devices in the study network may provide additional benefits in data collection like real-time traffic monitoring to evaluate the travel time, speed, and origin destination along these routes. Therefore, **Table 4.6** along with **Figure 4.6**, illustrates the proposed locations for the installation of these devices. Nevertheless, consider that during the I-395 project, it must be ensured that proper MOT monitoring is included in the project and all other efforts should wait until after construction.

No.	Intersections	Asset No.	Section	Camera (Y/N?)	Bluetooth (Y/N?)
1	NE 2nd Avenue at NE 21st Street	6590	26	Y	Y
2	NE 2nd Avenue at NE 19th Street	2391	26	N	Y
3	NE 2nd Avenue at NE 17th Street	2385	26	N	Y
4	NE 1st Avenue at NE 15th Street	2383	26	N	Y
5	NE 2nd Avenue at NE 15th Street	2382	26	Y	Y
6	NE 1st Avenue at NE 13th Street	2364	26	Y	Y
7	NE 2nd Avenue at NE 13th Street	2363	26	Y	Y
8	NE 1st Avenue at NE 11th Street	2352	26	Y	Y
9	NE 2nd Avenue at NE 11th Street	2351	26	Y	Y
10	NE 1st Avenue at NE 8th Street	2335	26	N	Y
11	NE 2nd Avenue at NE 8th Street	6571	26	N	Y
12	Port Boulevard at Bayside Exit	5268	2	Y	Y

Table 4.6: Potential Bluetooth/Camera Device Installation Locations

Chapter 4

APPENDICES

Signal Timing Sheets-**Appendix A**

RITIS and Field Collected Performance Measures Travel Time and Travel Speed Data-**Appendix B**

A

APPENDIX

Signal Timing Sheets

TOD Schedule Report
for 3685: NE 2 Av&NE 12 St

Print Date: 2/20/2017 **Print Time:** 3:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3685	NE 2 Av&NE 12 St	DOW-2	TOD	[10] PRE-PM PEAK	90	13	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	NBT	-	-
0	54	0	24	0	54	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	5 - 5 - 10	8 - 8 - 8	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	60 - 30 - 30	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	5 - 5 - 10	8 - 8 - 8	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: 12/09/2009 14:09

Permitted Phases

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

TOD Schedule Report
for 3685: NE 2 Av&NE 12 St

Print Date: 2/20/2017 **Print Time:** 3:40 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	15	100	0 -	47 SBT	0 -	41 WBT	0 -	47 NBT	0	0	0	75
0200	Free											
0600	2	100	0	76	0	12	0	76	0	0	0	23
0700	4	100	0	69	0	19	0	69	0	0	0	63
0900	5	110	0	79	0	19	0	79	0	0	0	0
1500	10	90	0	54	0	24	0	54	0	0	0	13
1830	13	110	0	74	0	24	0	74	0	0	0	76
2000	15	100	0	47	0	41	0	47	0	0	0	75
	7	120	0	81	0	27	0	81	0	0	0	0
	8	100	0	70	0	18	0	70	0	0	0	70
	9	100	0	77	0	11	0	77	0	0	0	93
	11	90	0	54	0	24	0	54	0	0	0	0
	12	90	0	64	0	14	0	64	0	0	0	82
	14	90	0	61	0	17	0	61	0	0	0	42
	16	90	0	47	0	31	0	47	0	0	0	0
	17	100	0	46	0	42	0	46	0	0	0	0
	18	110	0	79	0	19	0	79	0	0	0	0
	20	140	0	54	0	74	0	54	0	0	0	0
	21	90	0	67	0	11	0	67	0	0	0	0
	22	100	0	69	0	19	0	69	0	0	0	5
	23	60	0	34	0	14	0	34	0	0	0	58
	24	120	0	99	0	9	0	99	0	0	0	23
	25	90	0	84	0	0	0	84	0	0	0	0
	26	100	0	94	0	0	0	94	0	0	0	0

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0200	Free	Su S
0200	Free	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	18	Su S
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	15	M T W Th F
2000	17	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report
for 6400: NE 2 Av-I- 395 EB Off

Print Date: 2/20/2017 **Print Time:** 3:46 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6400	NE 2 Av-I- 395 EB Off	DOW-2	TOD	[10] PRE-PM PEAK	180	128	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	-	-	NBT	-	EBT
0	114	0	0	0	114	0	54

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	5 - 5 - 5	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 45 - 45	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	5 - 5 - 5	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 45 - 45	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	100 - 70 - 70	4	2

Last In Service Date: 12/09/2009 14:13

Permitted Phases

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

TOD Schedule Report
for 6400: NE 2 Av-I- 395 EB Off

Print Date: 2/20/2017 **Print Time:** 3:46 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	15	100	0 -	62 SBT	0 -	0 -	0 -	62 NBT	0 -	26 EBT	0	0
0200	Free											
0600	2	100	0	59	0	0	0	59	0	29	0	1
0700	4	200	0	114	0	0	0	114	0	74	0	88
0900	5	110	0	59	0	0	0	59	0	39	0	0
1500	10	180	0	114	0	0	0	114	0	54	0	128
1830	13	110	0	64	0	0	0	64	0	34	0	82
2000	15	100	0	62	0	0	0	62	0	26	0	0
	7	60	0	24	0	0	0	24	0	24	0	32
	8	200	0	134	0	0	0	134	0	54	0	88
	9	100	0	67	0	0	0	67	0	21	0	48
	11	180	0	124	0	0	0	124	0	44	0	128
	12	90	0	54	0	0	0	54	0	24	0	2
	14	180	0	105	0	0	0	105	0	63	0	9
	16	90	0	51	0	0	0	51	0	27	0	0
	17	100	0	54	0	0	0	54	0	34	0	10
	18	110	0	50	0	0	0	50	0	48	0	0
	20	70	0	34	0	0	0	34	0	24	0	0
	21	180	0	114	0	0	0	114	0	54	0	0
	22	100	0	64	0	0	0	64	0	24	0	28
	23	60	0	28	0	0	0	28	0	20	0	31
	24	120	0	54	0	0	0	54	0	54	0	26
	25	180	0	114	0	0	0	114	0	54	0	0
	26	100	0	64	0	0	0	64	0	24	0	0

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0200	Free	Su S
0200	Free	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	18	Su S
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	15	M T W Th F
2000	17	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report
for 6401: NE 2 Av&NE 11 Ter

Print Date: 2/20/2017 **Print Time:** 3:48 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6401	NE 2 Av&NE 11 Ter	DOW-2	TOD	[10] PRE-PM PEAK	180	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	-	-	NBT	-	EBT
0	106	0	0	0	0	0	62

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 45 - 45	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	85 - 85 - 85	4	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 6401: NE 2 Av&NE 11 Ter

Print Date: 2/20/2017 **Print Time:** 3:48 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	-	-	NBT	-	EBT		
	15	100	0 59	0	0	0	0	0	29	0	17
0200	Free											
0600	2	100	0 59	0	0	0	0	0	29	0	41
0700	4	200	0 114	0	0	0	0	0	74	0	146
0900	5	110	0 64	0	0	0	0	0	34	0	41
1500	10	180	0 106	0	0	0	0	0	62	0	0
1830	13	110	0 64	0	0	0	0	0	34	0	5
2000	15	100	0 59	0	0	0	0	0	29	0	17
	7	60	0 24	0	0	0	0	0	24	0	0
	8	200	0 114	0	0	0	0	0	74	0	146
	9	100	0 49	0	0	0	0	0	39	0	79
	11	180	0 109	0	0	0	0	0	59	0	176
	12	90	0 50	0	0	0	0	0	28	0	2
	14	180	0 105	0	0	0	0	0	63	0	70
	16	90	0 48	0	0	0	0	0	30	0	0
	17	100	0 59	0	0	0	0	0	29	0	40
	18	110	0 52	0	0	0	0	0	46	0	30
	20	70	0 34	0	0	0	0	0	24	0	0
	21	180	0 109	0	0	0	0	0	59	0	0
	22	100	0 64	0	0	0	0	0	24	0	56
	23	60	0 29	0	0	0	0	0	19	0	56
	24	120	0 55	0	0	0	0	0	53	0	57
	25	180	0 114	0	0	0	0	0	54	0	0
	26	100	0 64	0	0	0	0	0	24	0	0

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0200	Free	Su S
0200	Free	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	18	Su S
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	15	M T W Th F
2000	17	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report
for 2351: NE 2 Av&NE 11 St

Print Date: 2/20/2017 **Print Time:** 4:03 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2351	NE 2 Av&NE 11 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	25 - 25 - 25	0 - 25 - 25	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 12 - 12	65 - 25 - 25	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 2351: NE 2 Av&NE 11 St

Print Date: 2/20/2017 **Print Time:** 4:03 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	15	80	0 -	44 SBT	0 -	24 WBT	0 -	0 -	0 -	0 -	0	33
0200	Flash											
0600	2	100	0	59	0	29	0	0	0	0	0	55
0700	4	100	0	59	0	29	0	0	0	0	0	96
0900	5	110	0	69	0	29	0	0	0	0	0	58
1500	10	90	0	49	0	29	0	0	0	0	0	89
1830	13	110	0	69	0	29	0	0	0	0	0	13
2200	15	80	0	44	0	24	0	0	0	0	0	33
	7	60	0	34	0	14	0	0	0	0	0	55
	8	100	0	70	0	18	0	0	0	0	0	22
	9	100	0	60	0	28	0	0	0	0	0	86
	11	90	0	65	0	13	0	0	0	0	0	18
	12	90	0	64	0	14	0	0	0	0	0	5
	16	90	0	50	0	28	0	0	0	0	0	20
	17	100	0	60	0	28	0	0	0	0	0	44
	18	120	0	74	0	34	0	0	0	0	0	40
	22	100	0	48	0	40	0	0	0	0	0	33
	23	120	0	54	0	54	0	0	0	0	0	108
	24	120	0	54	0	54	0	0	0	0	0	8

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0200	Flash	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	18	Su S
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	17	Su S
2200	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2343: NE 2 Av&NE 10 St&NE 2 Av

Print Date: 2/20/2017 **Print Time:** 4:16 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2343	NE 2 Av&NE 10 St&NE 2 Av	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	2
3 EBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	2.5 - 2.5 - 2.5	17 - 17 - 17	25 - 20 - 20	4	2
4 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	17 - 17 - 17	25 - 20 - 20	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-23-----
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report
for 2343: NE 2 Av&NE 10 St&NE 2 Av

Print Date: 2/20/2017 **Print Time:** 4:16 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	EBT	WBT	-	-	-	-		
	15	80	0	51	17	0	0	0	0	0	0	28
0200	Free											
0600	2	100	0	72	16	0	0	0	0	0	0	50
0700	4	100	0	69	19	0	0	0	0	0	0	96
0900	5	110	0	76	22	0	0	0	0	0	0	52
1500	10	90	0	62	16	0	0	0	0	0	0	0
1830	13	110	0	82	16	0	0	0	0	0	0	18
2200	15	80	0	51	17	0	0	0	0	0	0	28
	7	60	0	32	16	0	0	0	0	0	0	10
	8	100	0	72	16	0	0	0	0	0	0	24
	9	100	0	72	16	0	0	0	0	0	0	72
	11	90	0	62	16	0	0	0	0	0	0	2
	12	90	0	62	16	0	0	0	0	0	0	5
	16	90	0	62	16	0	0	0	0	0	0	40
	17	100	0	72	16	0	0	0	0	0	0	46
	18	110	0	82	16	0	0	0	0	0	0	41
	22	100	0	72	16	0	0	0	0	0	0	56
	24	120	0	94	14	0	0	0	0	0	0	31

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0200	Free	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	18	Su S
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	17	Su S
2200	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 6571: NE 2 Av&NE 8 St

Print Date: 2/20/2017 **Print Time:** 4:21 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6571	NE 2 Av&NE 8 St	DOW-2	TOD	[10] PRE-PM PEAK	90	18	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	-	-	EBT
0	54	0	24	0	0	0	24

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 25 - 25	0 - 45 - 45	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	45 - 45 - 45	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	45 - 45 - 45	4	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 6571: NE 2 Av&NE 8 St

Print Date: 2/20/2017 **Print Time:** 4:21 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	WBT	-	-	-	EBT		
	15	80	0	44	0	24	0	0	0	24	0	51
0200	Flash											
0500	Free											
0600	2	100	0	64	0	24	0	0	0	24	0	62
0700	4	100	0	54	0	34	0	0	0	34	0	11
0900	8	100	0	64	0	24	0	0	0	24	0	11
1500	10	90	0	54	0	24	0	0	0	24	0	18
1830	13	110	0	69	0	29	0	0	0	29	0	33
2200	15	80	0	44	0	24	0	0	0	24	0	51
	5	110	0	60	0	38	0	0	0	38	0	66
	7	60	0	34	0	14	0	0	0	14	0	19
	9	100	0	70	0	18	0	0	0	18	0	10
	11	90	0	66	0	12	0	0	0	12	0	39
	12	90	0	66	0	12	0	0	0	12	0	27
	16	90	0	50	0	28	0	0	0	28	0	58
	17	100	0	60	0	28	0	0	0	28	0	62
	18	110	0	66	0	32	0	0	0	32	0	50
	22	100	0	48	0	40	0	0	0	40	0	83

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0200	Free	Su S
0200	Flash	M T W Th F
0500	Free	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	18	Su S
0900	8	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	17	Su S
2200	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3337: NE 2 Av&NE 6 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 1:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3337	NE 2 Av&NE 6 St				0	0		0	

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	-	-	-

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	52 - 52 - 52	0 - 52 - 52	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	2 - 2 - 2	30 - 30 - 30	55 - 49 - 49	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 3337: NE 2 Av&NE 6 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 1:40 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	Free		-	SBT	-	WBT	-	-	-	-		
0600	8	120	0	68	0	40	0	0	0	0	0	62
0930	9	110	0	51	0	47	0	0	0	0	0	82
1400	10	110	0	51	0	47	0	0	0	0	0	82
1500	11	110	0	51	0	47	0	0	0	0	0	93
1900	12	100	0	62	0	26	0	0	0	0	0	60
2100	13	90	0	46	0	32	0	0	0	0	0	44
	1	90	0	49	0	29	0	0	0	0	0	56
	2	90	0	47	0	31	0	0	0	0	0	58
	3	90	0	48	0	30	0	0	0	0	0	62
	4	100	0	59	0	29	0	0	0	0	0	11
	5	90	0	31	0	47	0	0	0	0	0	44
	6	100	0	41	0	47	0	0	0	0	0	82
	7	90	0	48	0	30	0	0	0	0	0	34
	14	60	0	30	0	18	0	0	0	0	0	44
	15	60	0	30	0	18	0	0	0	0	0	32
	16	110	0	52	0	46	0	0	0	0	0	76
	17	60	0	30	0	18	0	0	0	0	0	30
	19	60	0	30	0	18	0	0	0	0	0	44
	20	60	0	30	0	18	0	0	0	0	0	44
	22	60	0	30	0	18	0	0	0	0	0	44
	23	60	0	30	0	18	0	0	0	0	0	32
	24	100	0	44	0	44	0	0	0	0	0	97

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	8	M T W Th F
0930	9	M T W Th F
1400	10	M T W Th F
1500	11	M T W Th F
1900	12	M T W Th F
2100	13	M T W Th F
0600	10	Su S
2300	7	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report

for 2319: NE 2 Av&NE 5 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 10:54 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2319	NE 2 Av&NE 5 St				0	0		0	

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	-	-	-	-	EBT

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	2 - 2 - 2	52 - 52 - 52	0 - 60 - 60	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2 - 2 - 2	30 - 30 - 30	53 - 53 - 53	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2319: NE 2 Av&NE 5 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 10:54 AM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	Free		-	SBT	-	-	-	-	-	EBT		
0600	8	120	0	59	0	49	0	0	0	0	0	7
0930	9	110	0	56	0	42	0	0	0	0	0	12
1400	10	110	0	51	0	47	0	0	0	0	0	6
1500	11	110	0	51	0	47	0	0	0	0	0	1
1900	12	100	0	50	0	38	0	0	0	0	0	49
2100	13	90	0	48	0	30	0	0	0	0	0	24
	2	90	0	50	0	28	0	0	0	0	0	67
	3	90	0	51	0	27	0	0	0	0	0	66
	5	90	0	35	0	43	0	0	0	0	0	56
	6	100	0	24	0	64	0	0	0	0	0	64
	7	90	0	46	0	32	0	0	0	0	0	72
	14	90	0	35	0	43	0	0	0	0	0	56
	15	100	0	64	0	24	0	0	0	0	0	4
	16	110	0	54	0	44	0	0	0	0	0	82
	17	70	0	28	0	30	0	0	0	0	0	35

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	8	M T W Th F
0930	9	M T W Th F
1400	10	M T W Th F
1500	11	M T W Th F
1900	12	M T W Th F
2100	13	M T W Th F
0600	10	Su S
2300	7	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2318: US 1 (SB)&NE 5 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 1:43 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2318	US 1 (SB)&NE 5 St				0	0		0	

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	-	SBL	NBT	-	EBT

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 55 - 55	4	2.3
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	30 - 30 - 30	3.4	2.3
6 NBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 55 - 55	4	2.3
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	5 - 5 - 5	14 - 14 - 14	10 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	50 - 50 - 50	4	5

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2318: US 1 (SB)&NE 5 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 1:43 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	-	SBL	NBT	-	EBT		
	17	100	0	57	0	0	20	31	0	28	0	0
0130	Free											
0600	3	120	0	79	0	0	14	59	0	26	0	0
0700	4	130	0	93	0	0	28	59	0	22	0	0
0900	6	120	0	77	0	0	18	53	0	28	0	0
1545	10	130	0	89	0	0	19	64	0	26	0	0
1900	13	120	0	79	0	0	15	58	0	26	0	0
2000	14	110	0	67	0	0	17	44	0	28	0	0
2300	17	100	0	57	0	0	20	31	0	28	0	0
	18	100	0	65	0	0	16	43	0	20	0	0
	19	110	0	75	0	0	18	51	0	20	0	0
	20	130	0	89	0	0	25	58	0	26	0	0
	21	120	0	71	0	0	16	49	0	34	0	0
	22	100	0	65	0	0	14	45	0	20	0	0
	25	180	0	134	0	0	25	103	0	31	0	0

Local TOD Schedule

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5268: Port Blvd@Bayside Exit for 2/20/2017

Print Date: 8/11/2017

Print Time: 1:44 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5268	Port Blvd@Bayside Exit				0	0		0	

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	40 - 35 - 30	4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 60 - 60	5	2
3 NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	40 - 25 - 25	4	2
4 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	2.5 - 2.5 - 2.5	25 - 25 - 25	40 - 35 - 35	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 60 - 60	5	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123--6--
External Permit 0	123--6--
External Permit 1	-234-6--
External Permit 2	123--6--

TOD Schedule Report

for 5268: Port Blvd@Bayside Exit for 2/20/2017

Print Date: 8/11/2017

Print Time: 1:44 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 NBL	4 SBT	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	17	100	34	33	14	0	0	73	0	0	0	10
0130	Free											
0600	3	90	29	28	14	0	0	63	0	0	0	4
0700	4	100	29	38	14	0	0	73	0	0	0	58
0900	6	100	29	38	14	0	0	73	0	0	0	38
1545	10	100	29	38	14	0	0	73	0	0	0	38
1900	13	100	34	33	14	0	0	73	0	0	0	80
2000	14	100	34	33	14	0	0	73	0	0	0	80
2300	17	100	34	33	14	0	0	73	0	0	0	10
	2	90	29	28	14	0	0	63	0	0	0	38
	5	100	34	38	9	0	0	78	0	0	0	43
	8	100	34	33	14	0	0	73	0	0	0	38
	9	100	29	38	14	0	0	73	0	0	0	40
	11	100	29	38	14	0	0	73	0	0	0	39
	12	90	29	33	9	0	0	68	0	0	0	56
	15	100	29	38	14	0	0	73	0	0	0	80
	18	100	34	33	14	0	0	73	0	0	0	10
	19	110	34	48	9	0	0	88	0	0	0	10
	20	130	34	53	24	0	0	93	0	0	0	40
	21	110	29	43	19	0	0	78	0	0	0	57
	22	100	29	33	19	0	0	68	0	0	0	34
	23	90	29	28	14	0	0	63	0	0	0	34

Local TOD Schedule

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report

for 3241: US 1&NE 6 St for 2/20/2017

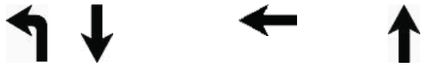
Print Date: 10/23/2017

Print Time: 1:51 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3241	US 1&NE 6 St				0	0		0	

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	-	WBT	-	NBT	-	-



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	12 - 12 - 12	18 - 15 - 15	4	2.2
2 SBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	2.2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	4 - 3.5 - 3.5	25 - 18 - 18	55 - 36 - 36	5	2.9
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	2.2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-4-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 3241: US 1&NE 6 St for 2/20/2017

Print Date: 10/23/2017

Print Time: 1:51 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	17	100	6	48	0	26	0	60	0	0	0	0
0130	Free											
0600	3	120	7	66	0	27	0	79	0	0	0	0
0700	4	130	10	73	0	27	0	89	0	0	0	0
0900	6	120	11	52	0	37	0	69	0	0	0	0
1545	10	130	9	58	0	43	0	73	0	0	0	0
1900	13	120	11	51	0	38	0	68	0	0	0	0
2000	14	110	10	53	0	27	0	69	0	0	0	0
2300	17	100	6	48	0	26	0	60	0	0	0	0
	1	90	10	34	0	26	0	50	0	0	0	0
	18	100	6	47	0	27	0	59	0	0	0	0
	19	110	8	55	0	27	0	69	0	0	0	0
	20	130	8	76	0	26	0	90	0	0	0	0
	21	120	9	51	0	40	0	66	0	0	0	0
	22	100	7	47	0	26	0	60	0	0	0	0
	25	180	9	112	0	39	0	127	0	0	0	0

Local TOD Schedule

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 5268: Port Blvd@Bayside Exit for 2/20/2017

Print Date: 8/11/2017

Print Time: 1:44 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5268	Port Blvd@Bayside Exit				0	0		0	

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	40 - 35 - 30	4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 60 - 60	5	2
3 NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	40 - 25 - 25	4	2
4 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	2.5 - 2.5 - 2.5	25 - 25 - 25	40 - 35 - 35	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 60 - 60	5	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123--6--
External Permit 0	123--6--
External Permit 1	-234-6--
External Permit 2	123--6--

TOD Schedule Report

for 5268: Port Blvd@Bayside Exit for 2/20/2017

Print Date: 8/11/2017

Print Time: 1:44 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 NBL	4 SBT	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	17	100	34	33	14	0	0	73	0	0	0	10
0130	Free											
0600	3	90	29	28	14	0	0	63	0	0	0	4
0700	4	100	29	38	14	0	0	73	0	0	0	58
0900	6	100	29	38	14	0	0	73	0	0	0	38
1545	10	100	29	38	14	0	0	73	0	0	0	38
1900	13	100	34	33	14	0	0	73	0	0	0	80
2000	14	100	34	33	14	0	0	73	0	0	0	80
2300	17	100	34	33	14	0	0	73	0	0	0	10
	2	90	29	28	14	0	0	63	0	0	0	38
	5	100	34	38	9	0	0	78	0	0	0	43
	8	100	34	33	14	0	0	73	0	0	0	38
	9	100	29	38	14	0	0	73	0	0	0	40
	11	100	29	38	14	0	0	73	0	0	0	39
	12	90	29	33	9	0	0	68	0	0	0	56
	15	100	29	38	14	0	0	73	0	0	0	80
	18	100	34	33	14	0	0	73	0	0	0	10
	19	110	34	48	9	0	0	88	0	0	0	10
	20	130	34	53	24	0	0	93	0	0	0	40
	21	110	29	43	19	0	0	78	0	0	0	57
	22	100	29	33	19	0	0	68	0	0	0	34
	23	90	29	28	14	0	0	63	0	0	0	34

Local TOD Schedule

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

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report

for 3337: NE 2 Av&NE 6 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 4:20 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3337	NE 2 Av&NE 6 St				0	0		0	

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	-	-	-

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	52 - 52 - 52	0 - 52 - 52	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	2 - 2 - 2	30 - 30 - 30	55 - 49 - 49	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 3337: NE 2 Av&NE 6 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 4:20 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	Free		-	SBT	-	WBT	-	-	-	-		
0600	8	120	0	68	0	40	0	0	0	0	0	62
0930	9	110	0	51	0	47	0	0	0	0	0	82
1400	10	110	0	51	0	47	0	0	0	0	0	82
1500	11	110	0	51	0	47	0	0	0	0	0	93
1900	12	100	0	62	0	26	0	0	0	0	0	60
2100	13	90	0	46	0	32	0	0	0	0	0	44
	1	90	0	49	0	29	0	0	0	0	0	56
	2	90	0	47	0	31	0	0	0	0	0	58
	3	90	0	48	0	30	0	0	0	0	0	62
	4	100	0	59	0	29	0	0	0	0	0	11
	5	90	0	31	0	47	0	0	0	0	0	44
	6	100	0	41	0	47	0	0	0	0	0	82
	7	90	0	48	0	30	0	0	0	0	0	34
	14	60	0	30	0	18	0	0	0	0	0	44
	15	60	0	30	0	18	0	0	0	0	0	32
	16	110	0	52	0	46	0	0	0	0	0	76
	17	60	0	30	0	18	0	0	0	0	0	30
	19	60	0	30	0	18	0	0	0	0	0	44
	20	60	0	30	0	18	0	0	0	0	0	44
	22	60	0	30	0	18	0	0	0	0	0	44
	23	60	0	30	0	18	0	0	0	0	0	32
	24	100	0	44	0	44	0	0	0	0	0	97

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	8	M T W Th F
0930	9	M T W Th F
1400	10	M T W Th F
1500	11	M T W Th F
1900	12	M T W Th F
2100	13	M T W Th F
0600	10	Su S
2300	7	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report
for 3336: NE 1 Av&NE 6 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 4:22 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3336	NE 1 Av&NE 6 St				0	0		0	

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	2 - 2 - 2	30 - 30 - 30	60 - 36 - 36	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	8 - 8 - 8	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 52 - 52	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 3336: NE 1 Av&NE 6 St for 2/20/2017

Print Date: 8/11/2017

Print Time: 4:22 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	WBT	-	NBT	-	-		
	Free											
0100	Flash											
0600	8	120	0	0	0	49	0	59	0	0	0	19
0930	9	110	0	0	0	44	0	54	0	0	0	3
1400	10	110	0	0	0	44	0	54	0	0	0	7
1500	11	110	0	0	0	44	0	54	0	0	0	3
1900	12	100	0	0	0	38	0	50	0	0	0	14
2100	13	90	0	0	0	33	0	45	0	0	0	55
	2	90	0	0	0	34	0	44	0	0	0	19
	3	90	0	0	0	37	0	41	0	0	0	75
	5	90	0	0	0	29	0	49	0	0	0	63
	6	100	0	0	0	44	0	44	0	0	0	88
	7	90	0	0	0	30	0	48	0	0	0	40
	14	90	0	0	0	29	0	49	0	0	0	79
	15	100	0	0	0	64	0	24	0	0	0	76
	16	110	0	0	0	54	0	44	0	0	0	98
	17	60	0	0	0	18	0	30	0	0	0	50
	21	100	0	0	0	34	0	54	0	0	0	21

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0100	Flash	Su M T W Th F S
0600	8	M T W Th F
0930	9	M T W Th F
1400	10	M T W Th F
1500	11	M T W Th F
1900	12	M T W Th F
2100	13	M T W Th F
0600	10	Su S
2300	7	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2335: NE 1 Av&NE 8 St

Print Date: 2/20/2017 **Print Time:** 4:19 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2335	NE 1 Av&NE 8 St	DOW-2	TOD	[10] PRE-PM PEAK	90	68	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	WBT	-	NBT	-	EBT
0	0	0	29	0	49	0	29

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	2 - 2 - 2	29 - 29 - 29	34 - 34 - 34	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	53 - 53 - 53	0 - 53 - 53	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	2 - 2 - 2	29 - 29 - 29	34 - 34 - 34	4	2

Last In Service Date: 03/30/2010 09:45

Permitted Phases

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

TOD Schedule Report
for 2335: NE 1 Av&NE 8 St

Print Date: 2/20/2017 **Print Time:** 4:19 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	WBT	-	NBT	-	EBT		
	15	100	0	0	0	39	0	49	0	39	0	46
0030	Flash											
0530	2	90	0	0	0	28	0	50	0	28	0	85
0700	4	100	0	0	0	16	0	72	0	16	0	39
0900	5	110	0	0	0	24	0	74	0	24	0	88
1500	10	90	0	0	0	29	0	49	0	29	0	68
1830	13	110	0	0	0	17	0	81	0	17	0	52
2000	15	100	0	0	0	39	0	49	0	39	0	46
	8	90	0	0	0	29	0	49	0	29	0	89
	9	100	0	0	0	18	0	70	0	18	0	56
	11	100	0	0	0	15	0	73	0	15	0	1
	12	90	0	0	0	22	0	56	0	22	0	24
	14	100	0	0	0	18	0	70	0	18	0	17
	16	90	0	0	0	58	0	20	0	58	0	56
	17	100	0	0	0	44	0	44	0	44	0	62
	18	110	0	0	0	49	0	49	0	49	0	72
	22	100	0	0	0	28	0	60	0	28	0	7

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0030	Flash	M T W Th F
0200	Flash	Su S
0530	2	M T W Th F
0600	Free	Su S
0600	Free	Su S
0700	18	Su S
0700	4	M T W Th F
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	15	M T W Th F
2000	17	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2344: NE 1 Av&NE 10 St&NE 1 Av

Print Date: 2/20/2017

Print Time: 4:11 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2344	NE 1 Av&NE 10 St&NE 1 Av	DOW-2	TOD	[10] PRE-PM PEAK	90	86	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	EBT	-	-	-	-
0	59	0	19	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	7 - 7 - 7	7 - 7 - 6	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 37 - 37	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	7 - 7 - 7	7 - 7 - 6	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	37 - 37 - 37	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2344: NE 1 Av&NE 10 St&NE 1 Av

Print Date: 2/20/2017

Print Time: 4:11 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	NBT	-	EBT	-	-	-	-		
	15	100	0	70	0	18	0	0	0	0	0	76
0030	Flash											
0600	2	90	0	59	0	19	0	0	0	0	0	12
0700	4	100	0	70	0	18	0	0	0	0	0	48
0900	5	110	0	69	0	29	0	0	0	0	0	83
1500	10	90	0	59	0	19	0	0	0	0	0	86
1830	13	110	0	74	0	24	0	0	0	0	0	67
2000	15	100	0	70	0	18	0	0	0	0	0	76
	7	60	0	35	0	13	0	0	0	0	0	24
	8	90	0	50	0	28	0	0	0	0	0	16
	9	100	0	75	0	13	0	0	0	0	0	12
	11	100	0	73	0	15	0	0	0	0	0	16
	12	90	0	65	0	13	0	0	0	0	0	47
	14	100	0	70	0	18	0	0	0	0	0	32
	16	90	0	66	0	12	0	0	0	0	0	47
	17	100	0	64	0	24	0	0	0	0	0	83
	18	110	0	69	0	29	0	0	0	0	0	100
	22	100	0	70	0	18	0	0	0	0	0	32

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0030	Flash	M T W Th F
0200	Flash	Su S
0600	2	M T W Th F
0600	Free	Su S
0700	18	Su S
0700	4	M T W Th F
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	15	M T W Th F
2000	17	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2352: NE 1 Av&NE 11 St&NE 1 Av

Print Date: 2/20/2017 **Print Time:** 3:51 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2352	NE 1 Av&NE 11 St&NE 1 Av	DOW-2		[10] PRE-PM PEAK	90	6	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	WBT	-	-	-	-
0	54	0	24	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	20 - 20 - 20	0 - 40 - 40	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	65 - 40 - 40	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report
for 2352: NE 1 Av&NE 11 St&NE 1 Av

Print Date: 2/20/2017 **Print Time:** 3:51 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	NBT	-	WBT	-	-	-	-		
	15	100	0	70	0	18	0	0	0	0	0	79
0030	Flash											
0600	2	90	0	46	0	32	0	0	0	0	0	7
0700	4	100	0	71	0	17	0	0	0	0	0	67
0900	5	110	0	74	0	24	0	0	0	0	0	99
1500	10	90	0	54	0	24	0	0	0	0	0	6
1830	13	110	0	74	0	24	0	0	0	0	0	78
2000	15	100	0	70	0	18	0	0	0	0	0	79
	7	60	0	28	0	20	0	0	0	0	0	57
	8	90	0	50	0	28	0	0	0	0	0	31
	9	100	0	75	0	13	0	0	0	0	0	19
	11	100	0	73	0	15	0	0	0	0	0	23
	12	90	0	54	0	24	0	0	0	0	0	38
	14	100	0	58	0	30	0	0	0	0	0	69
	16	90	0	65	0	13	0	0	0	0	0	72
	17	100	0	64	0	24	0	0	0	0	0	0
	18	110	0	69	0	29	0	0	0	0	0	0
	22	100	0	63	0	25	0	0	0	0	0	69
	23	120	0	54	0	54	0	0	0	0	0	2

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0030	Flash	M T W Th F
0200	Flash	Su S
0600	2	M T W Th F
0600	Free	Su S
0700	18	Su S
0700	4	M T W Th F
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	15	M T W Th F
2000	17	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3684: NE 1 Av&NE 12 St&I- 395 WB On

Print Date: 2/20/2017

Print Time: 3:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3684	NE 1 Av&NE 12 St&I- 395 WB On	DOW-2	TOD	[10] PRE-PM PEAK	90	13	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	WBT	-	NBT	-	-
0	0	0	29	0	49	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	2 - 2 - 2	32 - 32 - 32	60 - 60 - 60	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	47 - 47 - 47	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 3684: NE 1 Av&NE 12 St&I- 395 WB On

Print Date: 2/20/2017

Print Time: 3:39 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	WBT	-	NBT	-	-		
	15	100	0	0	0	42	0	46	0	0	0	75
0200	Free											
0600	2	90	0	0	0	35	0	43	0	0	0	18
0700	4	100	0	0	0	27	0	61	0	0	0	63
0900	5	110	0	0	0	29	0	69	0	0	0	0
1500	10	90	0	0	0	29	0	49	0	0	0	13
1830	13	110	0	0	0	29	0	69	0	0	0	76
2000	15	100	0	0	0	42	0	46	0	0	0	75
	7	60	0	0	0	25	0	23	0	0	0	0
	8	90	0	0	0	25	0	53	0	0	0	70
	9	100	0	0	0	36	0	52	0	0	0	93
	11	100	0	0	0	36	0	52	0	0	0	0
	12	90	0	0	0	36	0	42	0	0	0	82
	14	100	0	0	0	30	0	58	0	0	0	42
	16	90	0	0	0	15	0	63	0	0	0	51
	17	100	0	0	0	42	0	46	0	0	0	0
	18	110	0	0	0	34	0	64	0	0	0	0
	22	100	0	0	0	40	0	48	0	0	0	30
	23	60	0	0	0	25	0	23	0	0	0	22

Local TOD Schedule

Time	Plan	DOW
0000	15	M T W Th F
0000	17	Su S
0200	Free	Su S
0200	Free	M T W Th F
0600	2	M T W Th F
0700	4	M T W Th F
0700	18	Su S
0900	5	M T W Th F
1500	10	M T W Th F
1830	13	M T W Th F
2000	15	M T W Th F
2000	17	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

B

APPENDIX

RITIS and Field Collected Performance Measures Travel Time and Travel Speed Data

RITIS Travel Times (s) - Port of Miami SIS Network Route One								
	Southbound				Eastbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
12:00 AM	2.11	1.91	1.83	1.90	2.04	1.66	1.86	1.67
12:15 AM	2.16	1.83	1.79	1.89	2.07	1.67	1.87	1.64
12:30 AM	2.12	1.95	1.81	1.85	1.94	1.67	1.69	1.72
12:45 AM	1.98	1.97	1.83	1.84	1.75	1.63	1.63	1.72
1:00 AM	1.84	1.91	1.96	1.83	1.63	1.63	1.69	1.63
1:15 AM	1.85	1.87	2.01	1.82	1.63	1.63	1.72	1.63
1:30 AM	1.86	1.82	2.06	1.81	1.63	1.63	1.65	1.63
1:45 AM	1.81	1.93	2.02	1.83	1.70	1.63	1.60	1.63
2:00 AM	1.83	1.94	1.83	1.83	1.69	1.63	1.61	1.63
2:15 AM	1.92	1.85	1.83	1.81	1.63	1.63	1.65	1.62
2:30 AM	1.89	1.83	1.83	1.81	1.63	1.63	1.63	1.60
2:45 AM	1.83	1.83	1.90	1.97	1.63	1.83	1.63	1.60
3:00 AM	1.83	1.83	1.96	1.98	1.63	1.86	1.63	1.63
3:15 AM	1.83	1.83	1.88	1.84	1.63	1.65	1.63	1.63
3:30 AM	1.83	1.82	1.83	1.83	1.63	1.63	1.81	1.62
3:45 AM	1.83	1.83	1.82	1.85	1.63	1.63	1.86	1.63
4:00 AM	1.83	1.83	1.80	1.85	1.62	1.65	1.68	1.63
4:15 AM	1.83	1.86	1.81	1.84	1.63	1.72	1.63	1.63
4:30 AM	1.89	1.91	1.88	1.98	1.63	1.69	1.67	1.65
4:45 AM	1.95	1.89	1.87	2.14	1.63	1.63	1.67	1.74
5:00 AM	1.92	1.83	2.19	2.02	1.82	1.63	1.61	1.72
5:15 AM	1.91	1.91	2.60	1.90	2.00	1.65	1.61	1.65
5:30 AM	2.06	2.22	2.31	1.98	1.82	1.92	1.67	1.72
5:45 AM	1.97	2.27	1.99	1.94	1.71	1.79	1.76	1.68
6:00 AM	1.92	2.31	1.95	1.85	1.75	1.68	1.97	1.83
6:15 AM	2.10	1.93	2.14	1.88	2.07	2.16	2.24	1.96
6:30 AM	2.12	1.89	2.18	1.65	2.19	2.40	2.18	2.30
6:45 AM	2.42	2.20	1.96	1.69	2.15	2.22	2.13	2.36
7:00 AM	2.32	2.50	1.94	1.96	2.82	2.06	2.40	2.49
7:15 AM	2.18	2.39	2.04	2.30	2.70	2.08	2.92	2.71
7:30 AM	2.55	2.37	2.54	2.44	2.40	2.33	3.02	2.35
7:45 AM	2.88	2.60	3.14	2.06	2.65	2.61	3.09	2.32
8:00 AM	2.99	2.58	3.43	2.46	2.73	2.56	3.33	2.75
8:15 AM	2.84	3.17	3.26	2.92	2.89	2.99	3.25	2.86
8:30 AM	2.83	3.14	3.34	3.65	2.99	2.90	3.79	2.80
8:45 AM	3.34	3.33	3.05	3.41	3.19	2.90	2.99	2.56
9:00 AM	3.24	3.88	3.10	3.15	3.07	3.51	2.75	2.78

RITIS Travel Speeds (mph) - Port of Miami SIS Network Route One								
	Southbound				Eastbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
12:00 AM	13.04	14.44	15.01	14.52	10.51	12.89	11.50	12.80
12:15 AM	12.77	15.02	15.38	14.57	10.36	12.81	11.47	13.02
12:30 AM	12.96	14.13	15.19	14.92	11.03	12.83	12.64	12.42
12:45 AM	13.91	13.98	15.01	14.96	12.25	13.14	13.14	12.42
1:00 AM	14.97	14.41	14.03	15.01	13.14	13.14	12.64	13.14
1:15 AM	14.85	14.69	13.71	15.12	13.14	13.14	12.42	13.14
1:30 AM	14.83	15.11	13.39	15.22	13.09	13.14	12.99	13.14
1:45 AM	15.18	14.25	13.65	15.01	12.59	13.14	13.36	13.14
2:00 AM	15.04	14.17	15.05	15.05	12.70	13.14	13.29	13.14
2:15 AM	14.35	14.87	15.08	15.25	13.14	13.14	13.00	13.22
2:30 AM	14.57	15.01	15.04	15.21	13.14	13.14	13.16	13.41
2:45 AM	15.01	15.01	14.45	13.96	13.14	11.67	13.14	13.35
3:00 AM	15.01	15.06	14.03	13.90	13.14	11.51	13.14	13.14
3:15 AM	15.01	15.08	14.64	14.95	13.14	12.97	13.14	13.14
3:30 AM	15.01	15.10	15.08	15.01	13.14	13.09	11.84	13.20
3:45 AM	15.01	15.01	15.14	14.89	13.17	13.14	11.51	13.15
4:00 AM	15.01	15.01	15.32	14.85	13.19	12.94	12.77	13.11
4:15 AM	15.01	14.82	15.19	14.94	13.16	12.42	13.14	13.14
4:30 AM	14.55	14.45	14.67	13.91	13.14	12.70	12.82	13.00
4:45 AM	14.12	14.58	14.69	12.87	13.14	13.14	12.80	12.27
5:00 AM	14.37	15.07	12.60	13.65	11.79	13.14	13.27	12.41
5:15 AM	14.44	14.44	10.58	14.47	10.73	12.97	13.27	12.97
5:30 AM	13.36	12.38	11.93	13.91	11.74	11.17	12.84	12.48
5:45 AM	13.95	12.10	13.86	14.21	12.52	11.98	12.19	12.72
6:00 AM	14.33	11.91	14.10	14.90	12.25	12.72	10.88	11.70
6:15 AM	13.09	14.25	12.87	14.64	10.32	9.90	9.54	10.90
6:30 AM	12.97	14.54	12.63	16.71	9.79	8.93	9.81	9.32
6:45 AM	11.37	12.52	14.02	16.29	9.94	9.64	10.04	9.09
7:00 AM	11.85	11.01	14.21	14.07	7.58	10.38	8.91	8.59
7:15 AM	12.61	11.53	13.51	11.95	7.91	10.30	7.33	7.91
7:30 AM	10.82	11.62	10.84	11.27	8.91	9.18	7.10	9.10
7:45 AM	9.57	10.59	8.76	13.40	8.09	8.20	6.93	9.23
8:00 AM	9.21	10.69	8.02	11.18	7.85	8.37	6.42	7.79
8:15 AM	9.69	8.69	8.44	9.42	7.42	7.17	6.58	7.48
8:30 AM	9.73	8.76	8.24	7.55	7.15	7.38	5.65	7.65
8:45 AM	8.24	8.26	9.03	8.08	6.70	7.37	7.16	8.36
9:00 AM	8.50	7.09	8.89	8.74	6.96	6.10	7.78	7.70

RITIS Travel Times (s) - Port of Miami SIS Network Route One								
	Southbound				Eastbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
9:15 AM	3.67	3.71	3.00	3.19	2.79	3.62	2.73	2.50
9:30 AM	3.70	3.49	3.51	3.69	2.67	3.26	3.17	3.18
9:45 AM	3.04	3.32	3.48	3.02	2.92	2.70	3.03	3.76
10:00 AM	3.06	3.13	3.03	3.10	2.88	2.75	3.45	3.30
10:15 AM	2.98	2.85	2.65	2.98	3.00	2.90	3.59	3.22
10:30 AM	2.78	2.93	2.48	2.71	3.31	2.94	2.88	3.62
10:45 AM	2.70	3.29	2.49	3.00	3.45	3.39	2.39	3.38
11:00 AM	2.70	3.23	2.63	3.14	2.80	3.32	2.65	2.93
11:15 AM	3.07	3.03	2.60	3.04	2.56	3.04	3.29	4.51
11:30 AM	3.13	2.74	2.33	2.99	2.90	2.87	3.45	3.83
11:45 AM	3.30	2.69	2.32	3.04	3.38	2.59	2.93	3.60
12:00 PM	2.82	2.61	2.60	2.97	3.32	2.57	2.71	3.02
12:15 PM	2.50	2.50	2.74	3.10	3.31	2.70	3.15	3.35
12:30 PM	3.03	2.32	2.81	3.10	3.38	2.71	3.62	3.35
12:45 PM	2.90	2.53	2.56	3.12	3.08	3.39	3.32	3.45
1:00 PM	3.20	2.70	2.85	2.93	2.93	3.55	3.10	3.74
1:15 PM	3.12	2.88	3.42	2.92	3.35	3.66	3.01	3.43
1:30 PM	3.29	2.55	3.81	3.25	3.45	3.31	3.23	3.17
1:45 PM	2.89	2.45	3.23	3.11	3.60	3.15	2.95	3.15
2:00 PM	2.49	2.83	2.98	3.17	2.97	3.48	2.76	3.32
2:15 PM	2.56	2.51	2.75	3.58	3.09	3.46	3.69	3.52
2:30 PM	2.73	2.44	2.96	3.01	2.60	3.21	4.00	3.48
2:45 PM	2.66	2.49	2.96	2.62	2.86	3.27	3.14	2.96
3:00 PM	2.68	2.69	2.76	3.01	3.02	2.99	3.12	2.63
5:15 PM	3.24	3.71	3.46	2.81	5.54	3.68	3.34	3.13
5:30 PM	3.28	2.86	3.27	3.15	6.31	3.64	4.11	3.38
5:45 PM	2.78	2.44	2.81	3.27	4.76	3.17	3.51	3.13
6:00 PM	2.63	3.27	3.57	3.17	4.11	3.46	2.85	2.89
6:15 PM	2.57	3.21	3.56	3.18	3.13	3.37	3.03	2.79
6:30 PM	2.84	3.00	3.39	3.10	2.98	3.26	3.24	2.70
6:45 PM	2.79	3.13	3.23	3.24	3.18	3.08	3.43	2.84
7:00 PM	2.93	3.33	2.82	3.25	3.24	3.42	3.54	3.20
7:15 PM	2.92	3.65	3.15	3.31	2.75	2.89	3.46	3.48
7:30 PM	3.20	3.68	3.15	3.26	2.78	2.94	3.13	3.57
7:45 PM	2.97	3.04	3.06	3.01	2.94	3.15	2.91	3.28
8:00 PM	2.87	2.99	3.03	2.99	3.18	2.63	2.92	3.06
8:15 PM	2.80	3.26	2.88	2.60	2.67	2.53	2.77	2.64

RITIS Travel Speeds (mph) - Port of Miami SIS Network Route One								
	Southbound				Eastbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
9:15 AM	7.49	7.41	9.17	8.62	7.68	5.92	7.84	8.57
9:30 AM	7.45	7.90	7.84	7.47	8.02	6.56	6.75	6.74
9:45 AM	9.07	8.29	7.92	9.11	7.33	7.93	7.06	5.69
10:00 AM	8.99	8.80	9.10	8.88	7.43	7.78	6.21	6.48
10:15 AM	9.25	9.66	10.40	9.25	7.13	7.38	5.97	6.65
10:30 AM	9.91	9.39	11.11	10.16	6.47	7.27	7.42	5.92
10:45 AM	10.20	8.36	11.07	9.19	6.20	6.31	8.96	6.33
11:00 AM	10.19	8.51	10.46	8.76	7.64	6.45	8.07	7.31
11:15 AM	8.96	9.08	10.60	9.05	8.36	7.03	6.51	4.75
11:30 AM	8.81	10.04	11.80	9.21	7.38	7.47	6.21	5.59
11:45 AM	8.34	10.25	11.85	9.06	6.33	8.28	7.32	5.95
12:00 PM	9.76	10.57	10.59	9.26	6.44	8.32	7.90	7.09
12:15 PM	10.99	11.02	10.06	8.89	6.46	7.93	6.80	6.38
12:30 PM	9.08	11.88	9.80	8.87	6.34	7.89	5.91	6.38
12:45 PM	9.50	10.90	10.74	8.84	6.94	6.31	6.45	6.20
1:00 PM	8.61	10.21	9.65	9.39	7.31	6.03	6.90	5.73
1:15 PM	8.83	9.56	8.04	9.42	6.40	5.85	7.11	6.24
1:30 PM	8.37	10.79	7.23	8.46	6.21	6.46	6.62	6.75
1:45 PM	9.52	11.22	8.53	8.86	5.95	6.78	7.24	6.80
2:00 PM	11.05	9.73	9.25	8.68	7.22	6.14	7.74	6.44
2:15 PM	10.77	10.98	9.99	7.69	6.92	6.18	5.81	6.08
2:30 PM	10.07	11.27	9.31	9.16	8.23	6.66	5.36	6.15
2:45 PM	10.36	11.07	9.29	10.52	7.49	6.55	6.81	7.22
3:00 PM	10.26	10.22	9.98	9.15	7.10	7.16	6.85	8.15
5:15 PM	8.49	7.42	7.96	9.80	3.86	5.82	6.41	6.85
5:30 PM	8.40	9.63	8.41	8.75	3.39	5.88	5.20	6.33
5:45 PM	9.90	11.26	9.80	8.42	4.50	6.75	6.10	6.83
6:00 PM	10.45	8.42	7.72	8.68	5.20	6.19	7.50	7.40
6:15 PM	10.71	8.57	7.74	8.66	6.84	6.36	7.07	7.67
6:30 PM	9.71	9.17	8.12	8.87	7.19	6.56	6.60	7.94
6:45 PM	9.88	8.80	8.52	8.50	6.73	6.95	6.23	7.53
7:00 PM	9.39	8.27	9.76	8.46	6.62	6.26	6.05	6.69
7:15 PM	9.44	7.55	8.75	8.31	7.79	7.41	6.18	6.15
7:30 PM	8.60	7.49	8.74	8.45	7.71	7.27	6.84	5.99
7:45 PM	9.27	9.06	8.99	9.15	7.27	6.80	7.35	6.53
8:00 PM	9.58	9.21	9.08	9.20	6.73	8.14	7.33	6.99
8:15 PM	9.83	8.46	9.55	10.60	8.02	8.45	7.74	8.10

RITIS Travel Times (s) - Port of Miami SIS Network Route One								
	Southbound				Eastbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
8:30 PM	2.49	3.18	2.75	2.59	2.40	2.72	2.66	2.55
8:45 PM	2.30	2.65	2.56	2.45	2.55	2.59	2.67	2.59
9:00 PM	2.41	2.69	2.45	2.50	2.41	2.60	2.64	2.58
9:15 PM	2.48	2.62	2.49	2.60	2.48	2.46	2.67	2.57
9:30 PM	2.69	2.65	2.46	2.60	2.54	2.47	2.62	2.60
9:45 PM	2.75	2.85	2.59	2.80	2.56	2.48	2.29	2.68
10:00 PM	2.88	3.17	3.03	3.89	2.57	2.21	2.26	2.45
10:15 PM	3.77	3.22	2.85	5.08	2.29	2.19	2.45	2.44
10:30 PM	3.93	3.21	3.10	5.72	2.27	2.71	2.54	2.83
10:45 PM	3.03	3.02	2.94	4.23	1.99	2.65	2.24	2.66
11:00 PM	2.59	2.45	2.51	3.35	1.79	2.45	1.91	2.06
11:15 PM	2.37	2.17	2.17	2.63	1.59	2.15	1.66	1.81
11:30 PM	2.01	1.98	1.99	2.31	1.60	1.98	1.66	1.75
11:45 PM	2.15	1.84	1.93	2.21	1.76	1.73	1.68	1.75

RITIS Travel Speeds (mph) - Port of Miami SIS Network Route One								
	Southbound				Eastbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
8:30 PM	11.06	8.65	10.00	10.64	8.93	7.88	8.04	8.41
8:45 PM	11.96	10.41	10.75	11.25	8.41	8.26	8.01	8.27
9:00 PM	11.40	10.23	11.23	10.99	8.89	8.24	8.10	8.30
9:15 PM	11.09	10.51	11.04	10.58	8.62	8.71	8.03	8.33
9:30 PM	10.22	10.38	11.19	10.58	8.42	8.67	8.18	8.24
9:45 PM	10.01	9.65	10.64	9.82	8.36	8.64	9.37	7.97
10:00 PM	9.56	8.70	9.09	7.09	8.34	9.69	9.47	8.74
10:15 PM	7.31	8.55	9.66	5.42	9.33	9.78	8.74	8.78
10:30 PM	7.01	8.59	8.87	4.81	9.41	7.89	8.44	7.56
10:45 PM	9.09	9.13	9.38	6.51	10.76	8.07	9.54	8.05
11:00 PM	10.61	11.22	10.95	8.21	11.99	8.72	11.19	10.40
11:15 PM	11.63	12.71	12.68	10.49	13.46	9.97	12.88	11.84
11:30 PM	13.71	13.92	13.84	11.90	13.40	10.82	12.91	12.20
11:45 PM	12.81	14.94	14.29	12.44	12.20	12.34	12.72	12.26

RITIS Travel Times (s) - Port of Miami SIS Network Route Two								
	Northbound				Westbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
12:00 AM	1.39	1.79	1.40	1.55	1.37	1.68	1.60	1.39
12:15 AM	1.41	1.80	1.45	1.52	1.51	1.55	1.46	1.39
12:30 AM	1.37	1.70	1.54	1.63	1.54	1.55	1.39	1.39
12:45 AM	1.48	1.61	1.52	1.65	1.44	1.51	1.42	1.39
1:00 AM	1.51	1.69	1.50	1.54	1.39	1.74	1.46	1.39
1:15 AM	1.49	1.72	1.52	1.51	1.39	1.73	1.42	1.39
1:30 AM	1.49	1.52	1.52	1.50	1.39	1.40	1.52	1.39
1:45 AM	1.50	1.52	1.50	1.51	1.38	1.39	1.70	1.39
2:00 AM	1.51	1.50	1.47	1.51	1.38	1.39	1.59	1.39
2:15 AM	1.51	1.48	1.46	1.52	1.39	1.39	1.39	1.39
2:30 AM	1.51	1.45	1.51	1.54	1.39	1.39	1.39	1.39
2:45 AM	1.51	1.47	1.54	1.53	1.39	1.39	1.39	1.39
3:00 AM	1.51	1.51	1.53	1.62	1.39	1.39	1.39	1.39
3:15 AM	1.51	1.51	1.51	1.73	1.39	1.39	1.39	1.39
3:30 AM	1.51	1.51	1.51	1.64	1.39	1.39	1.39	1.39
3:45 AM	1.51	1.53	1.52	1.52	1.39	1.39	1.39	1.39
4:00 AM	1.51	1.52	1.56	1.52	1.39	1.39	1.39	1.39
4:15 AM	1.46	1.51	1.56	1.55	1.41	1.39	1.39	1.39
4:30 AM	1.38	1.52	1.61	1.54	1.41	1.39	1.39	1.39
4:45 AM	1.43	1.55	1.60	1.50	1.40	1.38	1.39	1.39
5:00 AM	1.51	1.52	1.51	1.49	1.39	1.36	1.39	1.38
5:15 AM	1.51	1.43	1.53	1.48	1.38	1.37	1.42	1.39
5:30 AM	1.53	1.46	1.52	1.58	1.39	1.39	1.45	1.39
5:45 AM	1.53	1.53	1.51	1.54	1.42	1.39	1.42	1.42
6:00 AM	1.54	1.56	1.56	1.51	1.56	1.41	1.40	1.43
6:15 AM	1.52	1.62	1.57	1.58	1.66	1.47	1.46	1.40
6:30 AM	1.57	1.67	1.55	1.66	1.56	1.49	1.45	1.44
6:45 AM	1.61	1.70	1.37	1.81	1.42	1.45	1.39	1.71
7:00 AM	1.65	1.62	1.23	1.75	1.40	1.40	1.39	1.57
7:15 AM	1.81	1.78	1.67	1.67	1.44	1.52	1.45	1.86
7:30 AM	2.03	2.01	1.89	1.83	1.59	1.91	1.61	2.73
7:45 AM	2.24	2.04	1.66	1.76	2.22	2.33	1.89	2.45
8:00 AM	1.98	1.97	1.87	1.57	2.49	2.29	2.15	1.87
8:15 AM	1.93	1.87	1.96	1.49	1.98	2.13	2.43	2.09
8:30 AM	1.92	1.91	1.94	1.81	2.07	2.07	2.06	2.23
8:45 AM	2.31	1.96	1.88	2.06	2.22	2.35	1.95	2.24
9:00 AM	2.74	1.98	2.12	2.23	2.50	2.24	2.42	2.24

RITIS Travel Speeds (mph) - Port of Miami SIS Network Route Two								
	Northbound				Westbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
12:00 AM	18.09	14.02	17.91	16.22	15.10	12.31	12.98	14.88
12:15 AM	17.77	13.93	17.27	16.47	13.73	13.34	14.13	14.88
12:30 AM	18.33	14.74	16.33	15.38	13.49	13.34	14.88	14.88
12:45 AM	16.98	15.62	16.52	15.17	14.35	13.74	14.55	14.88
1:00 AM	16.67	14.88	16.69	16.26	14.88	11.93	14.17	14.88
1:15 AM	16.81	14.58	16.46	16.62	14.88	11.97	14.55	14.88
1:30 AM	16.88	16.48	16.51	16.70	14.88	14.83	13.63	14.88
1:45 AM	16.74	16.49	16.72	16.59	15.00	14.88	12.15	14.88
2:00 AM	16.67	16.69	17.01	16.67	15.00	14.88	13.01	14.88
2:15 AM	16.67	16.99	17.14	16.46	14.90	14.88	14.88	14.88
2:30 AM	16.67	17.29	16.66	16.33	14.88	14.88	14.88	14.88
2:45 AM	16.67	17.02	16.26	16.36	14.88	14.88	14.88	14.88
3:00 AM	16.67	16.67	16.39	15.52	14.88	14.88	14.88	14.87
3:15 AM	16.67	16.67	16.67	14.53	14.88	14.88	14.88	14.88
3:30 AM	16.67	16.62	16.67	15.30	14.88	14.88	14.88	14.88
3:45 AM	16.67	16.44	16.47	16.48	14.88	14.88	14.88	14.88
4:00 AM	16.67	16.53	16.07	16.55	14.88	14.88	14.88	14.88
4:15 AM	17.20	16.67	16.09	16.14	14.72	14.88	14.88	14.88
4:30 AM	18.15	16.46	15.55	16.25	14.66	14.88	14.88	14.88
4:45 AM	17.61	16.21	15.68	16.69	14.82	14.99	14.88	14.90
5:00 AM	16.67	16.53	16.58	16.85	14.88	15.21	14.88	14.99
5:15 AM	16.59	17.55	16.41	16.97	14.95	15.12	14.60	14.93
5:30 AM	16.44	17.14	16.52	15.86	14.95	14.88	14.27	14.88
5:45 AM	16.36	16.44	16.67	16.30	14.62	14.89	14.60	14.55
6:00 AM	16.26	16.07	16.12	16.63	13.25	14.67	14.83	14.46
6:15 AM	16.49	15.53	16.02	15.87	12.46	14.12	14.18	14.81
6:30 AM	16.01	14.99	16.22	15.15	13.30	13.92	14.27	14.34
6:45 AM	15.61	14.73	18.37	13.87	14.54	14.31	14.88	12.13
7:00 AM	15.20	15.51	20.36	14.33	14.83	14.82	14.86	13.15
7:15 AM	13.83	14.07	14.99	15.01	14.36	13.62	14.24	11.16
7:30 AM	12.33	12.50	13.30	13.74	12.99	10.85	12.89	7.58
7:45 AM	11.21	12.32	15.09	14.29	9.34	8.90	10.98	8.46
8:00 AM	12.68	12.74	13.41	16.02	8.33	9.05	9.64	11.06
8:15 AM	12.99	13.44	12.81	16.89	10.43	9.73	8.52	9.91
8:30 AM	13.07	13.15	12.95	13.85	10.01	9.99	10.07	9.27
8:45 AM	10.87	12.81	13.33	12.17	9.32	8.81	10.64	9.23
9:00 AM	9.15	12.64	11.84	11.23	8.29	9.24	8.55	9.26

RITIS Travel Times (s) - Port of Miami SIS Network Route Two								
	Northbound				Westbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
9:15 AM	2.41	1.93	2.28	2.20	2.24	2.52	2.31	2.48
9:30 AM	2.45	1.86	2.01	1.95	1.97	2.63	2.17	2.75
9:45 AM	2.27	2.24	1.98	1.86	1.93	2.34	2.80	2.37
10:00 AM	2.14	2.09	2.14	2.33	2.28	2.30	2.55	2.28
10:15 AM	2.33	1.67	1.82	2.30	2.60	1.97	2.10	2.12
10:30 AM	2.34	1.72	1.59	1.98	2.47	2.06	2.02	1.92
10:45 AM	2.46	1.97	1.91	1.85	2.31	2.35	1.84	1.97
11:00 AM	2.90	1.91	2.03	2.02	2.55	2.47	1.81	2.11
11:15 AM	3.13	2.06	2.16	2.60	3.09	2.36	2.07	2.19
11:30 AM	2.72	2.04	2.01	2.74	2.77	2.44	2.21	2.10
11:45 AM	3.35	2.09	1.84	2.10	2.17	2.26	1.97	2.04
12:00 PM	3.63	1.90	1.96	2.10	2.21	1.96	1.97	2.32
12:15 PM	3.86	1.91	2.06	2.06	2.28	2.13	2.20	2.61
12:30 PM	3.76	1.88	2.00	2.14	2.61	2.40	2.42	2.38
12:45 PM	3.43	2.01	2.14	2.17	2.57	2.63	2.42	2.29
1:00 PM	3.09	2.13	2.26	2.23	2.32	2.70	2.38	2.09
1:15 PM	3.61	2.06	1.85	2.26	2.51	2.22	2.02	2.34
1:30 PM	3.64	2.18	1.75	2.13	2.72	2.61	1.79	2.28
1:45 PM	3.42	1.71	1.87	2.27	2.71	2.71	2.13	2.31
2:00 PM	2.95	1.74	1.95	2.25	2.68	2.33	2.07	2.76
2:15 PM	3.68	2.02	1.96	1.93	2.80	1.74	1.83	2.60
2:30 PM	3.61	2.46	1.79	2.07	2.57	2.30	1.95	2.26
2:45 PM	3.12	1.93	1.61	2.03	2.56	2.65	2.05	2.09
3:00 PM	3.54	2.00	2.13	2.08	2.28	2.71	2.38	2.11
3:15 PM	3.41	2.74	2.30	2.41	2.44	2.69	2.33	2.62
3:30 PM	3.46	3.05	2.30	2.61	3.18	2.53	2.05	2.74
3:45 PM	4.74	2.37	2.37	2.91	2.42	2.16	2.00	2.31
4:00 PM	4.90	2.57	2.33	2.56	2.33	2.12	1.94	2.29
4:15 PM	4.95	2.50	2.19	2.44	3.31	2.44	2.29	2.58
4:30 PM	4.08	2.08	2.40	2.06	3.42	2.36	2.42	2.14
4:45 PM	3.49	2.40	2.59	2.30	2.92	2.39	2.72	2.11
5:00 PM	3.53	2.72	2.70	2.89	2.70	2.76	2.57	2.59
5:15 PM	3.74	3.59	2.81	2.97	2.44	2.91	2.76	2.86
5:30 PM	4.11	4.70	2.67	3.25	2.87	3.11	2.72	2.55
5:45 PM	2.97	3.68	2.70	3.20	3.14	3.08	2.79	2.37
6:00 PM	2.50	2.76	2.69	2.73	2.80	2.92	2.70	2.39
6:15 PM	2.36	1.86	2.53	2.48	2.53	2.50	2.73	2.31

RITIS Travel Speeds (mph) - Port of Miami SIS Network Route Two								
	Northbound				Westbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
9:15 AM	10.42	12.98	11.00	11.38	9.24	8.22	8.96	8.35
9:30 AM	10.26	13.48	12.46	12.84	10.53	7.88	9.53	7.54
9:45 AM	11.08	11.21	12.65	13.47	10.71	8.84	7.40	8.74
10:00 AM	11.70	12.02	11.70	10.78	9.07	8.99	8.11	9.08
10:15 AM	10.78	15.04	13.80	10.91	7.95	10.50	9.87	9.78
10:30 AM	10.74	14.57	15.79	12.66	8.40	10.05	10.23	10.78
10:45 AM	10.22	12.73	13.15	13.59	8.97	8.81	11.23	10.49
11:00 AM	8.65	13.14	12.37	12.40	8.13	8.38	11.45	9.80
11:15 AM	8.01	12.18	11.62	9.65	6.70	8.77	9.98	9.47
11:30 AM	9.24	12.30	12.51	9.16	7.46	8.47	9.38	9.85
11:45 AM	7.50	12.01	13.67	11.92	9.54	9.17	10.52	10.14
12:00 PM	6.91	13.20	12.79	11.96	9.35	10.58	10.49	8.91
12:15 PM	6.49	13.13	12.19	12.16	9.09	9.71	9.42	7.92
12:30 PM	6.68	13.32	12.53	11.72	7.95	8.62	8.56	8.70
12:45 PM	7.31	12.45	11.72	11.55	8.07	7.87	8.54	9.03
1:00 PM	8.11	11.79	11.10	11.23	8.91	7.66	8.70	9.92
1:15 PM	6.94	12.20	13.57	11.08	8.26	9.31	10.23	8.85
1:30 PM	6.89	11.49	14.35	11.77	7.60	7.93	11.59	9.08
1:45 PM	7.34	14.67	13.40	11.05	7.63	7.65	9.73	8.96
2:00 PM	8.50	14.41	12.87	11.17	7.71	8.89	9.98	7.49
2:15 PM	6.81	12.44	12.78	13.03	7.40	11.91	11.29	7.98
2:30 PM	6.95	10.19	13.98	12.15	8.07	9.01	10.62	9.15
2:45 PM	8.04	12.97	15.55	12.35	8.09	7.82	10.11	9.89
3:00 PM	7.08	12.53	11.76	12.04	9.06	7.65	8.68	9.81
3:15 PM	7.36	9.17	10.90	10.41	8.50	7.68	8.87	7.91
3:30 PM	7.24	8.23	10.91	9.60	6.50	8.18	10.08	7.57
3:45 PM	5.29	10.58	10.59	8.63	8.57	9.59	10.35	8.97
4:00 PM	5.12	9.77	10.75	9.81	8.89	9.75	10.67	9.03
4:15 PM	5.07	10.03	11.44	10.30	6.26	8.49	9.02	8.03
4:30 PM	6.16	12.06	10.46	12.18	6.06	8.78	8.55	9.69
4:45 PM	7.19	10.45	9.68	10.91	7.08	8.66	7.61	9.80
5:00 PM	7.11	9.21	9.28	8.67	7.66	7.51	8.07	8.00
5:15 PM	6.71	6.98	8.93	8.44	8.49	7.12	7.51	7.23
5:30 PM	6.10	5.34	9.39	7.71	7.20	6.66	7.61	8.11
5:45 PM	8.44	6.83	9.30	7.85	6.59	6.72	7.43	8.73
6:00 PM	10.05	9.09	9.34	9.18	7.38	7.09	7.67	8.66
6:15 PM	10.62	13.51	9.92	10.12	8.17	8.30	7.58	8.98

RITIS Travel Times (s) - Port of Miami SIS Network Route Two								
	Northbound				Westbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
6:30 PM	2.25	2.04	2.43	2.55	2.74	2.29	2.55	2.37
6:45 PM	1.91	2.03	1.76	2.24	2.49	2.32	2.16	2.46
7:00 PM	1.73	1.87	1.63	2.41	2.41	2.13	2.20	2.61
7:15 PM	2.09	2.09	1.92	2.35	2.63	2.02	2.55	2.54
7:30 PM	2.03	2.13	2.07	1.97	2.63	2.34	2.35	2.82
7:45 PM	1.82	1.93	2.01	2.01	2.21	2.60	2.12	2.50
8:00 PM	1.80	2.21	1.87	1.92	2.05	2.84	2.19	2.20
8:15 PM	1.92	1.84	1.77	1.65	2.05	2.57	2.22	2.49
8:30 PM	2.22	1.61	1.69	1.63	2.16	2.52	2.05	2.18
8:45 PM	2.14	1.70	1.81	1.86	2.17	2.02	2.16	2.17
9:00 PM	1.52	1.39	1.99	1.84	2.30	2.01	2.17	1.97
9:15 PM	1.64	1.52	1.93	2.16	2.31	2.27	2.10	2.00
9:30 PM	2.14	2.07	2.12	1.99	2.45	2.40	2.22	2.21
9:45 PM	2.37	1.93	2.47	2.26	2.93	2.58	2.48	2.97
10:00 PM	2.36	2.14	2.82	2.78	3.36	3.19	4.35	4.88
10:15 PM	2.34	2.30	3.53	2.87	2.92	3.37	4.90	4.87
10:30 PM	2.29	2.05	3.60	2.66	2.41	3.09	3.25	2.67
10:45 PM	2.01	2.07	3.51	2.66	2.16	2.47	3.13	3.36
11:00 PM	1.70	2.27	3.01	2.98	1.87	2.26	2.64	3.10
11:15 PM	1.87	2.21	1.97	3.03	1.83	2.02	1.83	2.36
11:30 PM	1.65	1.89	1.60	2.32	1.48	1.72	1.63	1.82
11:45 PM	1.57	1.64	1.32	1.66	1.34	1.75	1.46	1.43

RITIS Travel Speeds (mph) - Port of Miami SIS Network Route Two								
	Northbound				Westbound			
	Pre-Condition				Pre-Condition			
	4-Week Period (Tuesday thru Thursday)				4-Week Period (Tuesday thru Thursday)			
Time	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017	February 28, 2017 through March 02, 2017	March 07, 2017 through March 09, 2017	March 14, 2017 through March 16, 2017	March 21, 2017 through March 23, 2017
6:30 PM	11.17	12.31	10.32	9.83	7.55	9.06	8.11	8.75
6:45 PM	13.17	12.36	14.23	11.18	8.33	8.93	9.61	8.42
7:00 PM	14.47	13.44	15.41	10.41	8.58	9.70	9.41	7.93
7:15 PM	12.00	12.01	13.06	10.67	7.88	10.25	8.11	8.14
7:30 PM	12.35	11.79	12.10	12.71	7.87	8.84	8.82	7.35
7:45 PM	13.75	13.01	12.45	12.47	9.36	7.97	9.75	8.29
8:00 PM	13.94	11.37	13.39	13.08	10.11	7.28	9.48	9.42
8:15 PM	13.04	13.61	14.14	15.19	10.10	8.05	9.35	8.32
8:30 PM	11.31	15.62	14.89	15.41	9.59	8.21	10.10	9.52
8:45 PM	11.75	14.77	13.83	13.49	9.55	10.26	9.57	9.53
9:00 PM	16.49	18.11	12.62	13.63	8.99	10.33	9.56	10.49
9:15 PM	15.26	16.52	13.02	11.64	8.98	9.12	9.87	10.36
9:30 PM	11.72	12.11	11.81	12.61	8.44	8.61	9.34	9.35
9:45 PM	10.59	13.00	10.15	11.12	7.07	8.04	8.35	6.97
10:00 PM	10.64	11.71	8.90	9.01	6.17	6.49	4.76	4.24
10:15 PM	10.71	10.93	7.12	8.75	7.09	6.14	4.22	4.25
10:30 PM	10.93	12.22	6.97	9.41	8.60	6.71	6.37	7.76
10:45 PM	12.51	12.13	7.14	9.45	9.59	8.40	6.62	6.16
11:00 PM	14.73	11.06	8.33	8.41	11.10	9.16	7.84	6.67
11:15 PM	13.41	11.35	12.75	8.28	11.32	10.25	11.28	8.77
11:30 PM	15.18	13.26	15.65	10.80	13.95	12.02	12.68	11.37
11:45 PM	16.01	15.30	19.05	15.10	15.41	11.86	14.18	14.53

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

PC-Travel Reports for study: Network #4 Route 1

Choice Engineering Consultants, Inc.

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name: Network #4 Route 1

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Route 1_(1)	03/09/17	08:05	5647	Before	Primary
Route 1_(2)	03/09/17	08:26	5649	Before	Secondary
Route 1_(3)	03/09/17	08:48	5631	Before	Secondary
Route 1_(4)	03/09/17	09:09	5590	Before	Secondary
Route 1_(5)	03/09/17	09:31	5643	Before	Secondary
Route 1_(6)	03/09/17	09:46	5620	Before	Secondary

Node Info

#	Len	Name
1	0	I-395 EB - START
2	1730	NE 2 Avenue
3	28	NE 11 Terrace
4	217	NE 11 Street
5	331	NE 10 Street
6	655	NE 8 Street
7	604	RRXing (S of NE 7St)
8	127	NE 6 Street/Port Blvd
9	294	NE 5 Street
10	524	US 1 (West Int)
11	124	US 1 (East Int)
12	461	RRXing (Port Ent)
13	552	Port Blvd - END

Length of Study Route = 5,647 feet

Notes:

* AM-EB
* Peak Period 8-10am

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0	I-395 EB - START							
2	1730	NE 2 Avenue	134.5	2.0	8.8	94.7	83.0	107.7	115.5
3	28	NE 11 Terrace	1.2	0.0	16.4	0.2	0.0	0.5	1.0
4	217	NE 11 Street	10.5	0.2	14.1	5.0	2.3	3.8	8.2
5	331	NE 10 Street	16.7	0.2	13.5	8.7	4.7	8.5	11.8
6	655	NE 8 Street	25.2	0.2	17.7	10.2	4.7	8.8	12.3
7	604	RRXing (S of NE 7St)	21.2	0.2	19.5	7.2	3.2	5.2	9.3
8	127	NE 6 Street/Port Blvd	14.7	0.3	5.9	11.7	9.0	12.0	12.8
9	294	NE 5 Street	42.8	0.7	4.7	35.8	30.2	37.0	39.8
10	524	US 1 (West Int)	71.8	1.0	5.0	59.8	50.3	58.7	66.8
11	124	US 1 (East Int)	4.2	0.0	20.3	1.2	0.0	0.2	1.7
12	461	RRXing (Port Ent)	11.3	0.0	27.7	0.7	0.0	0.3	0.5
13	552	Port Blvd - END	10.3	0.0	36.4	0.0	0.0	0.0	0.0
Total	**5,647**		**364.3**	**4.7**	**10.6**	**235.0**	**187.3**	**242.7**	**279.8**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			Route 1_(1)	Route 1_(2)	Route 1_(3)	Route 1_(4)	Route 1_(5)	Route 1_(6)
1	0	I-395 EB - START						
2	1730	NE 2 Avenue	108	121	158	212	78	130
3	28	NE 11 Terrace	2	1	1	1	1	1
4	217	NE 11 Street	9	24	8	7	7	8
5	331	NE 10 Street	9	16	10	41	9	15
6	655	NE 8 Street	15	21	17	49	20	29
7	604	RRXing (S of NE 7St)	14	18	36	17	17	25
8	127	NE 6 Street/Port Blvd	4	7	9	4	4	60
9	294	NE 5 Street	70	25	73	41	10	38
10	524	US 1 (West Int)	68	114	36	86	71	56
11	124	US 1 (East Int)	5	5	4	3	4	4
12	461	RRXing (Port Ent)	12	11	12	10	11	12
13	552	Port Blvd - END	10	10	10	10	11	11
Totals	**5647**		**326**	**373**	**374**	**481**	**243**	**389**

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **5**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			Route 1_(1)	Route 1_(2)	Route 1_(3)	Route 1_(4)	Route 1_(5)	Route 1_(6)
1	0	I-395 EB - START						
2	1730	NE 2 Avenue	1	2	2	5	1	1
3	28	NE 11 Terrace	0	0	0	0	0	0
4	217	NE 11 Street	0	1	0	0	0	0
5	331	NE 10 Street	0	0	0	1	0	0
6	655	NE 8 Street	0	0	0	1	0	0
7	604	RRXing (S of NE 7St)	0	0	1	0	0	0
8	127	NE 6 Street/Port Blvd	0	1	0	0	0	1
9	294	NE 5 Street	1	0	1	1	0	1
10	524	US 1 (West Int)	1	1	1	1	1	1
11	124	US 1 (East Int)	0	0	0	0	0	0
12	461	RRXing (Port Ent)	0	0	0	0	0	0
13	552	Port Blvd - END	0	0	0	0	0	0
Totals	**5647**		**3**	**5**	**5**	**9**	**2**	**4**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Route 1_(1) Route 1_(2) Route 1_(3) Route 1_(4) Route 1_(5) Route 1_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	I-395 EB - START						
2	1730	NE 2 Avenue	10.9	9.8	7.5	5.6	15.2	9.2
3	28	NE 11 Terrace	9.5	13.0	20.0	21.0	16.0	19.0
4	217	NE 11 Street	16.3	6.3	19.5	22.0	22.9	17.5
5	331	NE 10 Street	25.1	14.3	21.0	5.2	23.3	14.6
6	655	NE 8 Street	29.8	21.1	26.5	9.2	22.7	15.3
7	604	RRXing (S of NE 7St)	29.5	23.4	11.3	24.3	24.6	16.7
8	127	NE 6 Street/Port Blvd	21.5	11.3	10.6	24.0	20.0	1.4
9	294	NE 5 Street	2.9	8.2	2.7	4.6	19.6	5.4
10	524	US 1 (West Int)	5.3	3.1	10.0	4.2	5.0	6.3
11	124	US 1 (East Int)	16.8	19.8	21.0	26.0	23.5	22.8
12	461	RRXing (Port Ent)	26.1	29.4	27.4	31.9	29.2	26.5
13	552	Port Blvd - END	37.5	35.1	37.8	36.4	34.9	34.4
Totals	**5647**		**11.8**	**10.3**	**10.3**	**8.0**	**15.9**	**9.9**

Detailed Statistics By Run

Total Delay (sec) by Section

Route 1_(1) Route 1_(2) Route 1_(3) Route 1_(4) Route 1_(5) Route 1_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	I-395 EB - START						
2	1730	NE 2 Avenue	69	81	118	172	38	90
3	28	NE 11 Terrace	1	0	0	0	0	0
4	217	NE 11 Street	4	19	2	1	1	3
5	331	NE 10 Street	1	8	2	33	1	7
6	655	NE 8 Street	0	6	2	34	5	14
7	604	RRXing (S of NE 7St)	0	4	22	3	3	11
8	127	NE 6 Street/Port Blvd	1	4	6	1	1	57
9	294	NE 5 Street	63	18	66	34	3	31
10	524	US 1 (West Int)	56	102	24	74	59	44
11	124	US 1 (East Int)	2	2	1	0	1	1
12	461	RRXing (Port Ent)	2	0	1	0	0	1
13	552	Port Blvd - END	0	0	0	0	0	0
Totals	**5647**		**199**	**244**	**244**	**352**	**112**	**259**

Total Delay based on a Normal Speed of 30 MPH.

Detailed Statistics By Run

Time <= 5 MPH by Section

Route 1_(1) Route 1_(2) Route 1_(3) Route 1_(4) Route 1_(5) Route 1_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	I-395 EB - START						
2	1730	NE 2 Avenue	78	79	100	132	40	69
3	28	NE 11 Terrace	0	0	0	0	0	0
4	217	NE 11 Street	0	14	0	0	0	0
5	331	NE 10 Street	0	0	0	28	0	0
6	655	NE 8 Street	0	0	0	28	0	0
7	604	RRXing (S of NE 7St)	0	0	19	0	0	0
8	127	NE 6 Street/Port Blvd	0	1	2	0	0	51
9	294	NE 5 Street	58	14	58	29	0	22
10	524	US 1 (West Int)	46	95	14	65	51	31
11	124	US 1 (East Int)	0	0	0	0	0	0
12	461	RRXing (Port Ent)	0	0	0	0	0	0
13	552	Port Blvd - END	0	0	0	0	0	0
Totals	**5647**		**182**	**203**	**193**	**282**	**91**	**173**

Detailed Statistics By Run

Time <= 15 MPH by Section

Route 1_(1) Route 1_(2) Route 1_(3) Route 1_(4) Route 1_(5) Route 1_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	I-395 EB - START						
2	1730	NE 2 Avenue	81	97	128	183	53	104
3	28	NE 11 Terrace	2	1	0	0	0	0
4	217	NE 11 Street	3	20	0	0	0	0
5	331	NE 10 Street	0	9	0	34	0	8
6	655	NE 8 Street	0	4	0	35	0	14
7	604	RRXing (S of NE 7St)	0	3	22	0	0	6
8	127	NE 6 Street/Port Blvd	0	5	7	0	0	60
9	294	NE 5 Street	64	17	68	35	0	38
10	524	US 1 (West Int)	55	101	21	72	56	47
11	124	US 1 (East Int)	0	1	0	0	0	0
12	461	RRXing (Port Ent)	2	0	0	0	0	0
13	552	Port Blvd - END	0	0	0	0	0	0
Totals	**5647**		**207**	**258**	**246**	**359**	**109**	**277**

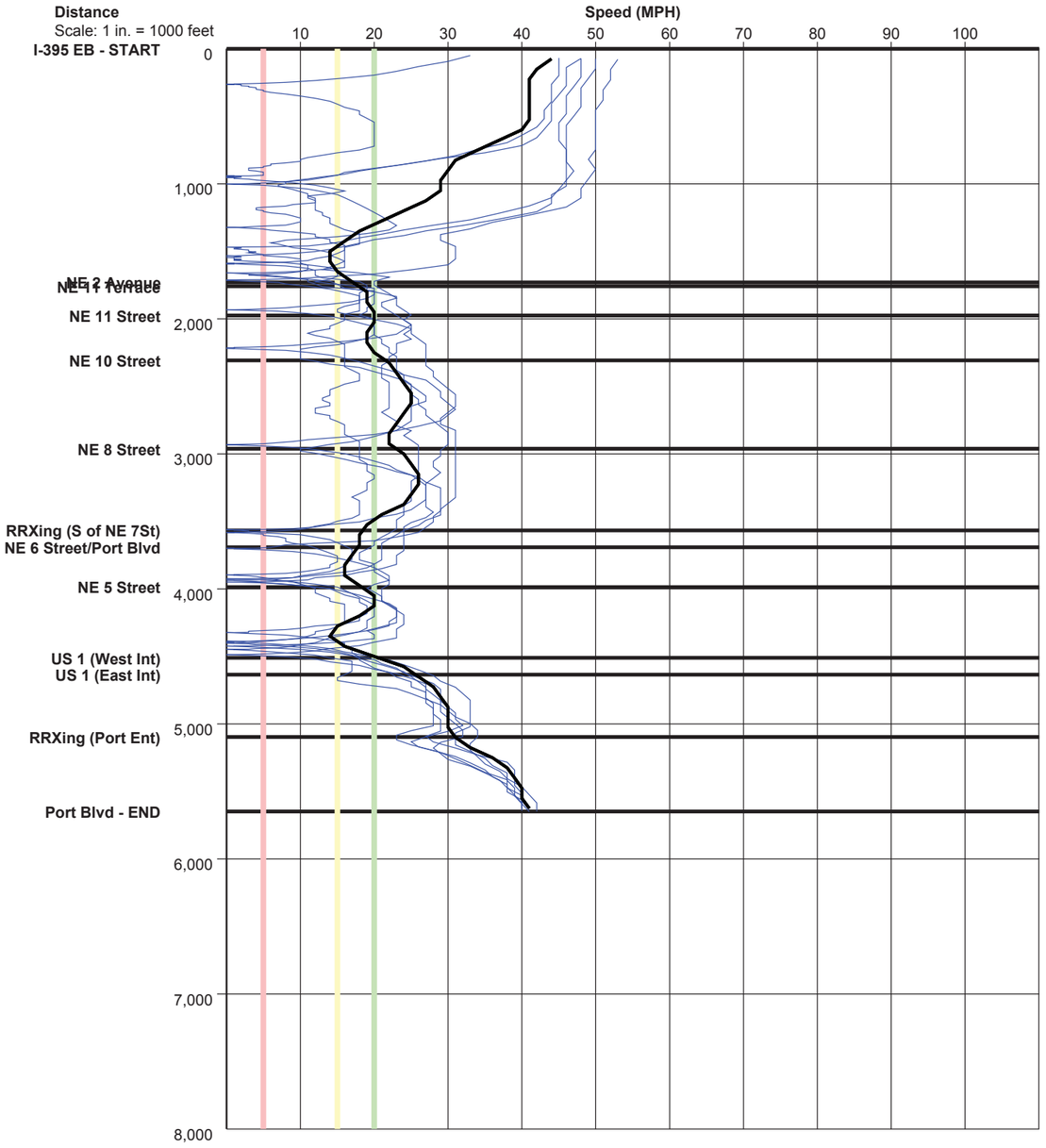
Detailed Statistics By Run

Time <= 20 MPH by Section

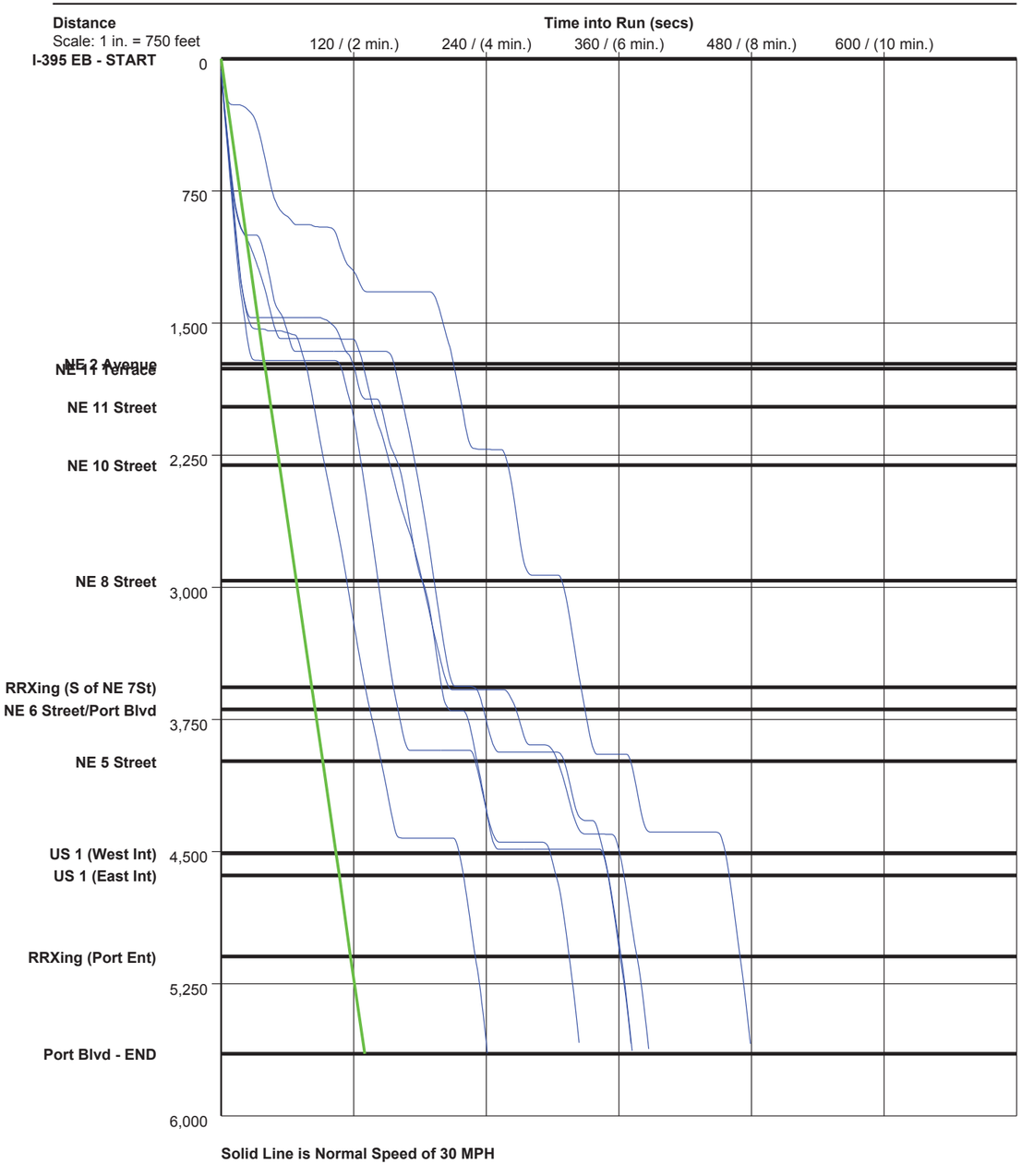
Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			Route 1_(1)	Route 1_(2)	Route 1_(3)	Route 1_(4)	Route 1_(5)	Route 1_(6)
1	0	I-395 EB - START						
2	1730	NE 2 Avenue	82	99	139	203	55	115
3	28	NE 11 Terrace	2	1	1	0	1	1
4	217	NE 11 Street	9	24	8	0	0	8
5	331	NE 10 Street	1	16	1	38	0	15
6	655	NE 8 Street	0	8	0	37	0	29
7	604	RRXing (S of NE 7St)	0	5	23	3	0	25
8	127	NE 6 Street/Port Blvd	0	6	9	0	2	60
9	294	NE 5 Street	66	19	73	37	6	38
10	524	US 1 (West Int)	68	102	36	78	61	56
11	124	US 1 (East Int)	5	3	1	0	0	1
12	461	RRXing (Port Ent)	3	0	0	0	0	0
13	552	Port Blvd - END	0	0	0	0	0	0
Totals	**5647**		**236**	**283**	**291**	**396**	**125**	**348**

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Speed/Distance Profiles of All Runs



Time/Space Trajectories of All Runs



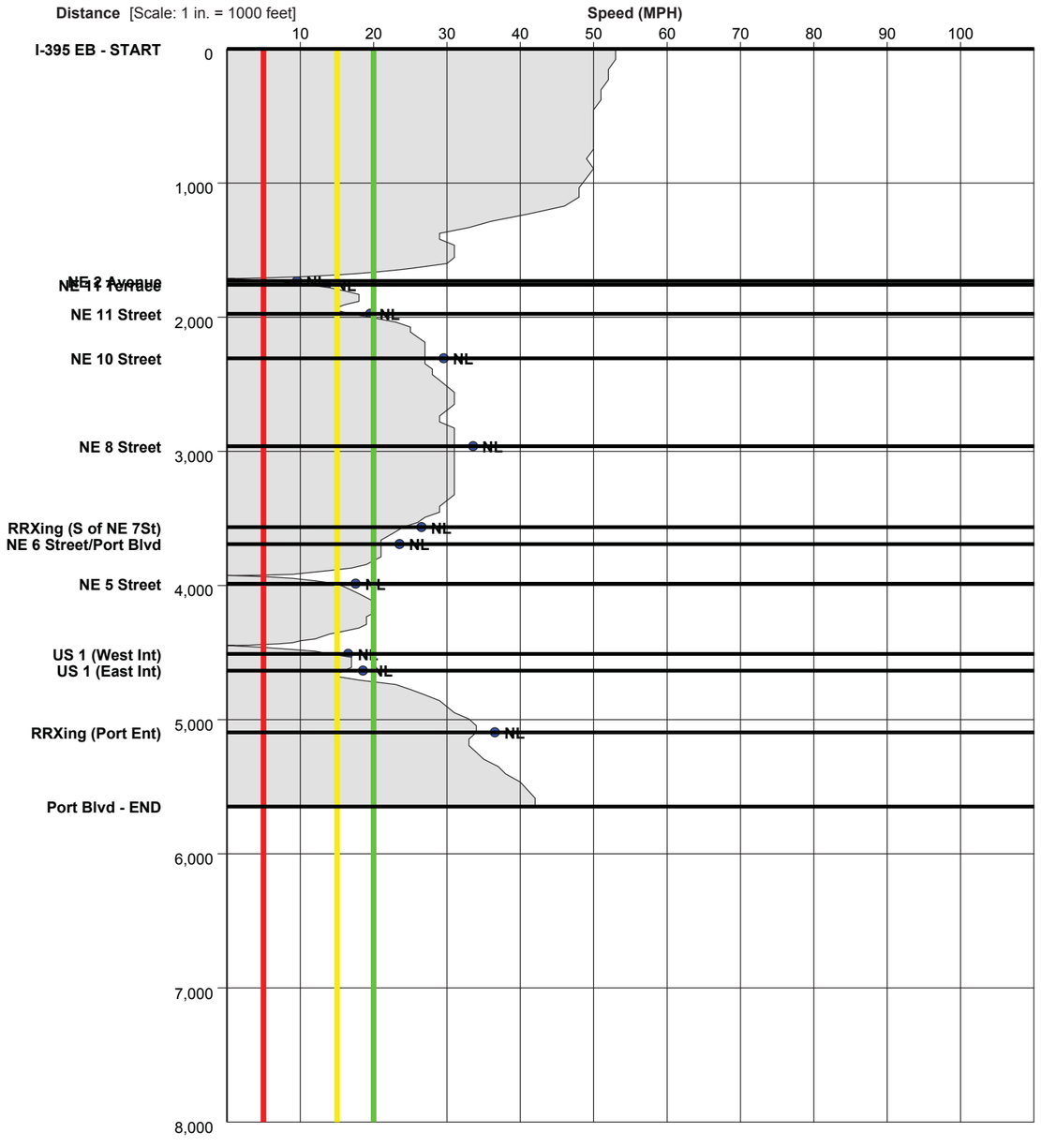
Solid Line is Normal Speed of 30 MPH

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **13**

Speed Profile

Run : Route 1_(1) Start Time: 08:05 (This is a Before Run)



Choice Engineering Consultants, Inc.

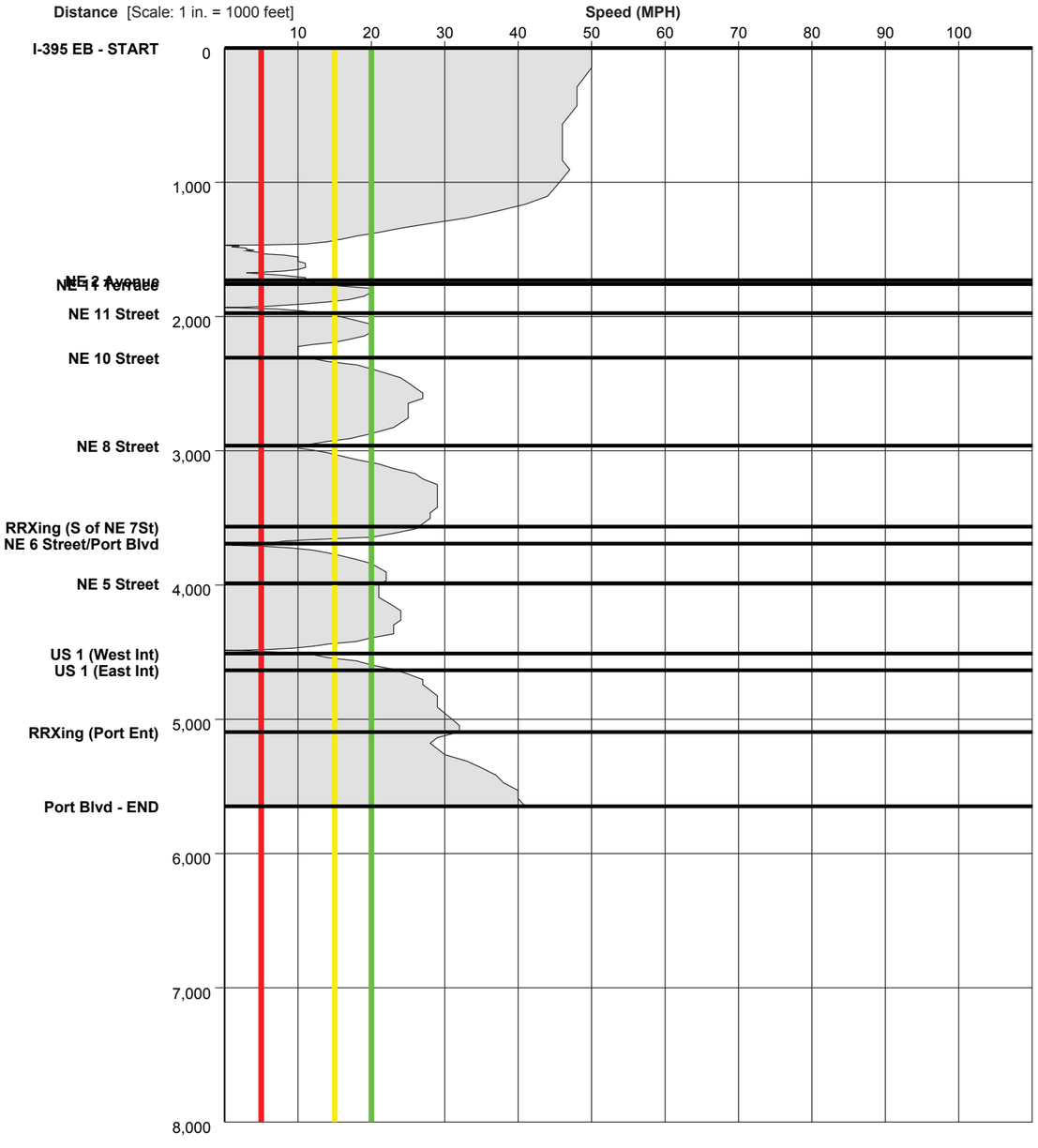
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**

Speed Profile

Run : Route 1_(2) Start Time: 08:26 (This is a Before Run)



Choice Engineering Consultants, Inc.

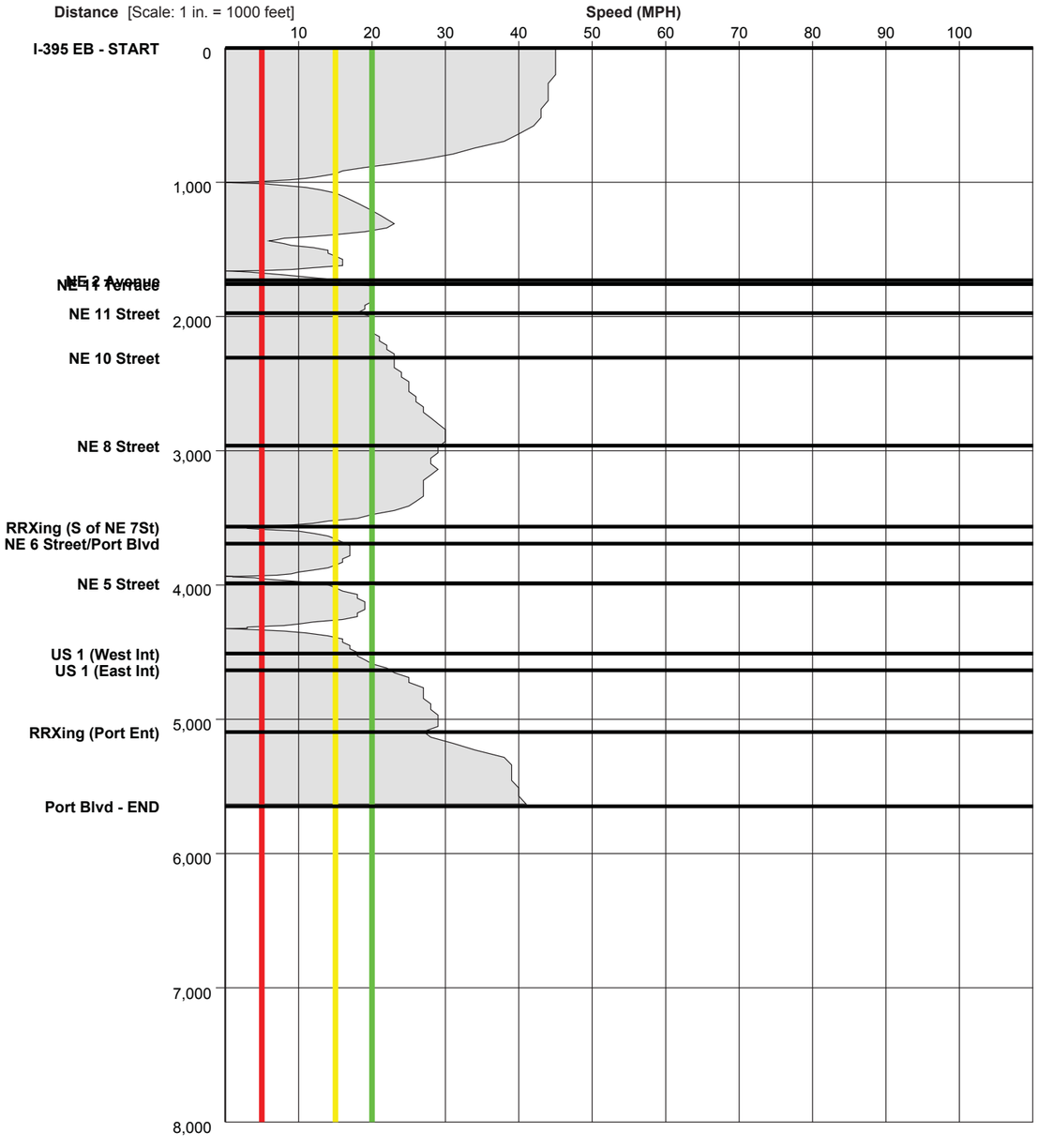
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**

Speed Profile

Run : Route 1_(3) Start Time: 08:48 (This is a Before Run)



Choice Engineering Consultants, Inc.

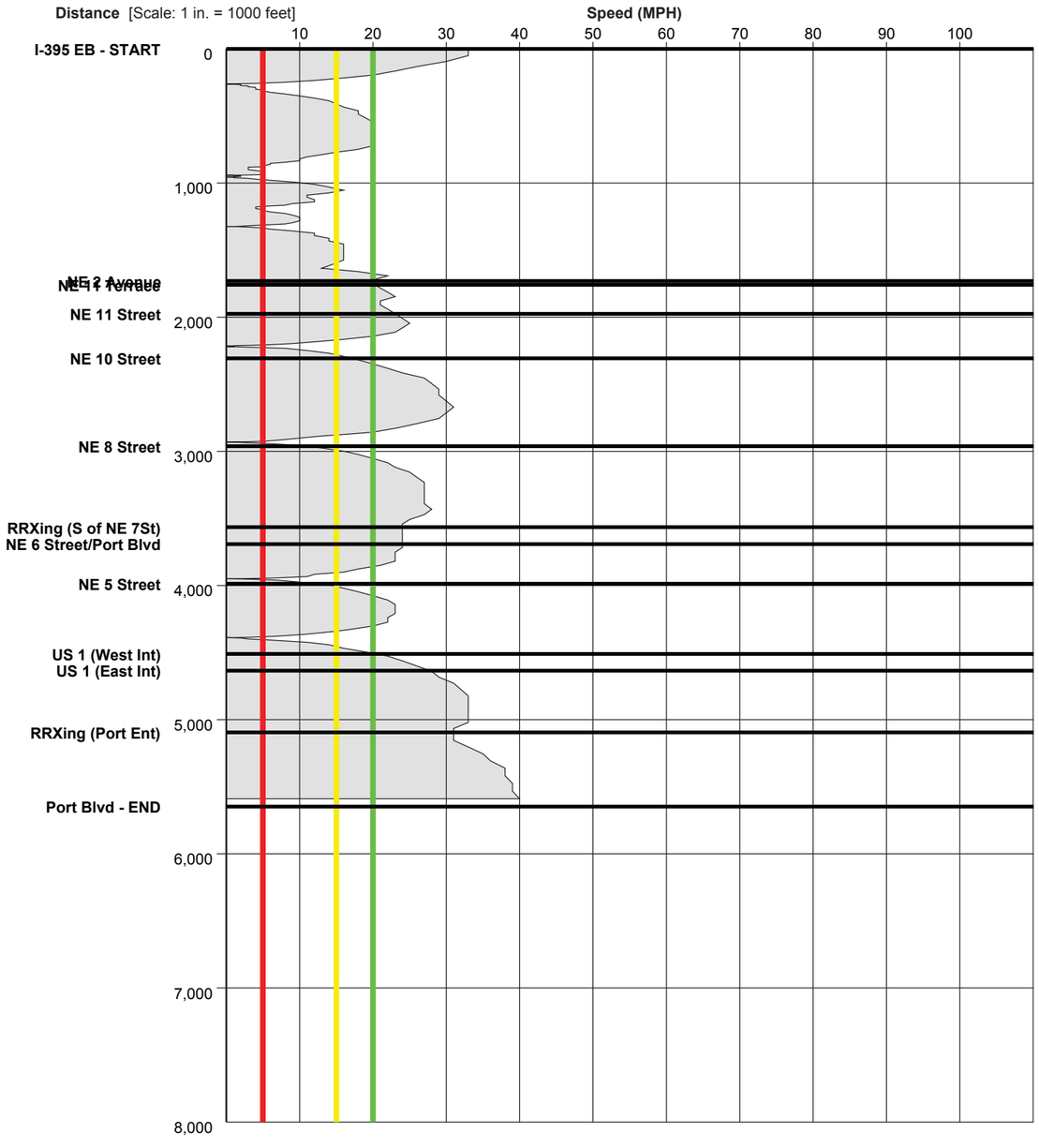
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **16**

Speed Profile

Run : Route 1_(4) Start Time: 09:09 (This is a Before Run)



Choice Engineering Consultants, Inc.

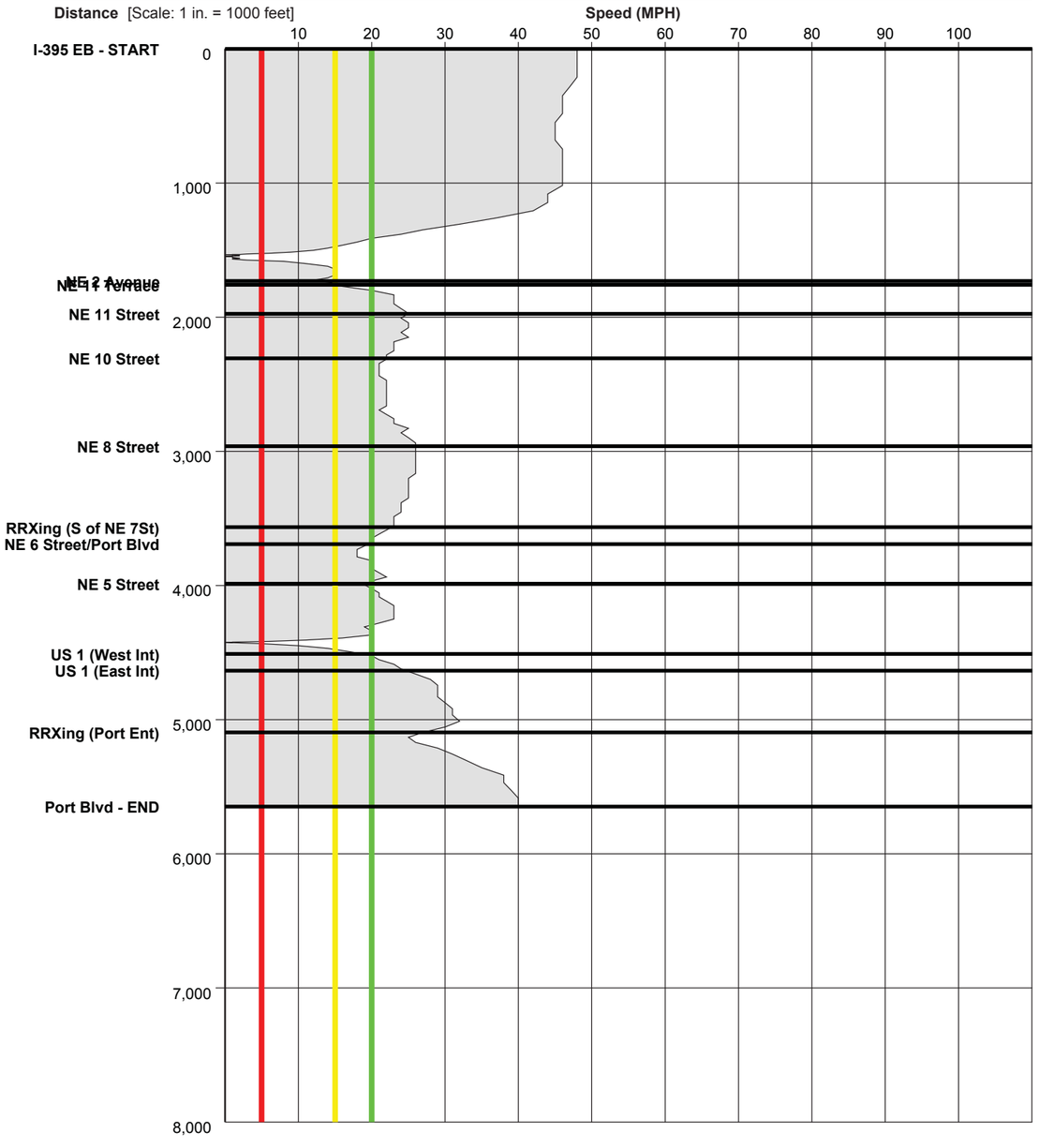
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **17**

Speed Profile

Run : Route 1_(5) Start Time: 09:31 (This is a Before Run)



Choice Engineering Consultants, Inc.

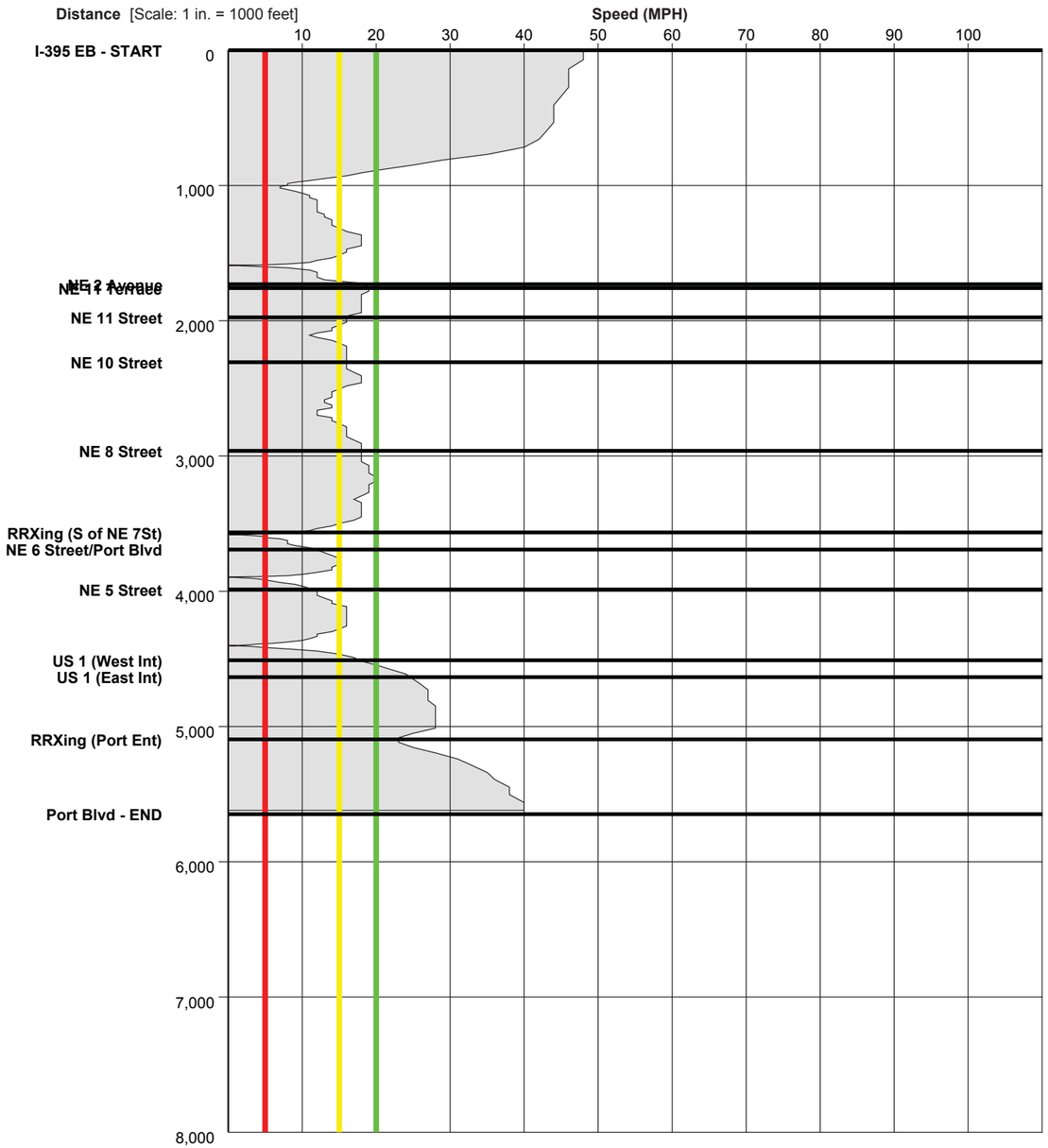
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **18**

Speed Profile

Run : Route 1_(6) Start Time: 09:46 (This is a Before Run)



Choice Engineering Consultants, Inc.

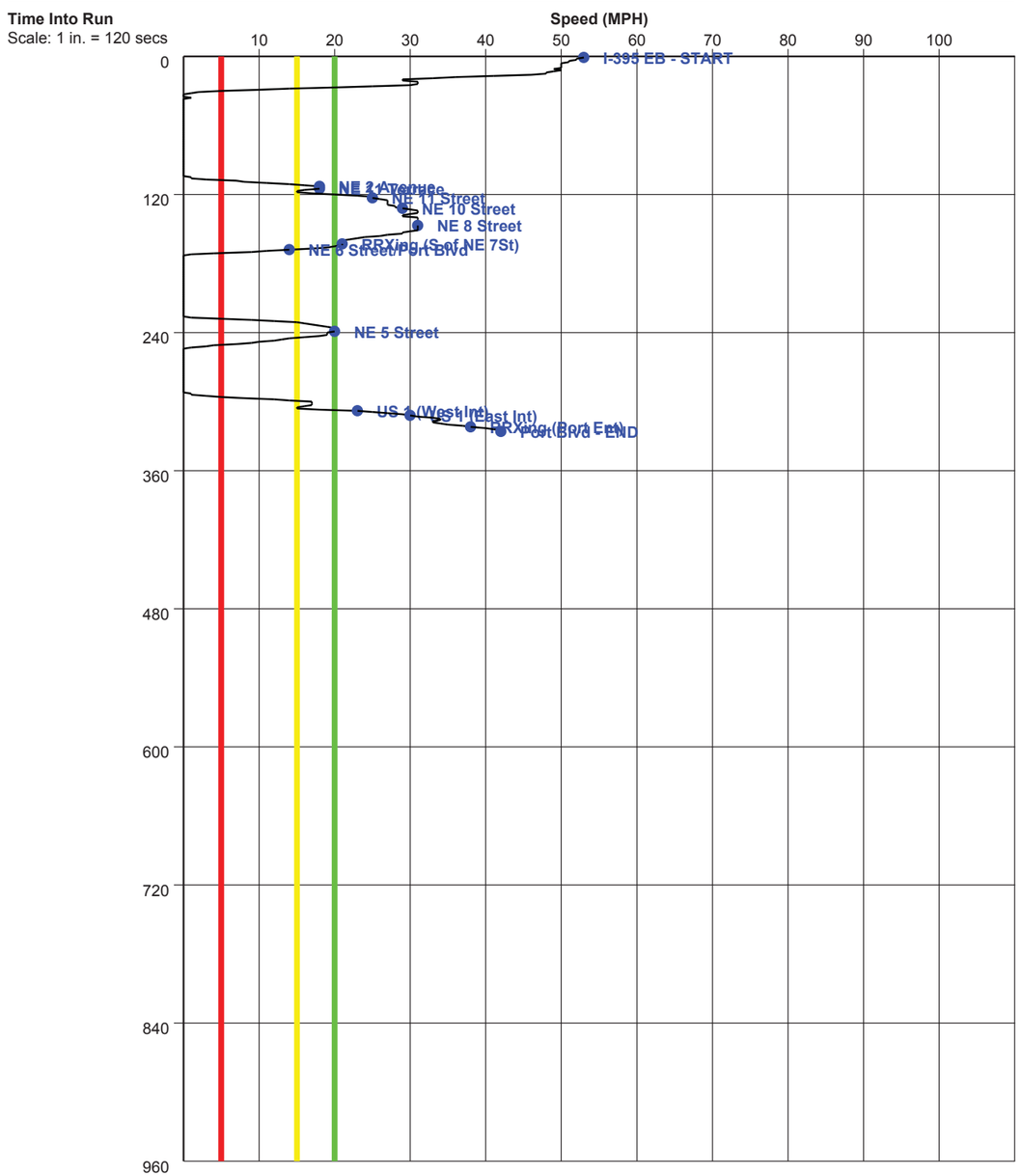
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **19**

Time-Based Speed Profile

Run : Route 1_(1) Start Time:08:05 (This is a Before Run)



Choice Engineering Consultants, Inc.

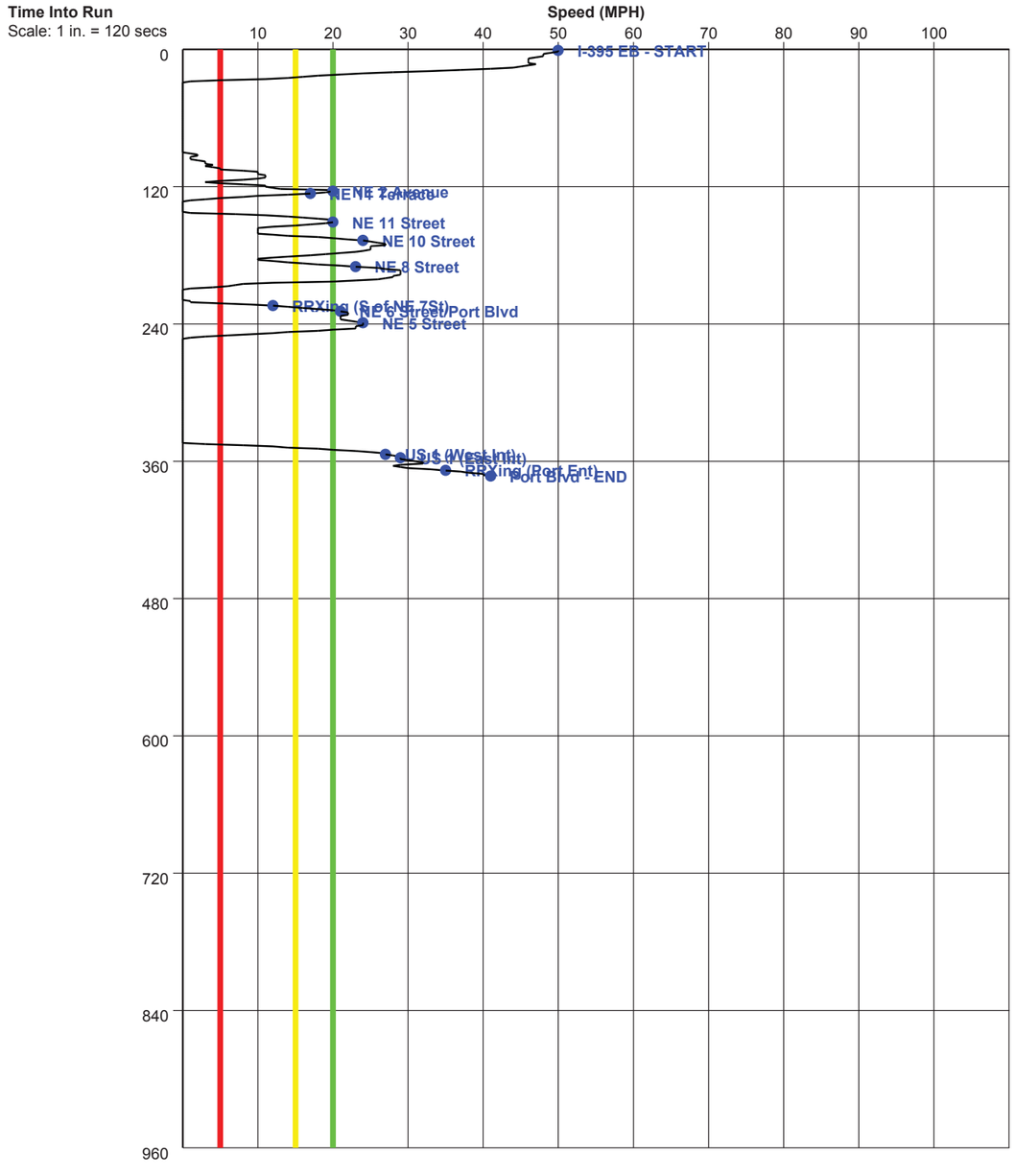
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **20**

Time-Based Speed Profile

Run : Route 1_(2) Start Time:08:26 (This is a Before Run)



Choice Engineering Consultants, Inc.

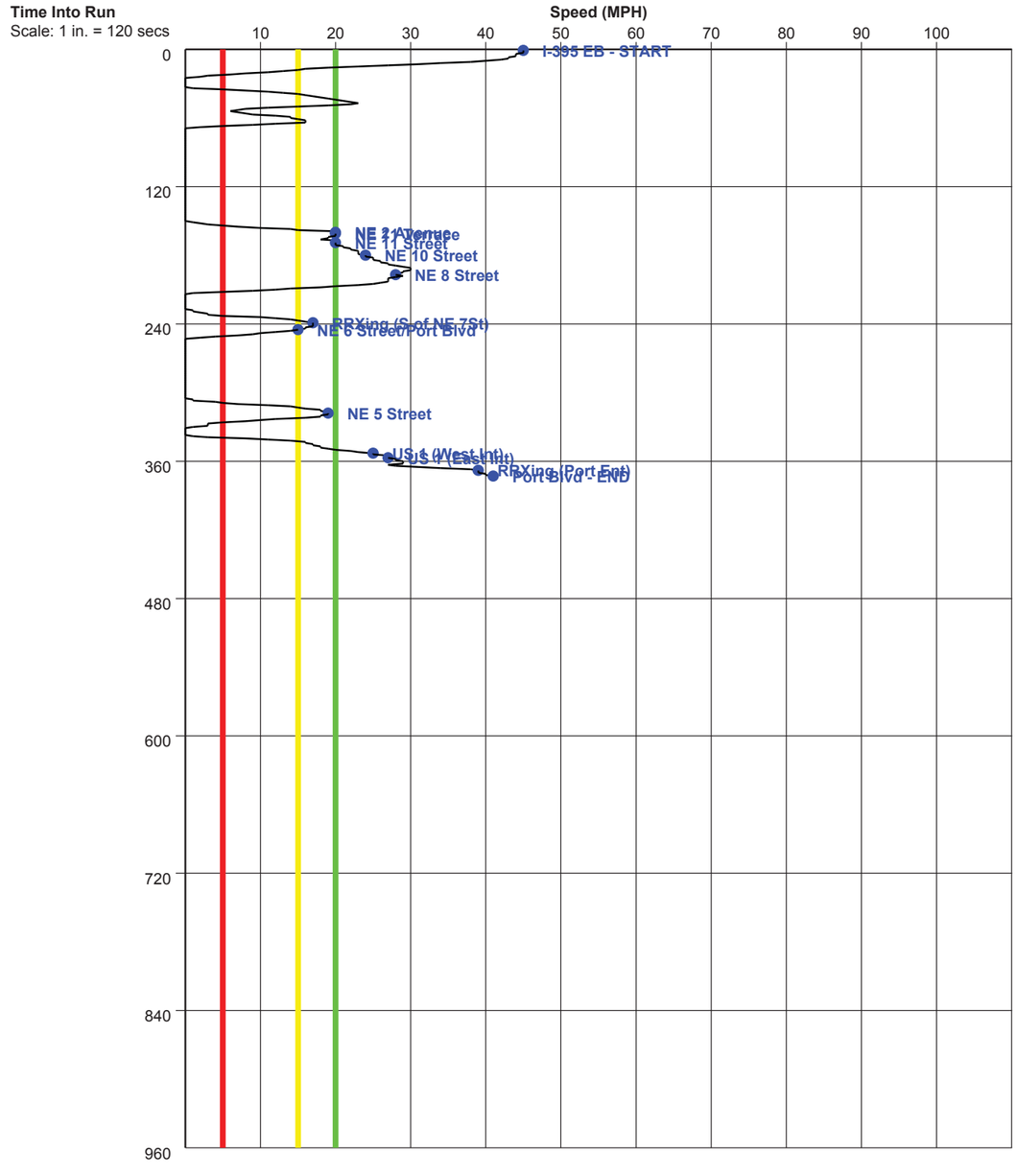
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **21**

Time-Based Speed Profile

Run : Route 1_(3) Start Time:08:48 (This is a Before Run)



Choice Engineering Consultants, Inc.

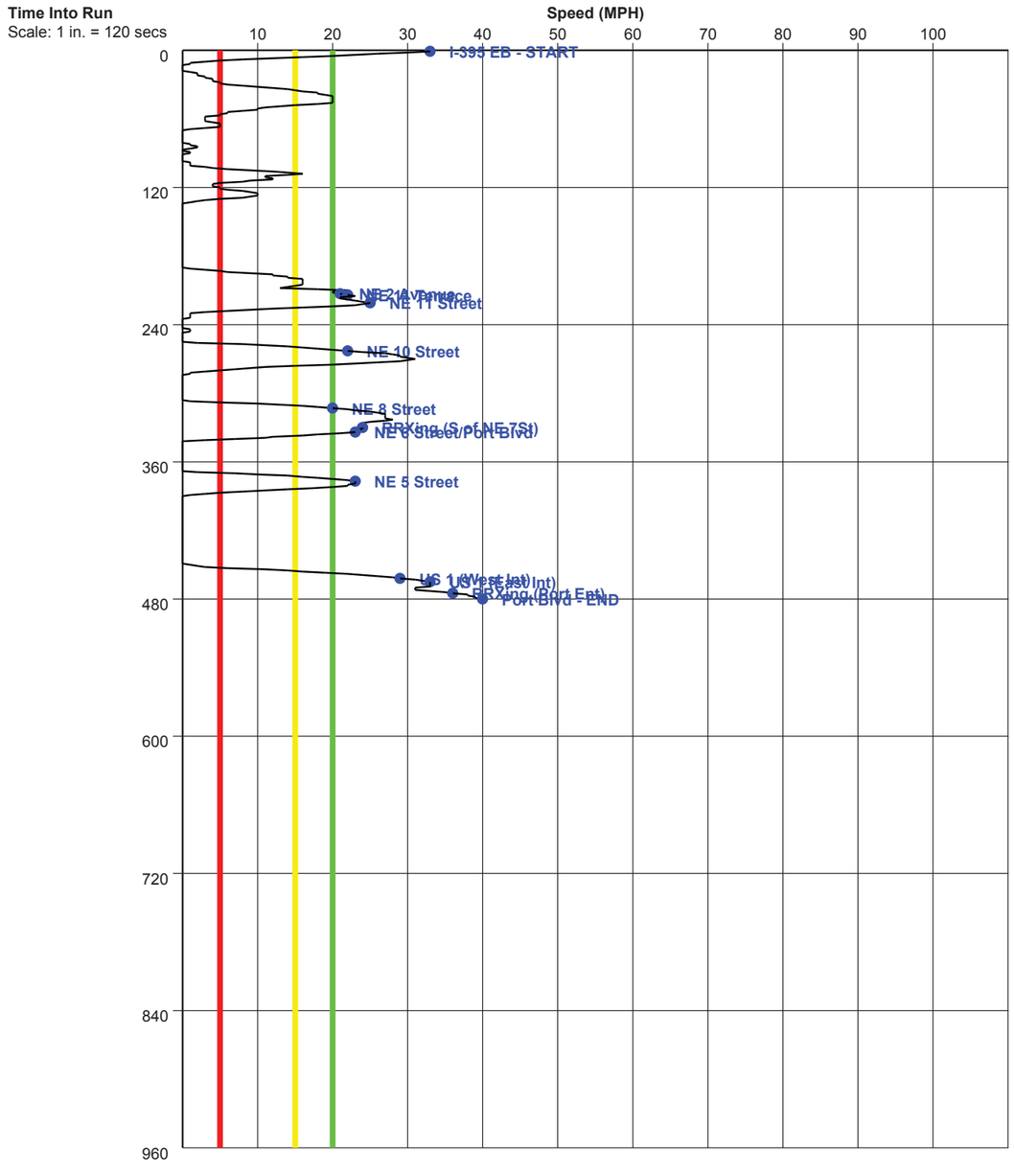
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **22**

Time-Based Speed Profile

Run : Route 1_(4) Start Time:09:09 (This is a Before Run)



Choice Engineering Consultants, Inc.

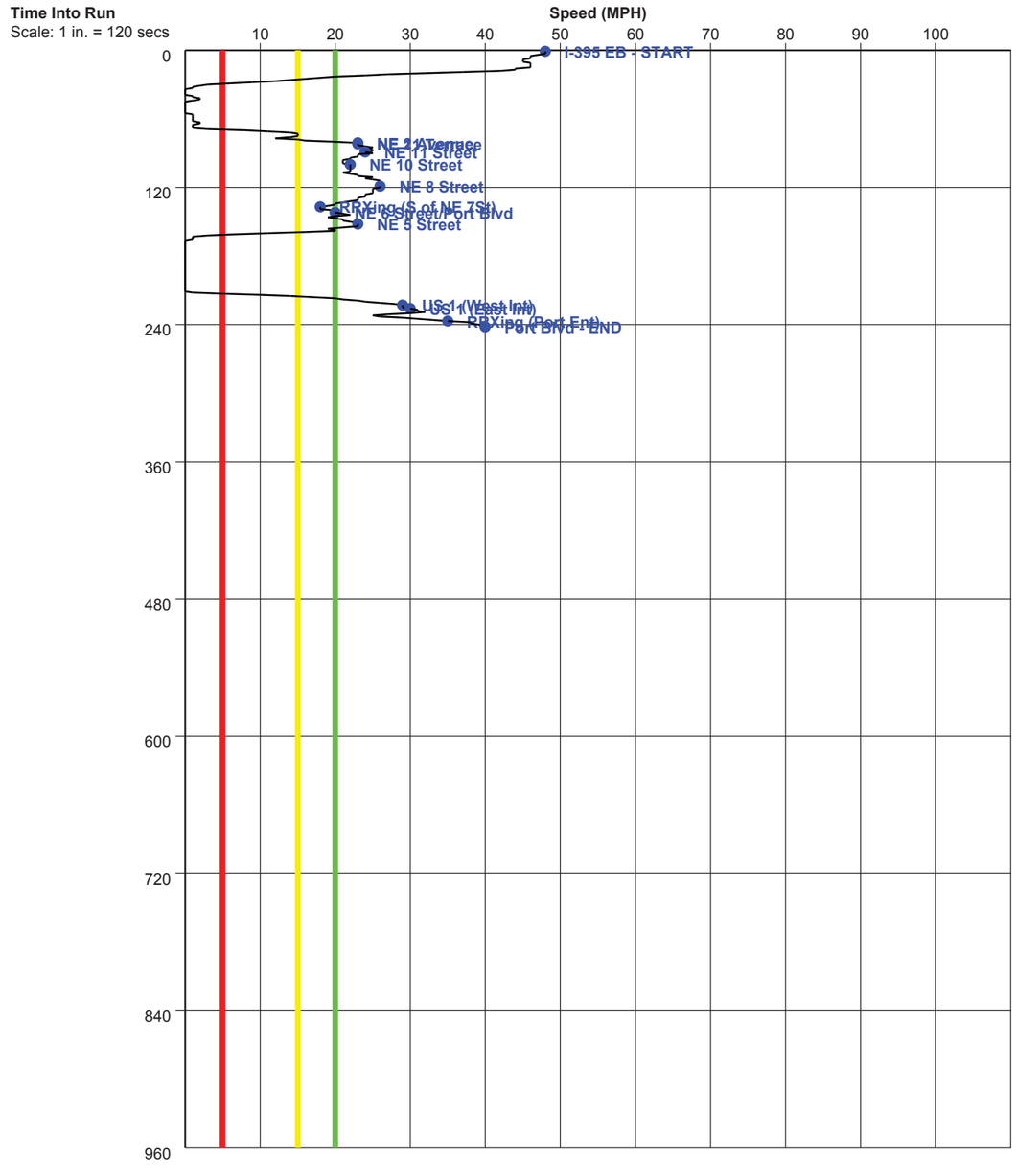
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **23**

Time-Based Speed Profile

Run : Route 1_(5) Start Time:09:31 (This is a Before Run)



Choice Engineering Consultants, Inc.

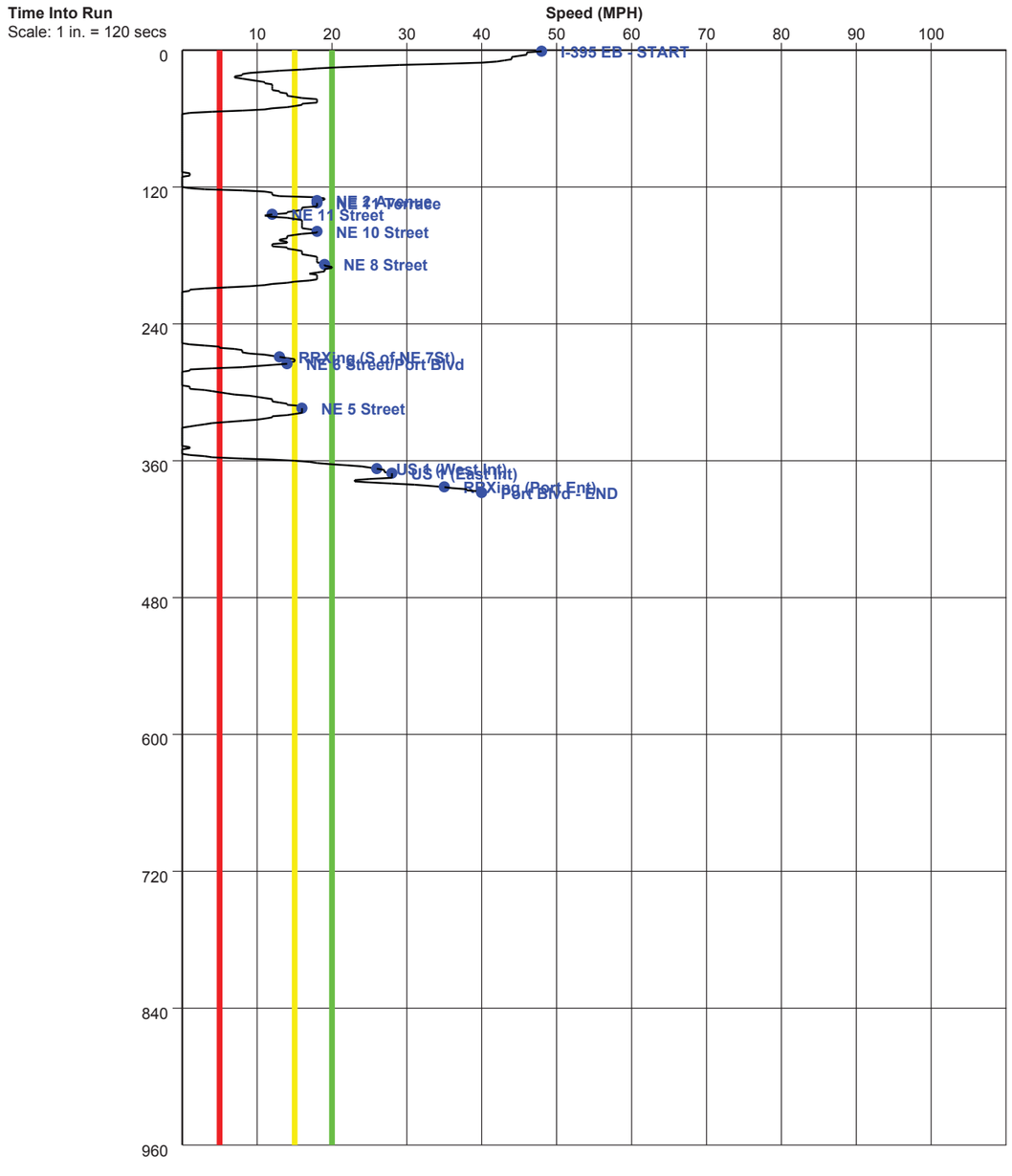
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **3/9/2017**
Page No. : **24**

Time-Based Speed Profile

Run : Route 1_(6) Start Time:09:46 (This is a Before Run)



Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

PC-Travel Reports for study: Network #4 Route 1

Choice Engineering Consultants, Inc.

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name: Network #4 Route 1

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Net #4_Route 1_(1)	05/03/17	13:15	5568	Before	Primary
Net #4_Route 1_(2)	05/03/17	13:35	5695	Before	Secondary
Net #4_Route 1_(3)	05/03/17	13:50	5710	Before	Secondary
Net #4_Route 1_(4)	05/03/17	14:41	5914	Before	Secondary

Notes:

* Midday - EB
* Peak Period 1-3pm

Node Info

#	Len	Name
1	0	I-395 EB - START
2	1610	NE 2 Avenue
3	49	NE 11 Terrace
4	234	NE 11 Street
5	345	NE 10 Street
6	685	NE 8 Street
7	574	RRXing (S of NE 7St)
8	147	NE 6 Street/Port Blvd
9	281	NE 5 Street
10	502	US 1 (West Int)
11	107	US 1 (East Int)
12	501	RRXing (Port Ent)
13	552	Port Blvd - END

Length of Study Route = 5,587 feet

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0	I-395 EB - START							
2	1610	NE 2 Avenue	90.8	2.5	12.1	53.8	33.5	49.0	58.5
3	49	NE 11 Terrace	3.5	0.3	9.5	2.5	0.3	3.3	3.5
4	234	NE 11 Street	38.0	0.5	4.2	33.0	25.0	37.0	37.5
5	345	NE 10 Street	22.5	0.3	10.5	14.5	2.0	22.5	22.5
6	685	NE 8 Street	35.0	1.0	13.3	19.0	2.3	31.0	33.0
7	574	RRXing (S of NE 7St)	33.0	0.3	11.9	20.0	0.5	31.0	32.0
8	147	NE 6 Street/Port Blvd	9.5	0.3	10.6	6.0	0.5	9.5	9.5
9	281	NE 5 Street	20.5	0.0	9.3	13.5	0.0	20.5	20.5
10	502	US 1 (West Int)	150.8	2.0	2.3	139.0	117.5	150.8	150.8
11	107	US 1 (East Int)	8.3	0.5	8.8	5.5	0.8	8.3	8.3
12	501	RRXing (Port Ent)	89.3	0.8	3.8	77.8	66.0	81.0	89.3
13	552	Port Blvd - END	21.0	0.0	17.9	8.0	0.0	2.5	15.0
Total	**5,587**		**522.0**	**8.3**	**7.3**	**392.5**	**248.3**	**446.3**	**480.3**

Stats based on 4 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	I-395 EB - START				
2	1610	NE 2 Avenue	167	66	78	52
3	49	NE 11 Terrace	4	4	2	4
4	234	NE 11 Street	14	17	11	110
5	345	NE 10 Street	21	20	20	29
6	685	NE 8 Street	31	37	49	23
7	574	RRXing (S of NE 7St)	30	38	35	29
8	147	NE 6 Street/Port Blvd	8	11	9	10
9	281	NE 5 Street	19	20	15	28
10	502	US 1 (West Int)	132	118	282	71
11	107	US 1 (East Int)	6	8	8	11
12	501	RRXing (Port Ent)	22	22	24	289
13	552	Port Blvd - END	19	21	20	24
Totals	**5587**		**473**	**382**	**553**	**680**

Net #4_Route 1_(1)
Net #4_Route 1_(2)
Net #4_Route 1_(3)
Net #4_Route 1_(4)

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4
1	0	I-395 EB - START				
2	1610	NE 2 Avenue	3	4	3	0
3	49	NE 11 Terrace	0	0	0	1
4	234	NE 11 Street	0	0	0	2
5	345	NE 10 Street	0	0	1	0
6	685	NE 8 Street	2	0	2	0
7	574	RRXing (S of NE 7St)	0	1	0	0
8	147	NE 6 Street/Port Blvd	0	0	0	1
9	281	NE 5 Street	0	0	0	0
10	502	US 1 (West Int)	2	2	3	1
11	107	US 1 (East Int)	0	0	0	2
12	501	RRXing (Port Ent)	0	0	0	3
13	552	Port Blvd - END	0	0	0	0
Totals	**5587**		**7**	**7**	**9**	**10**

Stops based on a Stop Speed of 5 MPH.

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4
1	0	I-395 EB - START				
2	1610	NE 2 Avenue	6.6	16.6	14.1	21.3
3	49	NE 11 Terrace	9.8	8.5	15.0	6.5
4	234	NE 11 Street	11.1	9.9	14.1	1.4
5	345	NE 10 Street	11.8	11.7	12.2	8.6
6	685	NE 8 Street	14.8	12.6	9.5	20.0
7	574	RRXing (S of NE 7St)	13.4	10.6	11.1	13.7
8	147	NE 6 Street/Port Blvd	13.1	9.0	12.3	9.8
9	281	NE 5 Street	9.8	9.9	12.3	6.8
10	502	US 1 (West Int)	2.6	2.8	1.2	4.8
11	107	US 1 (East Int)	12.3	10.0	9.0	6.5
12	501	RRXing (Port Ent)	15.4	15.4	14.5	1.2
13	552	Port Blvd - END	19.8	18.4	19.6	16.1
Totals	**5587**		**8.1**	**10.0**	**6.9**	**5.6**

Detailed Statistics By Run

Total Delay (sec) by Section

Net #4_Route 1_(1) Net #4_Route 1_(2) Net #4_Route 1_(3) Net #4_Route 1_(4)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	I-395 EB - START				
2	1610	NE 2 Avenue	130	29	41	15
3	49	NE 11 Terrace	3	3	1	3
4	234	NE 11 Street	9	12	6	105
5	345	NE 10 Street	13	12	12	21
6	685	NE 8 Street	15	21	33	7
7	574	RRXing (S of NE 7St)	17	25	22	16
8	147	NE 6 Street/Port Blvd	4	8	5	7
9	281	NE 5 Street	12	13	8	21
10	502	US 1 (West Int)	120	107	270	59
11	107	US 1 (East Int)	3	5	6	8
12	501	RRXing (Port Ent)	11	10	12	278
13	552	Port Blvd - END	6	8	7	11
Totals	**5587**		**343**	**253**	**423**	**551**

Total Delay based on a Normal Speed of 30 MPH.

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd
Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**

Detailed Statistics By Run

Time <= 5 MPH by Section

Net #4_Route 1_(1) Net #4_Route 1_(2) Net #4_Route 1_(3) Net #4_Route 1_(4)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4
1	0	I-395 EB - START				
2	1610	NE 2 Avenue	102	16	16	0
3	49	NE 11 Terrace	0	0	0	1
4	234	NE 11 Street	0	0	0	100
5	345	NE 10 Street	0	0	2	6
6	685	NE 8 Street	4	0	5	0
7	574	RRXing (S of NE 7St)	0	2	0	0
8	147	NE 6 Street/Port Blvd	0	0	0	2
9	281	NE 5 Street	0	0	0	0
10	502	US 1 (West Int)	97	85	253	35
11	107	US 1 (East Int)	0	0	0	3
12	501	RRXing (Port Ent)	0	0	0	264
13	552	Port Blvd - END	0	0	0	0
Totals	**5587**		**203**	**103**	**276**	**411**

Detailed Statistics By Run

Time <= 15 MPH by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4
1	0	I-395 EB - START				
2	1610	NE 2 Avenue	130	26	32	8
3	49	NE 11 Terrace	4	4	1	4
4	234	NE 11 Street	14	17	9	108
5	345	NE 10 Street	21	20	20	29
6	685	NE 8 Street	25	33	47	19
7	574	RRXing (S of NE 7St)	28	36	33	27
8	147	NE 6 Street/Port Blvd	8	11	9	10
9	281	NE 5 Street	19	20	15	28
10	502	US 1 (West Int)	132	118	282	71
11	107	US 1 (East Int)	6	8	8	11
12	501	RRXing (Port Ent)	14	10	12	288
13	552	Port Blvd - END	0	0	2	8
Totals	**5587**		**401**	**303**	**470**	**611**

Detailed Statistics By Run

Time <= 20 MPH by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4
1	0	I-395 EB - START				
2	1610	NE 2 Avenue	135	33	52	14
3	49	NE 11 Terrace	4	4	2	4
4	234	NE 11 Street	14	17	11	108
5	345	NE 10 Street	21	20	20	29
6	685	NE 8 Street	27	37	49	19
7	574	RRXing (S of NE 7St)	30	36	33	29
8	147	NE 6 Street/Port Blvd	8	11	9	10
9	281	NE 5 Street	19	20	15	28
10	502	US 1 (West Int)	132	118	282	71
11	107	US 1 (East Int)	6	8	8	11
12	501	RRXing (Port Ent)	22	22	24	289
13	552	Port Blvd - END	6	17	13	24
Totals	**5587**		**424**	**343**	**518**	**636**

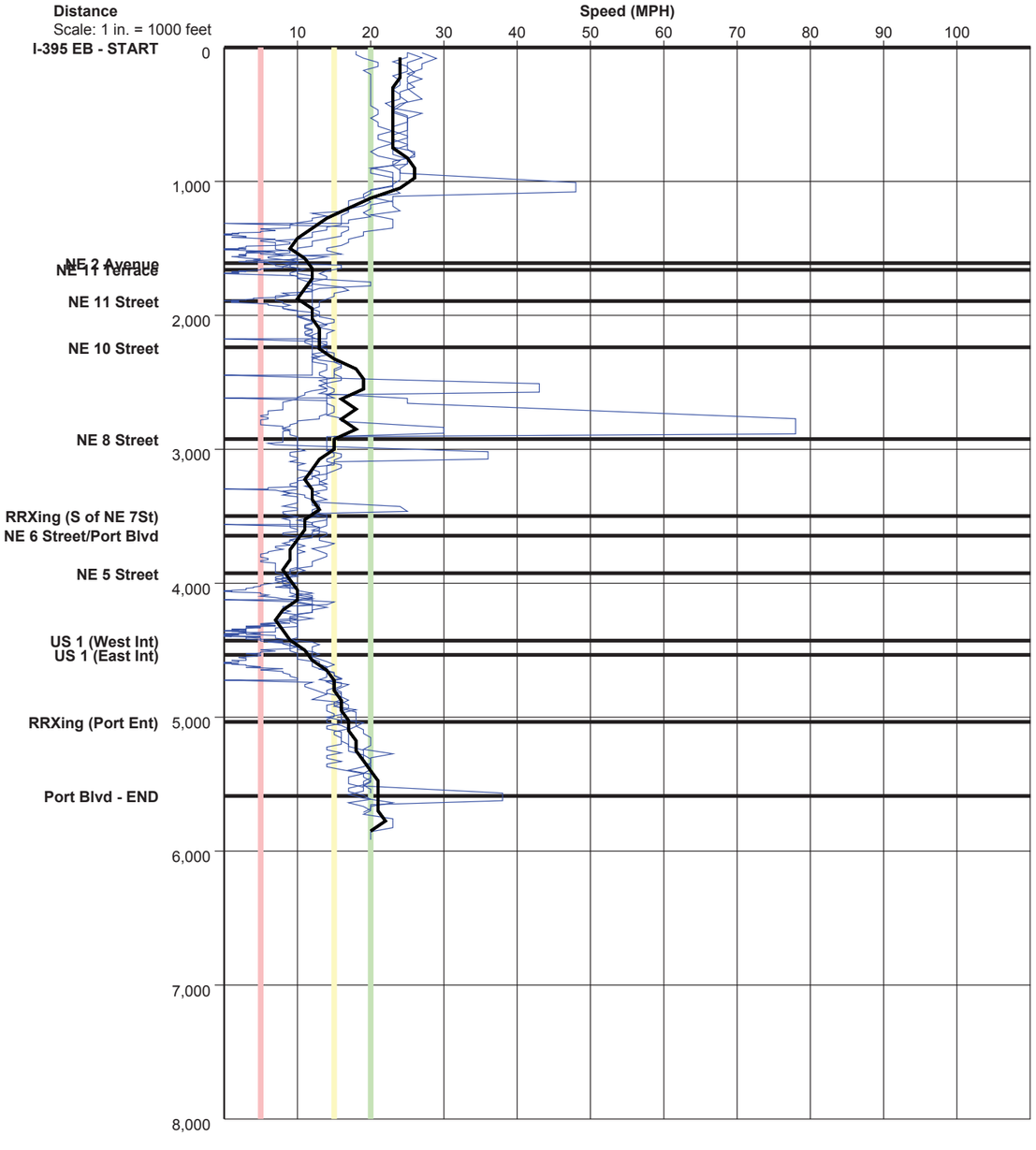
Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **11**

Speed/Distance Profiles of All Runs



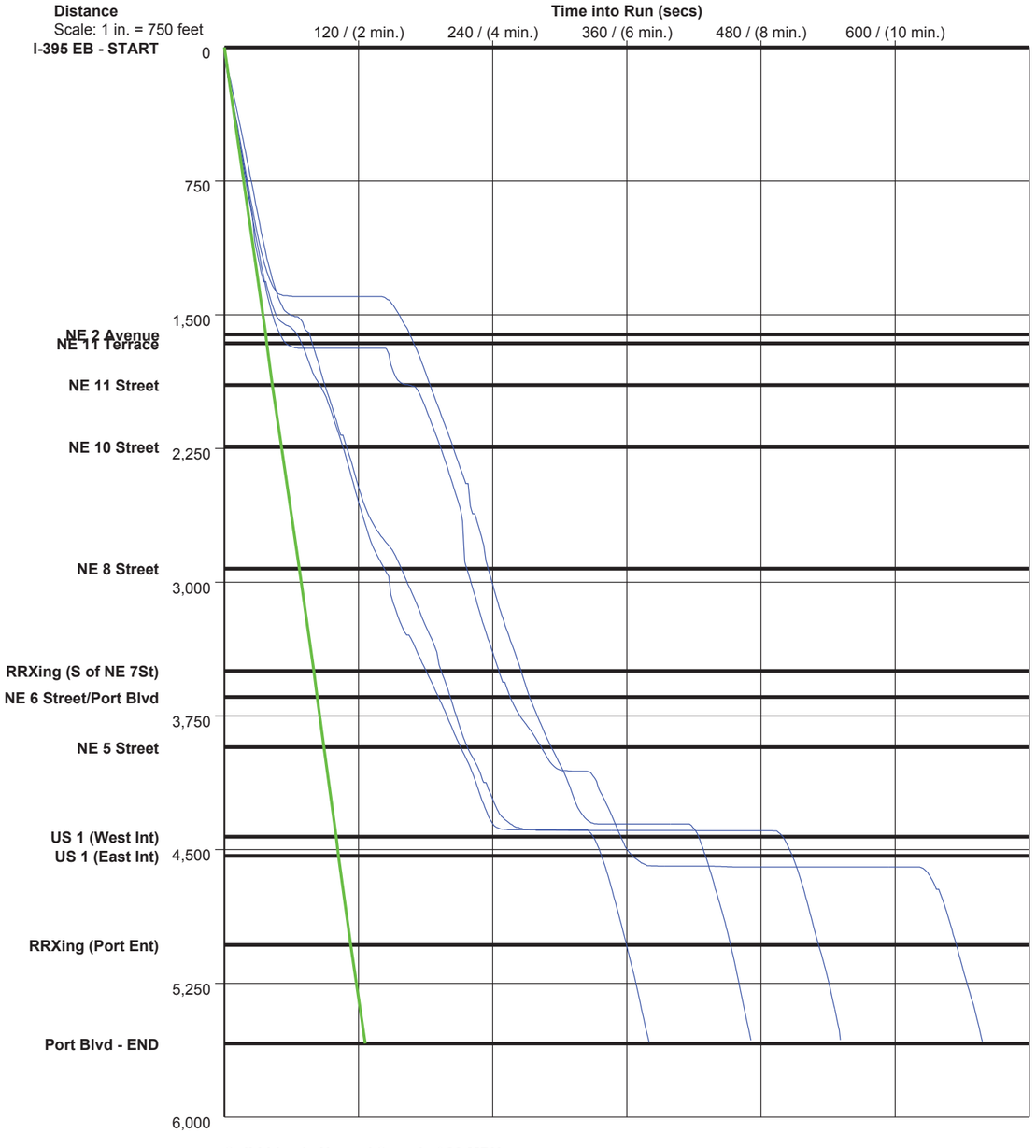
Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **12**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

Choice Engineering Consultants, Inc.

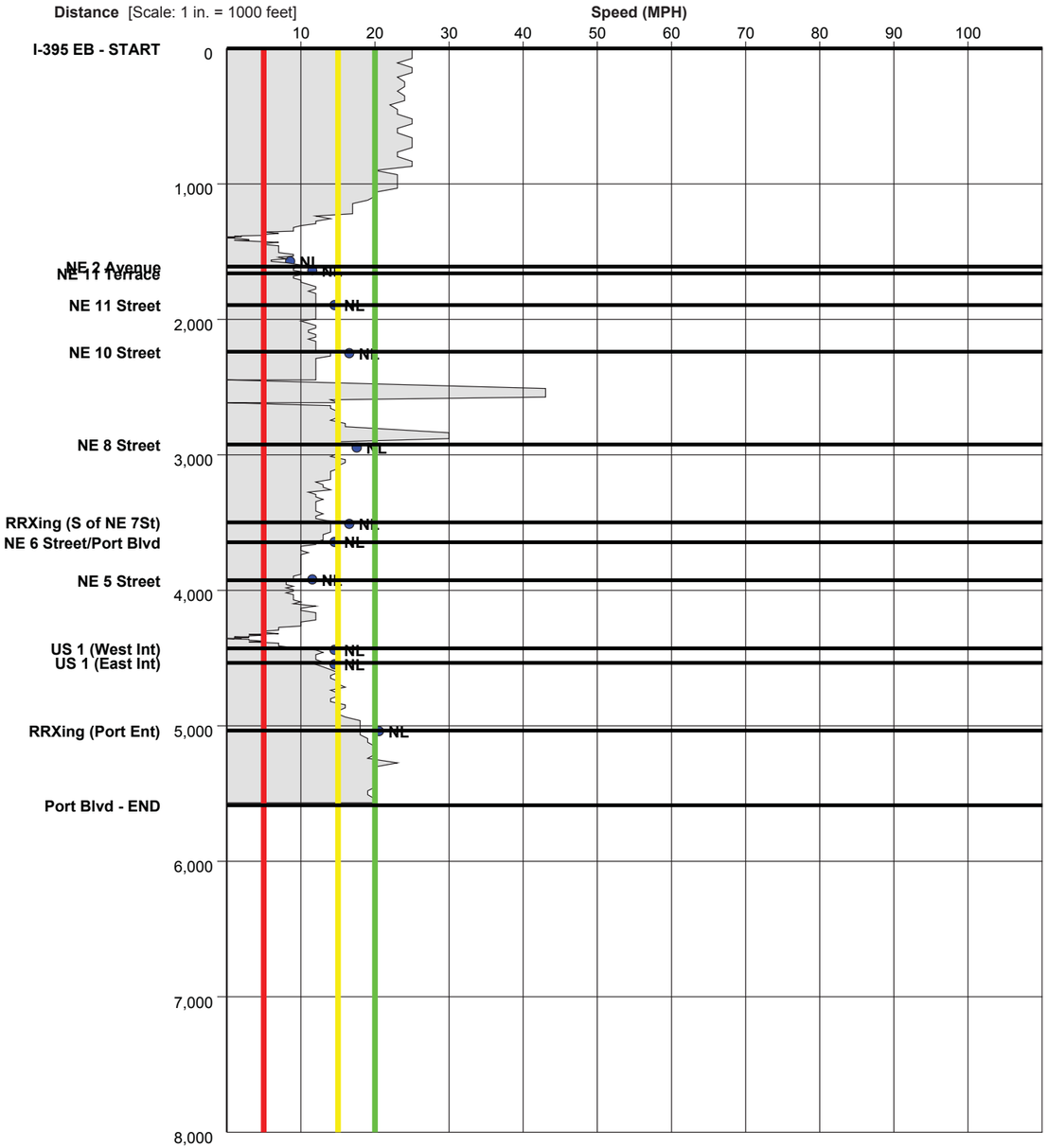
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **13**

Speed Profile

Run : Net #4_Route 1_(1) Start Time: 13:15 (This is a Before Run)



Choice Engineering Consultants, Inc.

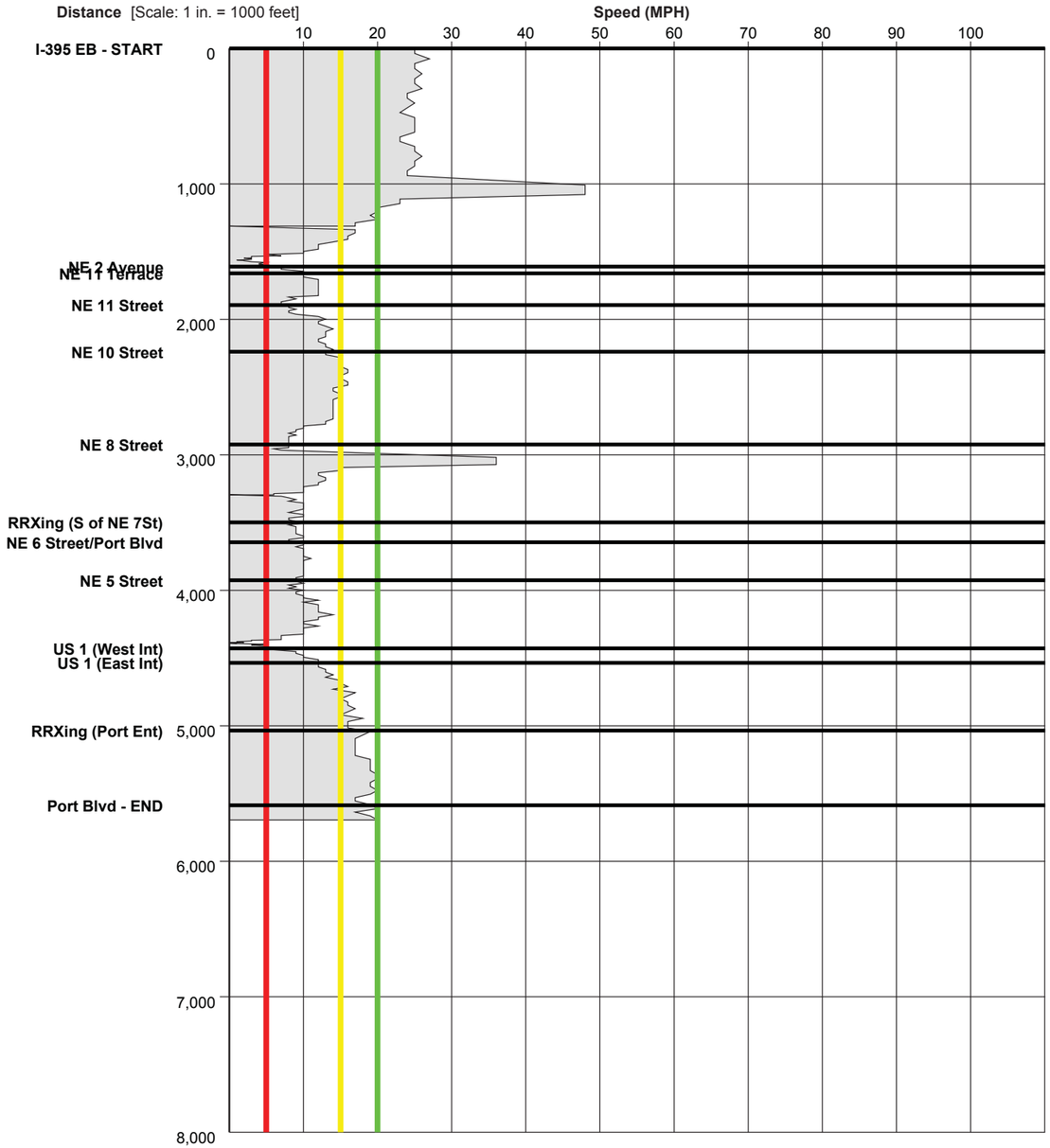
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **14**

Speed Profile

Run : Net #4_Route 1_(2) Start Time: 13:35 (This is a Before Run)



Choice Engineering Consultants, Inc.

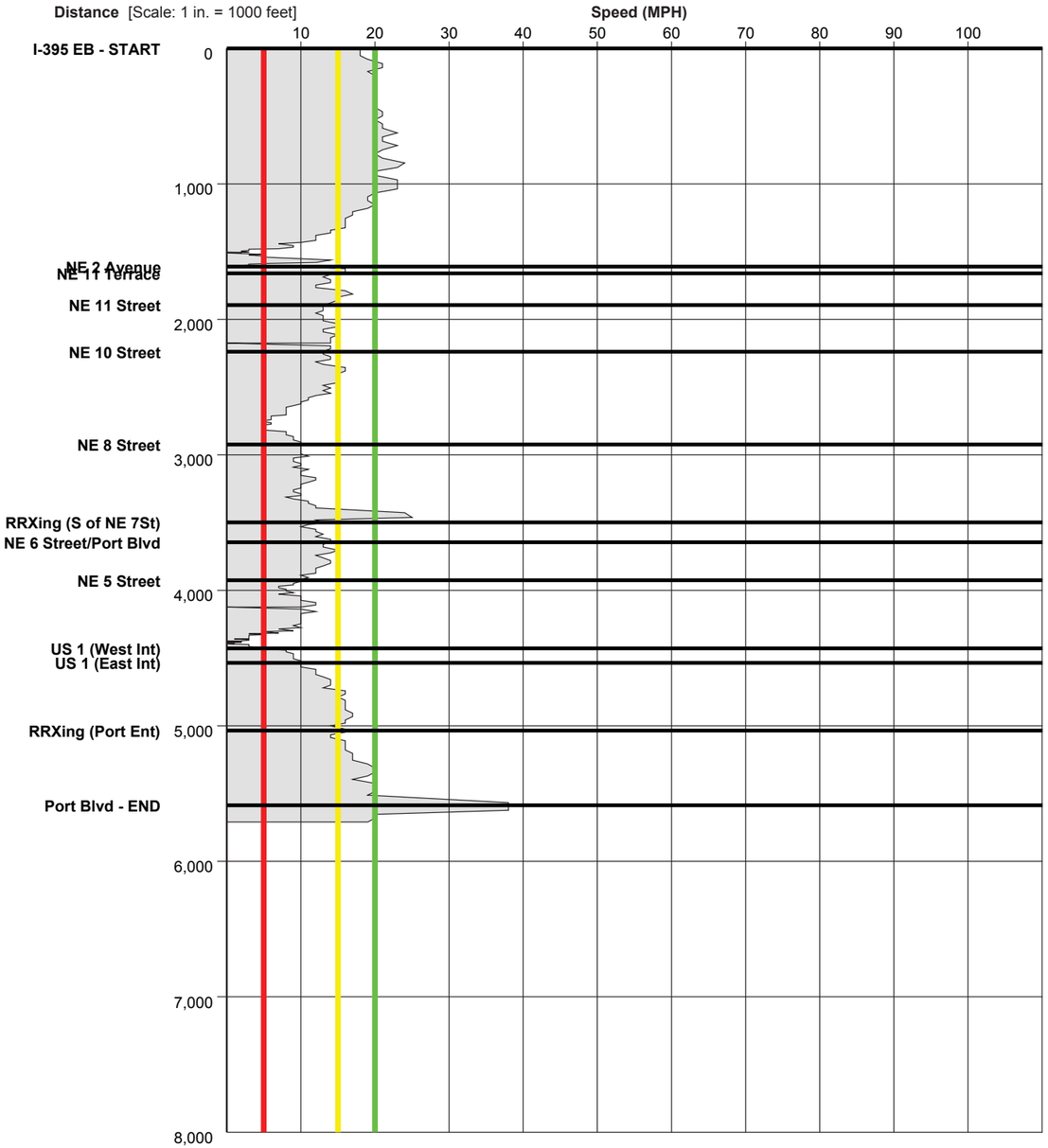
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **15**

Speed Profile

Run : Net #4_Route 1_(3) Start Time: 13:50 (This is a Before Run)



Choice Engineering Consultants, Inc.

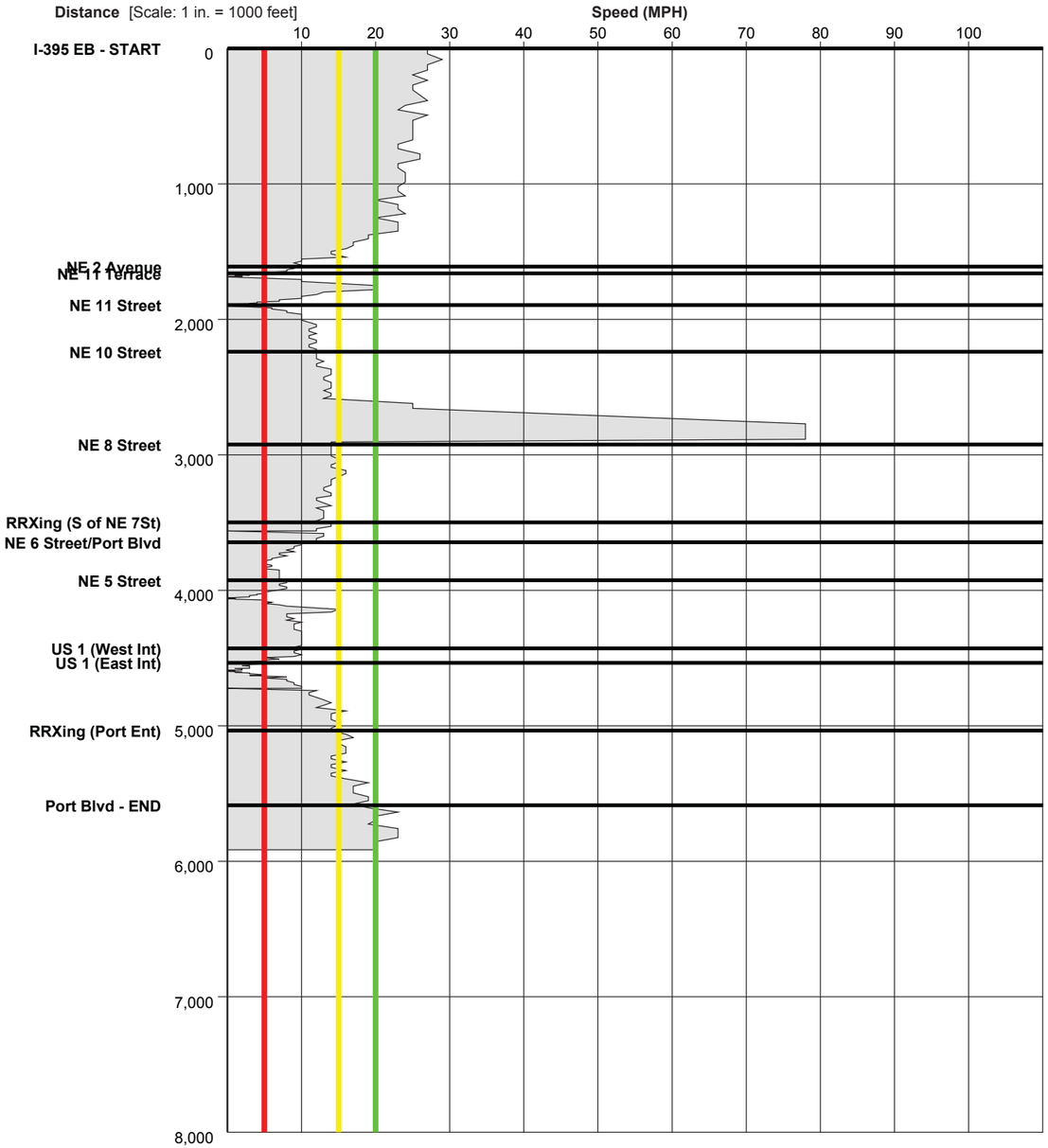
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **16**

Speed Profile

Run : Net #4_Route 1_(4) Start Time: 14:41 (This is a Before Run)



Choice Engineering Consultants, Inc.

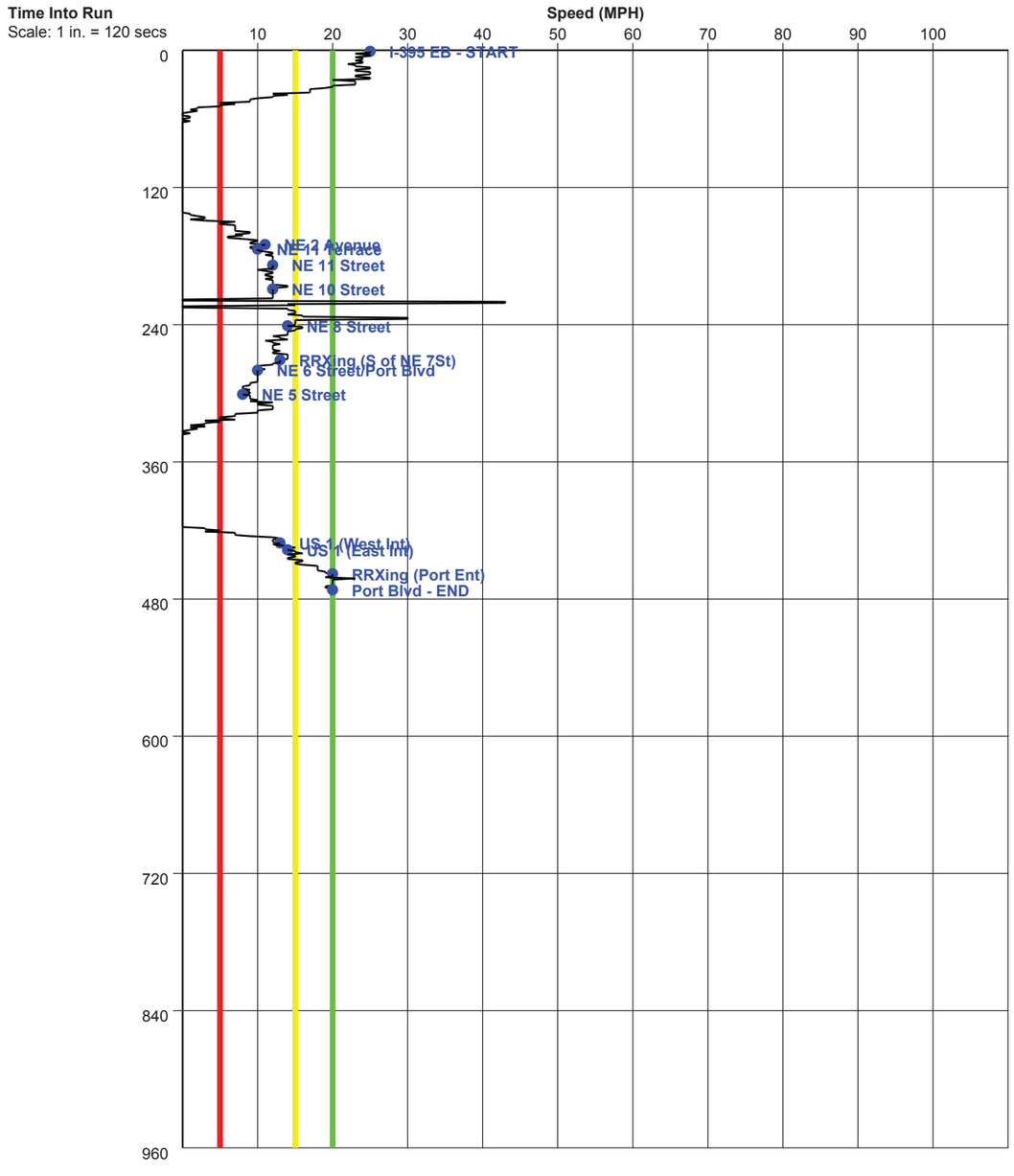
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **17**

Time-Based Speed Profile

Run : Net #4_Route 1_(1) Start Time:13:15 (This is a Before Run)



Choice Engineering Consultants, Inc.

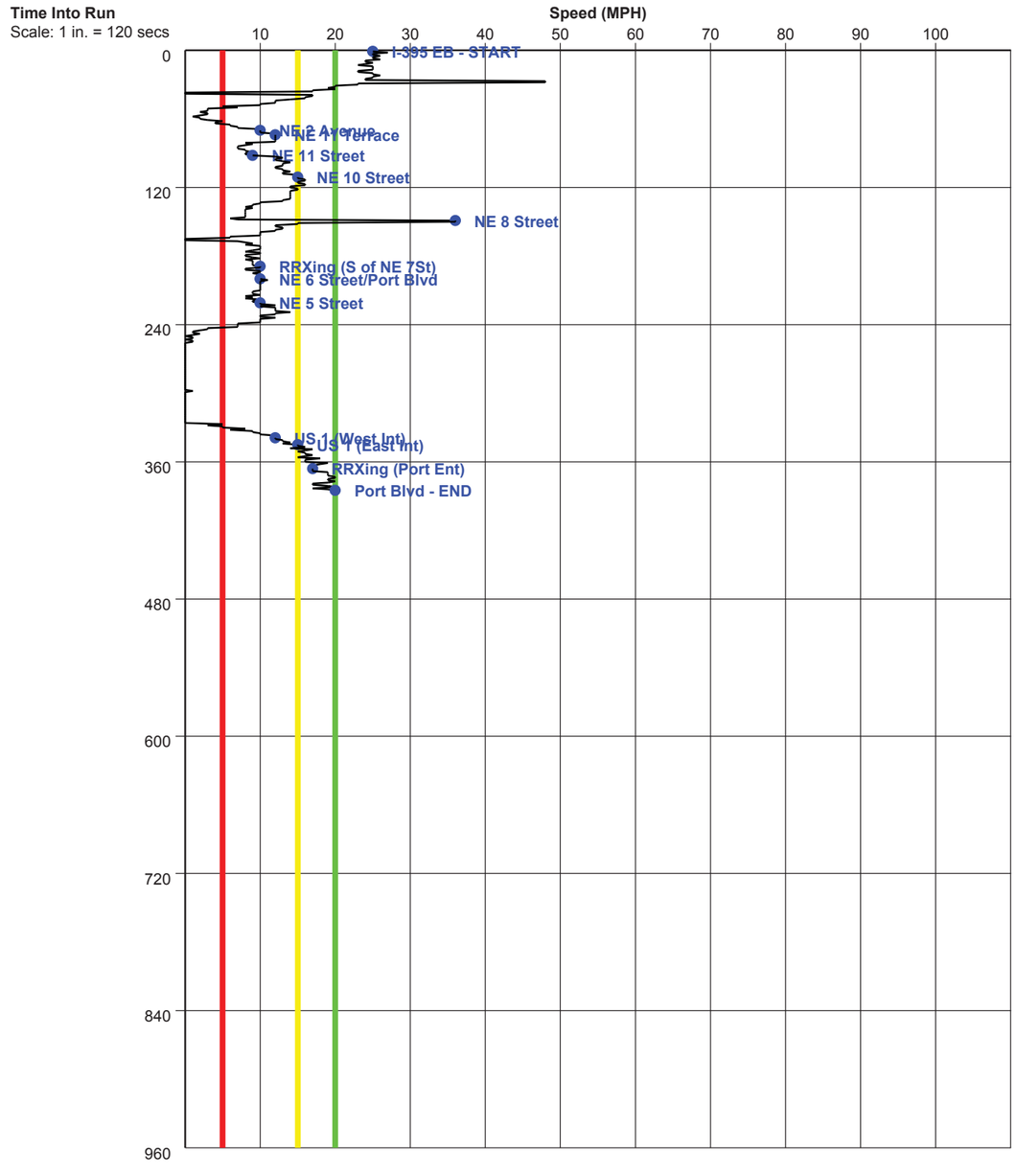
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **18**

Time-Based Speed Profile

Run : Net #4_Route 1_(2) Start Time:13:35 (This is a Before Run)



Choice Engineering Consultants, Inc.

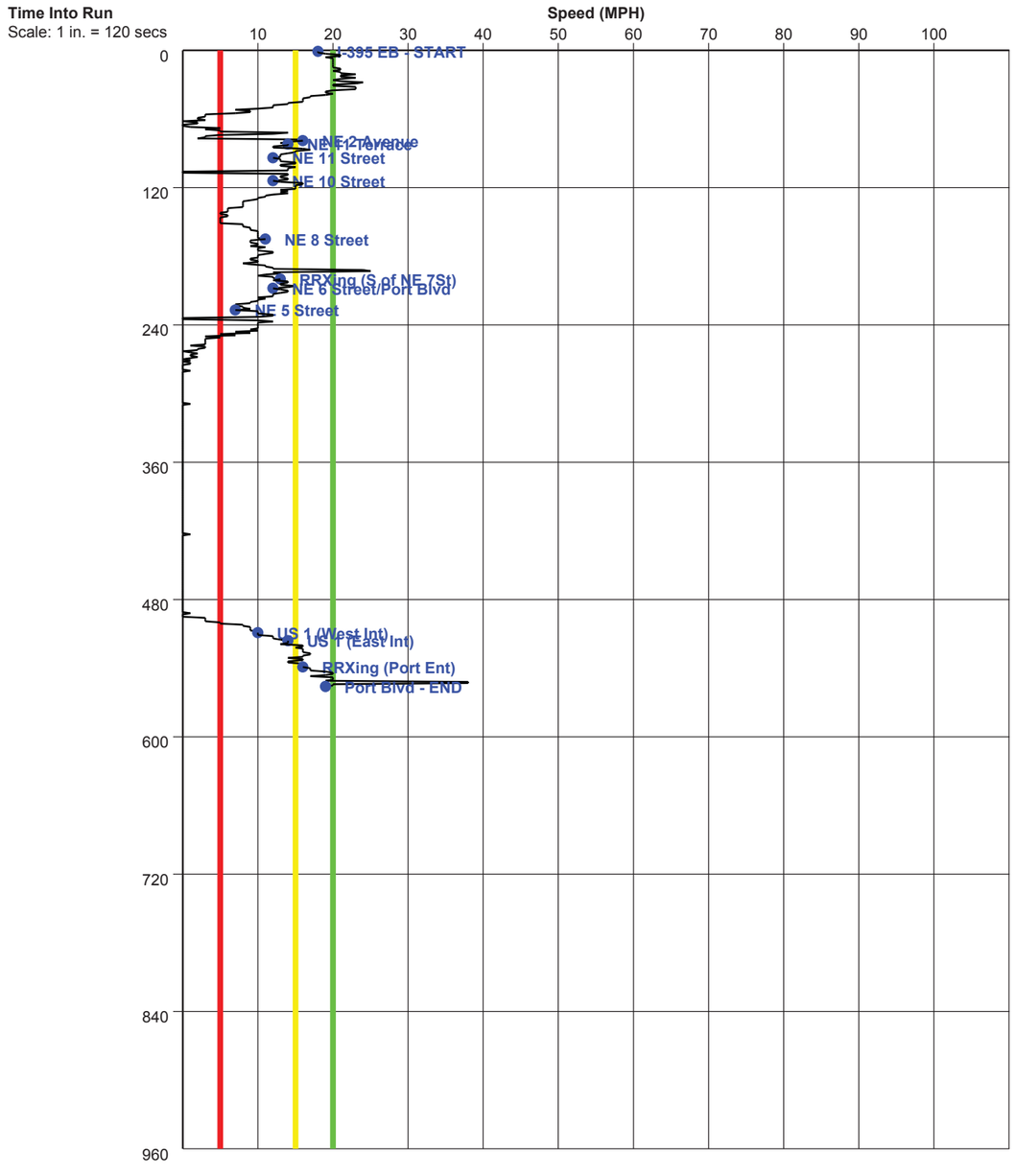
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **19**

Time-Based Speed Profile

Run : Net #4_Route 1_(3) Start Time:13:50 (This is a Before Run)



Choice Engineering Consultants, Inc.

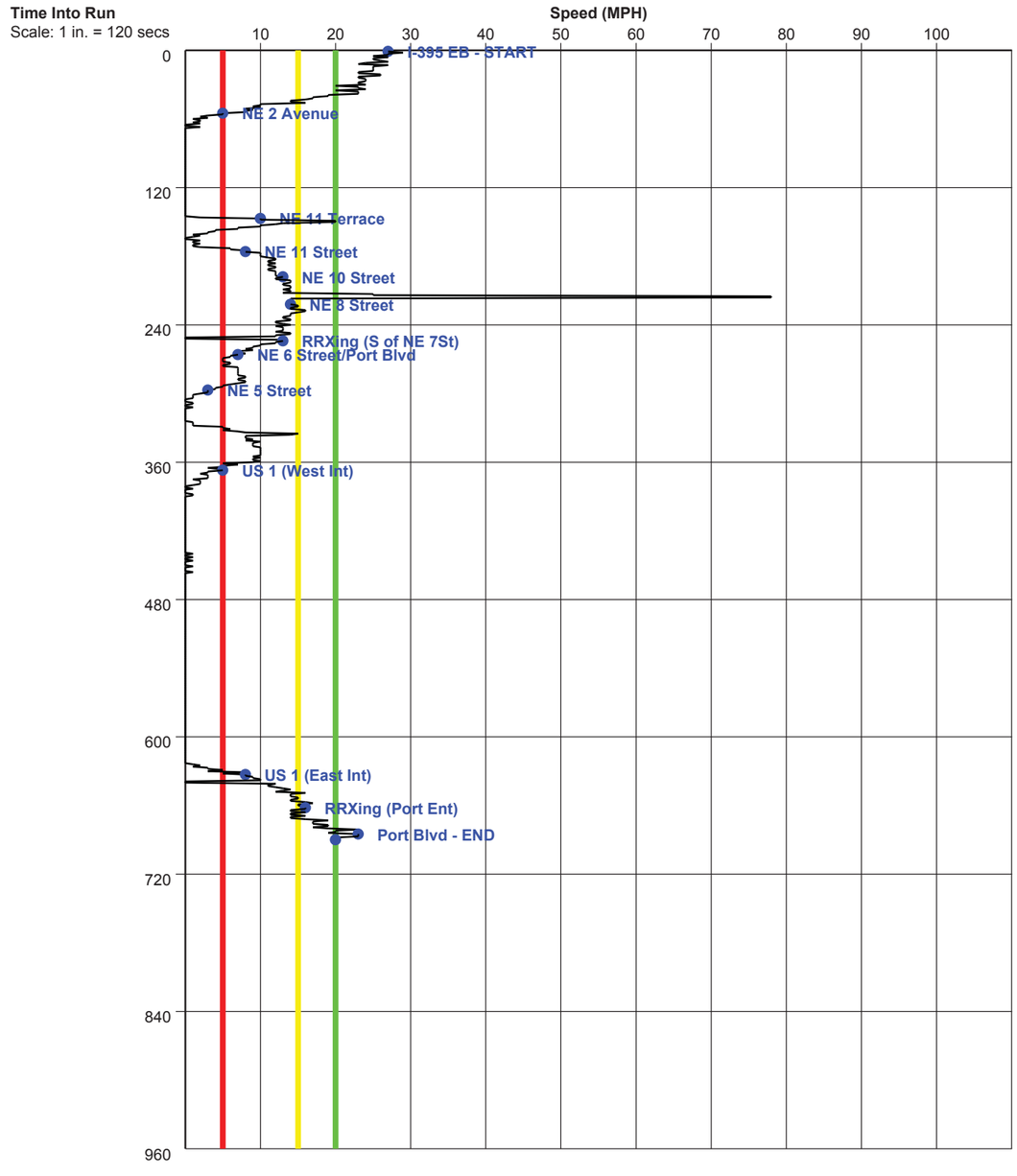
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **20**

Time-Based Speed Profile

Run : Net #4_Route 1_(4) Start Time:14:41 (This is a Before Run)



Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

PC-Travel Reports for study: Network #4 Route 1

Choice Engineering Consultants, Inc.

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name: Network #4 Route 1

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Net #4_Route 1_(1)	05/03/17	16:15	5654	Before	Secondary
Net #4_Route 1_(2)	03/09/17	16:18	5606	Before	Primary
Net #4_Route 1_(3)	05/03/17	16:38	5659	Before	Secondary
Net #4_Route 1_(4)	03/09/17	16:41	5608	Before	Secondary
Net #4_Route 1_(5)	05/03/17	17:03	5614	Before	Secondary
Net #4_Route 1_(6)	03/09/17	17:11	5595	Before	Secondary
Net #4_Route 1_(7)	03/09/17	17:55	5472	Before	Secondary

Node Info

#	Len	Name
1	0	I-395 EB - START
2	1649	NE 2 Avenue
3	31	NE 11 Terrace
4	213	NE 11 Street
5	333	NE 10 Street
6	675	NE 8 Street
7	585	RRXing (S of NE 7St)
8	159	NE 6 Street/Port Blvd
9	285	NE 5 Street
10	486	US 1 (West Int)
11	106	US 1 (East Int)
12	510	RRXing (Port Ent)
13	574	Port Blvd - END

Length of Study Route = 5,606 feet

Notes:

* PM-EB
* Peak Period 4-6pm

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**

Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0	I-395 EB - START							
2	1649	NE 2 Avenue	84.3	1.1	13.3	48.4	44.7	54.4	59.4
3	31	NE 11 Terrace	1.9	0.0	11.4	0.9	0.1	1.4	1.9
4	213	NE 11 Street	18.3	0.3	7.9	13.3	10.0	13.3	15.7
5	333	NE 10 Street	11.0	0.1	20.6	3.0	0.1	2.6	5.0
6	675	NE 8 Street	20.6	0.0	22.4	5.3	3.1	3.6	4.7
7	585	RRXing (S of NE 7St)	16.4	0.1	24.3	3.1	0.3	2.1	3.0
8	159	NE 6 Street/Port Blvd	19.6	0.3	5.5	15.6	13.6	16.1	18.1
9	285	NE 5 Street	16.9	0.4	11.5	10.1	5.3	9.7	13.7
10	486	US 1 (West Int)	40.7	1.0	8.1	29.7	22.0	28.7	33.9
11	106	US 1 (East Int)	30.7	0.4	2.4	28.0	25.9	28.4	30.1
12	510	RRXing (Port Ent)	17.7	0.1	19.6	5.7	3.0	4.0	5.0
13	574	Port Blvd - END	11.4	0.0	34.2	0.0	0.0	0.0	0.0
Total	**5,606**		**289.4**	**4.0**	**13.2**	**163.1**	**128.1**	**164.4**	**190.6**

Stats based on 7 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4	Net #4_Route 1_(5) Run #5	Net #4_Route 1_(6) Run #6	Net #4_Route 1_(7) Run #7
1	0	I-395 EB - START							
2	1649	NE 2 Avenue	44	72	28	34	119	71	222
3	31	NE 11 Terrace	4	2	2	1	1	1	2
4	213	NE 11 Street	8	14	7	7	7	76	9
5	333	NE 10 Street	12	17	9	9	8	8	14
6	675	NE 8 Street	42	21	17	17	15	15	17
7	585	RRXing (S of NE 7St)	18	17	15	14	13	13	25
8	159	NE 6 Street/Port Blvd	6	47	8	4	4	47	21
9	285	NE 5 Street	19	12	39	9	8	13	18
10	486	US 1 (West Int)	22	22	31	60	17	84	49
11	106	US 1 (East Int)	89	3	56	4	54	5	4
12	510	RRXing (Port Ent)	15	38	13	14	15	16	13
13	574	Port Blvd - END	12	12	12	11	11	13	9
Totals	**5606**		**291**	**277**	**237**	**184**	**272**	**362**	**403**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4	Net #4_Route 1_(5) Run #5	Net #4_Route 1_(6) Run #6	Net #4_Route 1_(7) Run #7
1	0	I-395 EB - START							
2	1649	NE 2 Avenue	1	1	0	0	1	1	4
3	31	NE 11 Terrace	0	0	0	0	0	0	0
4	213	NE 11 Street	0	1	0	0	0	1	0
5	333	NE 10 Street	1	0	0	0	0	0	0
6	675	NE 8 Street	0	0	0	0	0	0	0
7	585	RRXing (S of NE 7St)	0	0	0	0	0	0	1
8	159	NE 6 Street/Port Blvd	0	1	0	0	0	1	0
9	285	NE 5 Street	1	0	1	0	0	0	1
10	486	US 1 (West Int)	1	1	1	1	0	2	1
11	106	US 1 (East Int)	1	0	1	0	1	0	0
12	510	RRXing (Port Ent)	0	1	0	0	0	0	0
13	574	Port Blvd - END	0	0	0	0	0	0	0
Totals	**5606**		**5**	**5**	**3**	**1**	**2**	**5**	**7**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4	Net #4_Route 1_(5) Run #5	Net #4_Route 1_(6) Run #6	Net #4_Route 1_(7) Run #7
1	0	I-395 EB - START							
2	1649	NE 2 Avenue	25.5	15.6	40.3	33.5	9.5	16.0	5.1
3	31	NE 11 Terrace	7.0	10.5	16.0	12.0	14.0	17.0	13.0
4	213	NE 11 Street	18.8	10.5	20.6	20.7	21.9	1.9	15.7
5	333	NE 10 Street	18.2	13.4	25.2	26.4	28.5	28.9	17.1
6	675	NE 8 Street	11.0	21.9	26.9	27.1	31.2	30.9	26.1
7	585	RRXing (S of NE 7St)	22.8	23.5	26.8	28.1	29.2	30.2	16.0
8	159	NE 6 Street/Port Blvd	17.5	2.3	12.5	26.5	27.8	2.2	5.3
9	285	NE 5 Street	10.6	16.2	5.0	22.7	25.8	14.8	11.1
10	486	US 1 (West Int)	14.6	15.0	10.8	5.4	18.7	4.0	6.8
11	106	US 1 (East Int)	0.8	24.3	1.4	16.8	1.5	14.8	19.0
12	510	RRXing (Port Ent)	24.3	9.2	26.4	26.3	23.7	22.9	26.5
13	574	Port Blvd - END	33.8	32.7	34.7	33.9	34.5	30.1	36.1
Totals	**5606**		**13.3**	**13.8**	**16.3**	**20.8**	**14.1**	**10.6**	**9.3**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4	Net #4_Route 1_(5) Run #5	Net #4_Route 1_(6) Run #6	Net #4_Route 1_(7) Run #7
1	0	I-395 EB - START							
2	1649	NE 2 Avenue	6	35	0	0	81	33	184
3	31	NE 11 Terrace	3	1	1	0	0	0	1
4	213	NE 11 Street	3	9	2	2	2	71	4
5	333	NE 10 Street	4	9	1	1	0	0	6
6	675	NE 8 Street	27	6	1	1	0	0	2
7	585	RRXing (S of NE 7St)	4	4	1	1	0	0	12
8	159	NE 6 Street/Port Blvd	2	43	4	0	0	43	17
9	285	NE 5 Street	12	6	32	2	1	7	11
10	486	US 1 (West Int)	11	11	20	49	6	73	38
11	106	US 1 (East Int)	86	1	53	2	51	2	1
12	510	RRXing (Port Ent)	3	26	1	2	3	4	1
13	574	Port Blvd - END	0	0	0	0	0	0	0
Totals	**5606**		**161**	**151**	**116**	**60**	**144**	**233**	**277**

Total Delay based on a Normal Speed of 30 MPH.

Detailed Statistics By Run

Time <= 5 MPH by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
			Net #4_Route 1_(1)	Net #4_Route 1_(2)	Net #4_Route 1_(3)	Net #4_Route 1_(4)	Net #4_Route 1_(5)	Net #4_Route 1_(6)	Net #4_Route 1_(7)
1	0	I-395 EB - START							
2	1649	NE 2 Avenue	14	42	0	0	78	33	146
3	31	NE 11 Terrace	1	0	0	0	0	0	0
4	213	NE 11 Street	0	2	0	0	0	68	0
5	333	NE 10 Street	1	0	0	0	0	0	0
6	675	NE 8 Street	22	0	0	0	0	0	0
7	585	RRXing (S of NE 7St)	0	0	0	0	0	0	2
8	159	NE 6 Street/Port Blvd	0	40	0	0	0	41	14
9	285	NE 5 Street	6	0	26	0	0	0	5
10	486	US 1 (West Int)	4	6	10	41	0	64	29
11	106	US 1 (East Int)	83	0	50	0	48	0	0
12	510	RRXing (Port Ent)	0	21	0	0	0	0	0
13	574	Port Blvd - END	0	0	0	0	0	0	0
Totals	**5606**		**131**	**111**	**86**	**41**	**126**	**206**	**196**

Detailed Statistics By Run

Time <= 15 MPH by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
			Net #4_Route 1_(1)	Net #4_Route 1_(2)	Net #4_Route 1_(3)	Net #4_Route 1_(4)	Net #4_Route 1_(5)	Net #4_Route 1_(6)	Net #4_Route 1_(7)
1	0	I-395 EB - START							
2	1649	NE 2 Avenue	18	45	0	2	87	40	189
3	31	NE 11 Terrace	4	2	0	1	1	0	2
4	213	NE 11 Street	2	13	1	2	1	71	3
5	333	NE 10 Street	3	11	0	0	0	0	4
6	675	NE 8 Street	25	0	0	0	0	0	0
7	585	RRXing (S of NE 7St)	4	0	0	0	0	0	11
8	159	NE 6 Street/Port Blvd	2	43	7	0	0	44	17
9	285	NE 5 Street	12	4	33	0	0	7	12
10	486	US 1 (West Int)	10	10	20	46	4	75	36
11	106	US 1 (East Int)	88	0	55	1	52	3	0
12	510	RRXing (Port Ent)	0	26	0	0	0	2	0
13	574	Port Blvd - END	0	0	0	0	0	0	0
Totals	**5606**		**168**	**154**	**116**	**52**	**145**	**242**	**274**

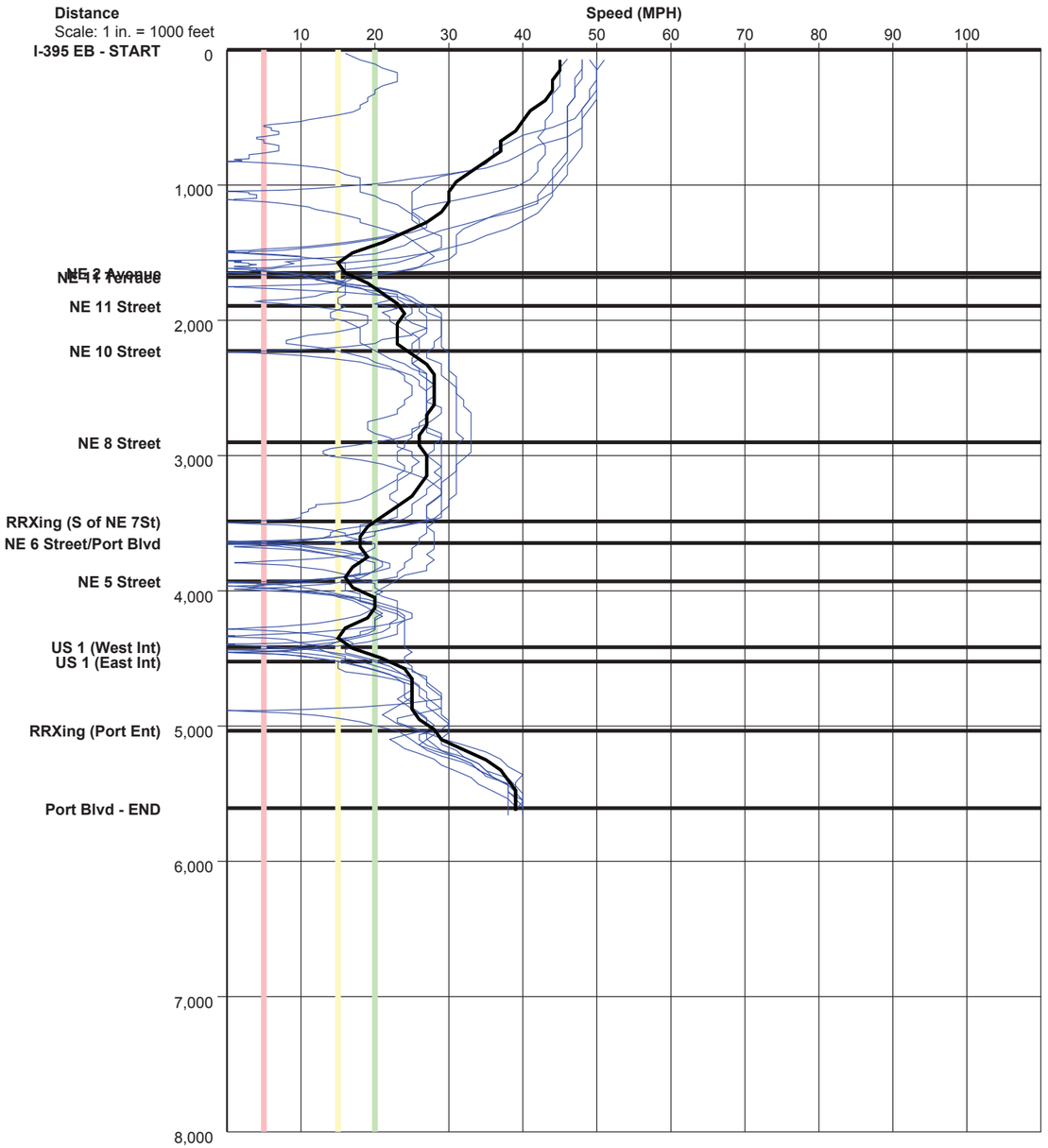
Detailed Statistics By Run

Time <= 20 MPH by Section

Node #	Length	Node Name	Net #4_Route 1_(1) Run #1	Net #4_Route 1_(2) Run #2	Net #4_Route 1_(3) Run #3	Net #4_Route 1_(4) Run #4	Net #4_Route 1_(5) Run #5	Net #4_Route 1_(6) Run #6	Net #4_Route 1_(7) Run #7
1	0	I-395 EB - START							
2	1649	NE 2 Avenue	19	47	1	4	92	46	207
3	31	NE 11 Terrace	4	2	2	1	1	1	2
4	213	NE 11 Street	5	14	3	3	3	73	9
5	333	NE 10 Street	5	17	0	0	0	0	13
6	675	NE 8 Street	28	5	0	0	0	0	0
7	585	RRXing (S of NE 7St)	6	0	0	0	0	0	15
8	159	NE 6 Street/Port Blvd	5	47	8	0	0	46	21
9	285	NE 5 Street	19	9	39	2	0	9	18
10	486	US 1 (West Int)	14	13	27	54	6	79	44
11	106	US 1 (East Int)	89	0	56	4	54	5	3
12	510	RRXing (Port Ent)	2	28	1	0	0	4	0
13	574	Port Blvd - END	0	0	0	0	0	0	0
Totals	**5606**		**196**	**182**	**137**	**68**	**156**	**263**	**332**

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd
Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**

Speed/Distance Profiles of All Runs



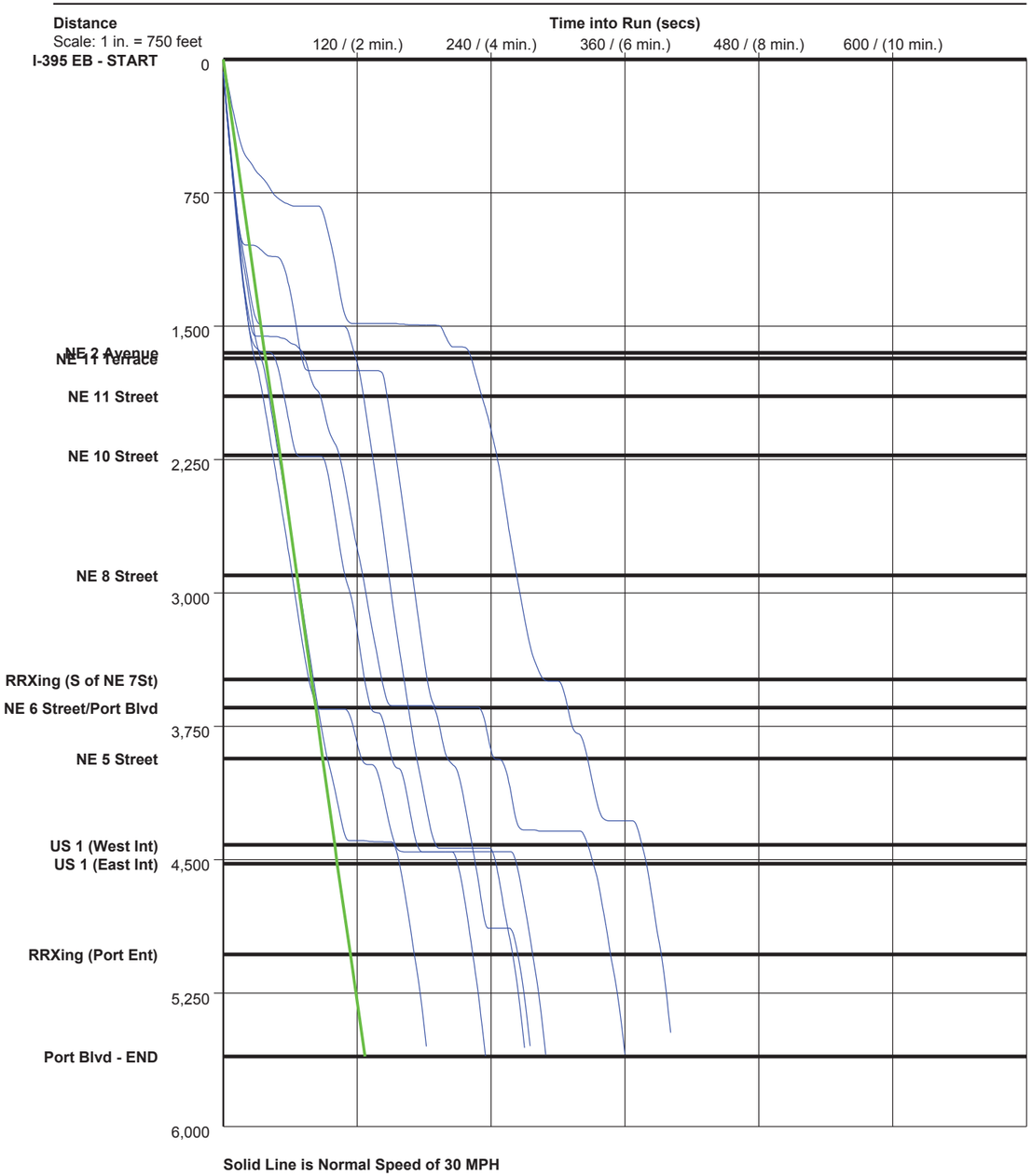
Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **12**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

Choice Engineering Consultants, Inc.

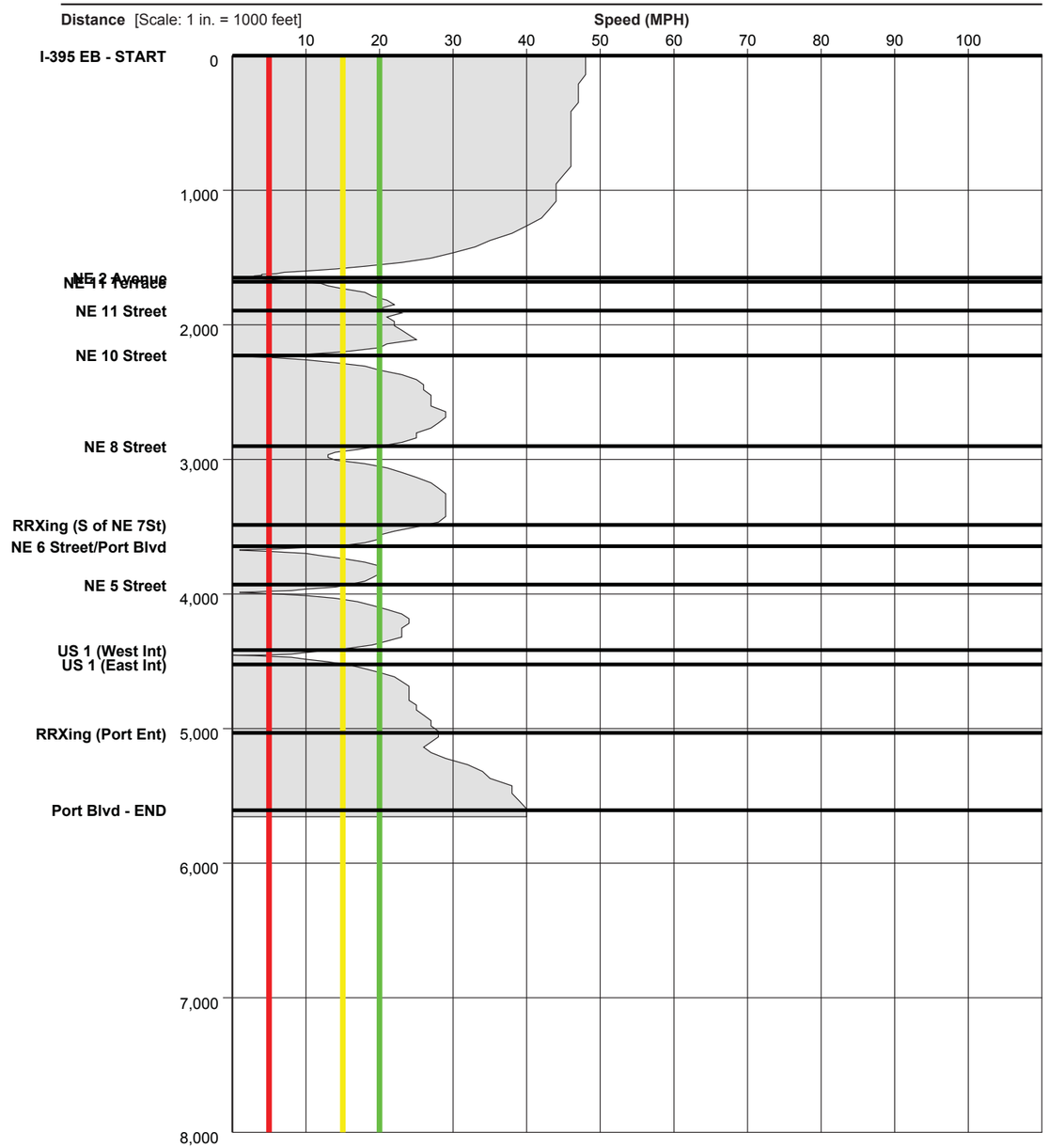
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **13**

Speed Profile

Run : Net #4_Route 1_(1) Start Time: 16:15 (This is a Before Run)



Choice Engineering Consultants, Inc.

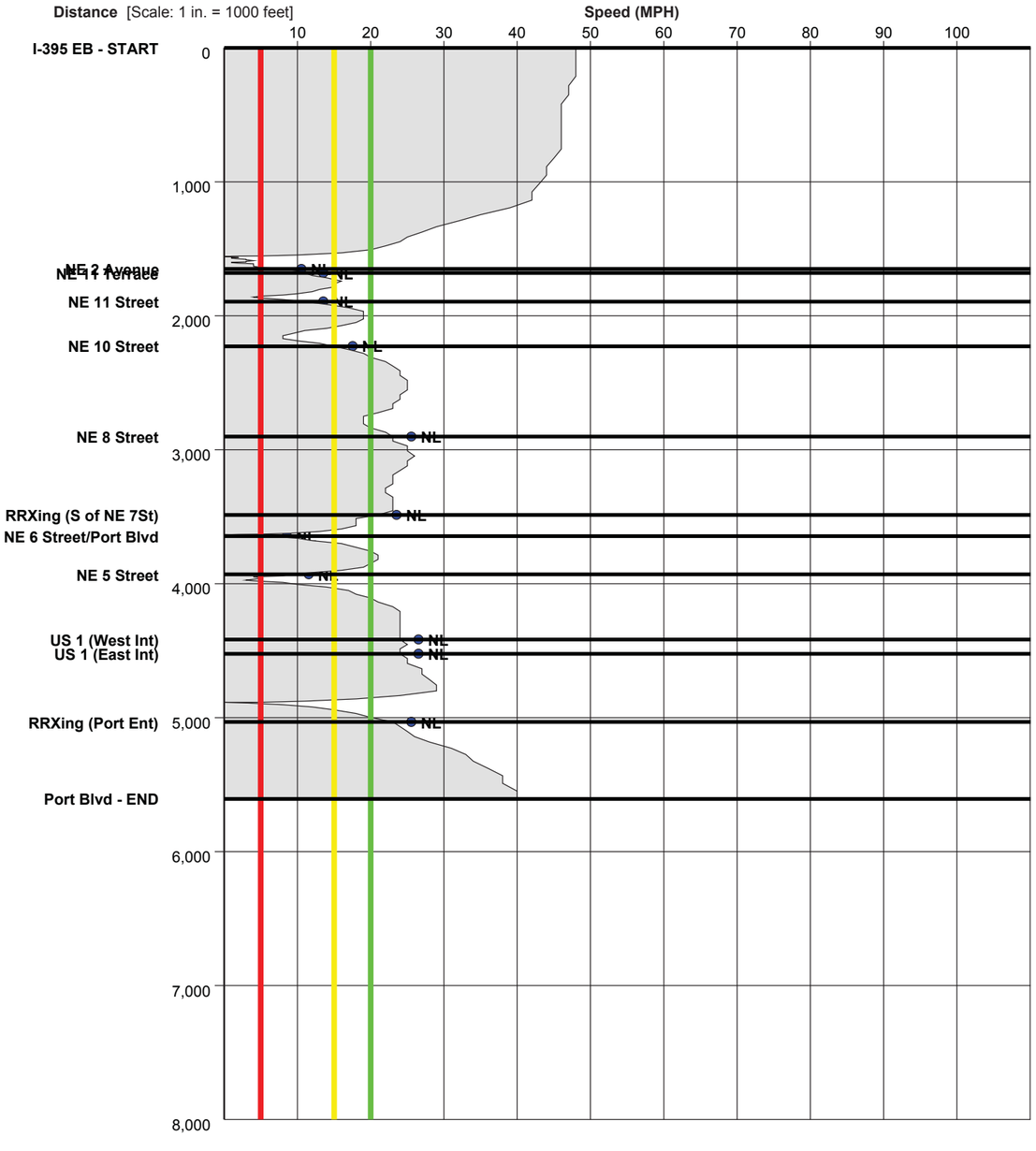
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **14**

Speed Profile

Run : Net #4_Route 1_(2) Start Time: 16:18 (This is a Before Run)



Choice Engineering Consultants, Inc.

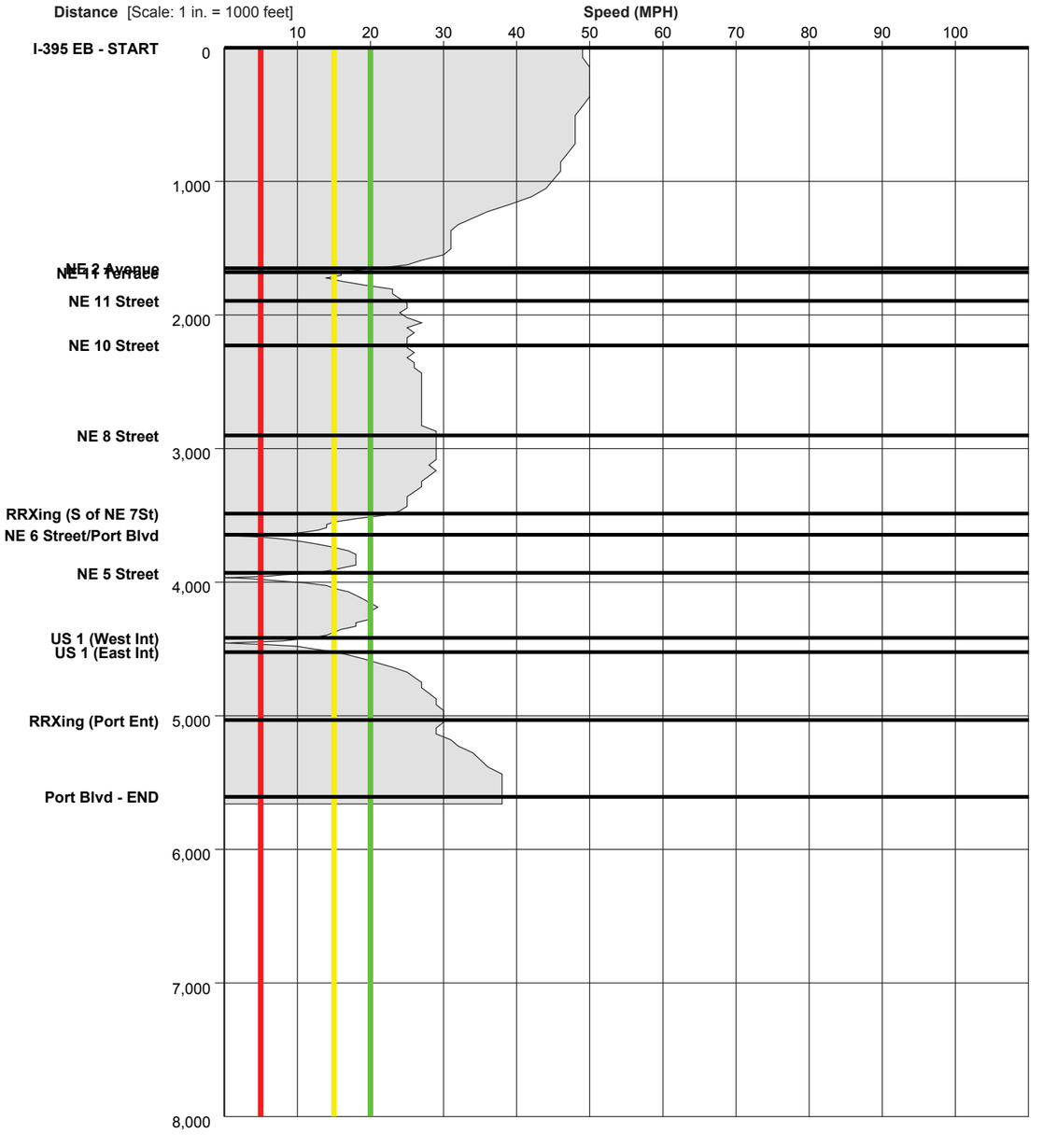
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **15**

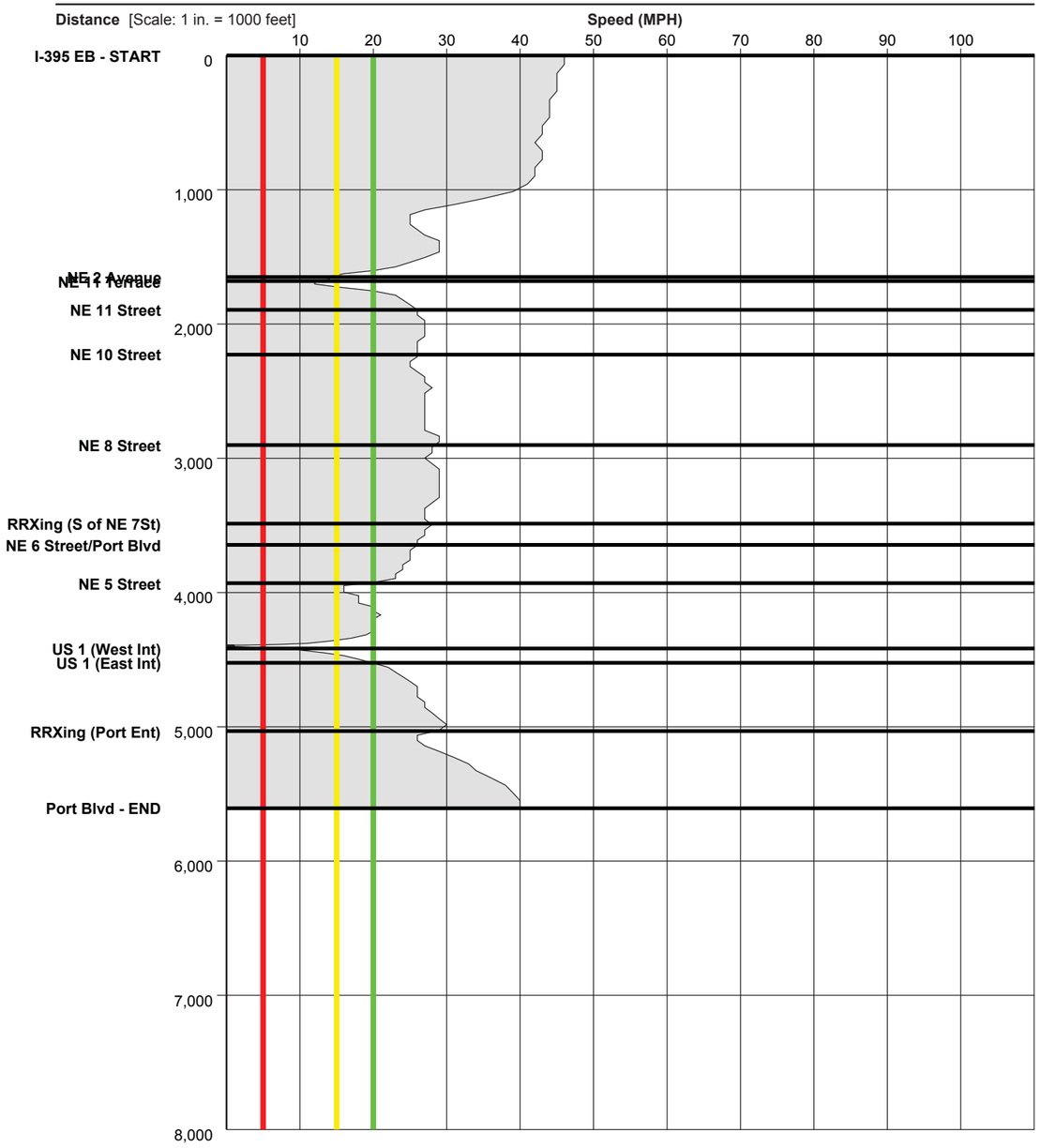
Speed Profile

Run : Net #4_Route 1_(3) Start Time: 16:38 (This is a Before Run)



Speed Profile

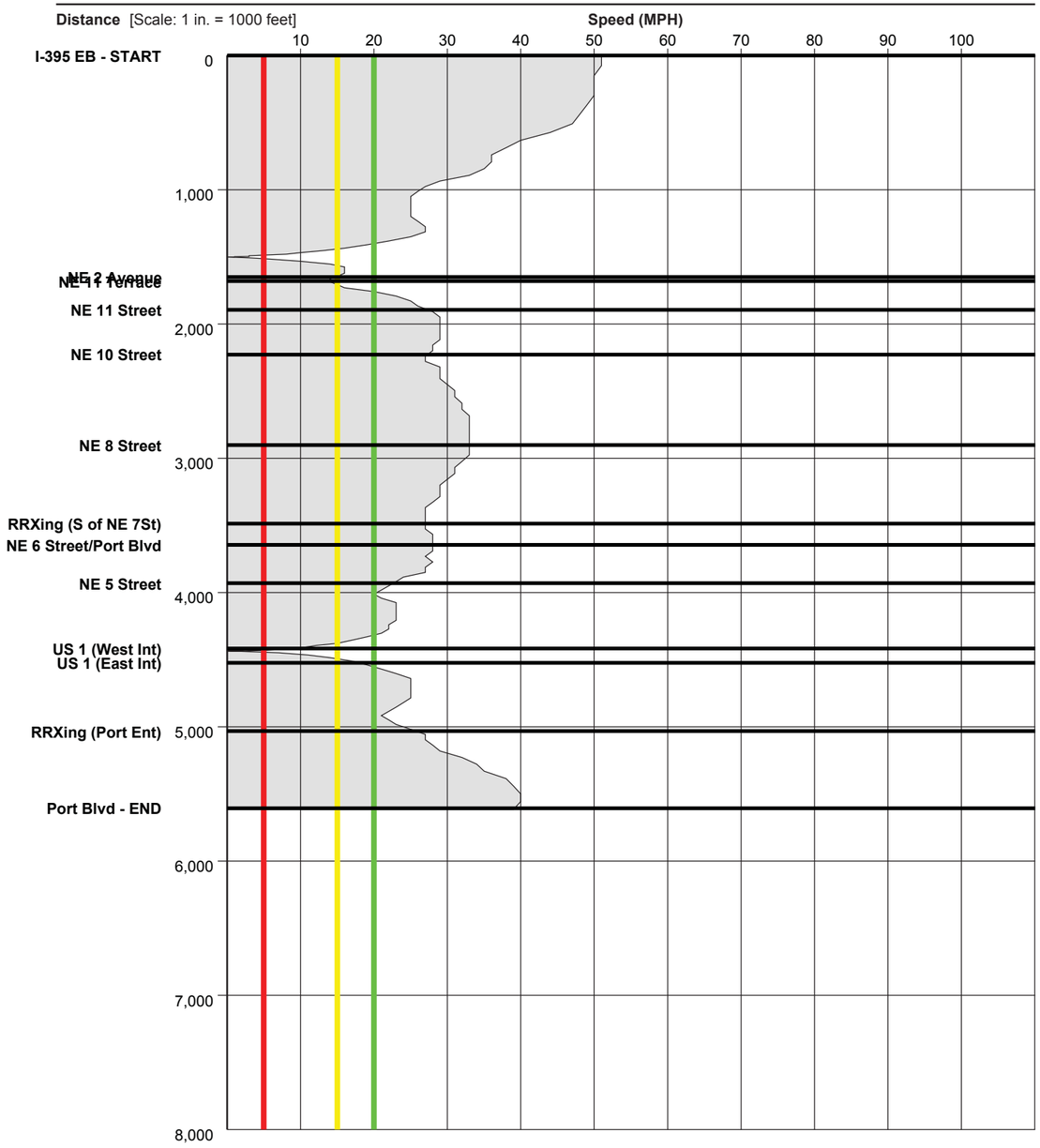
Run : Net #4_Route 1_(4) Start Time: 16:41 (This is a Before Run)



Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Speed Profile

Run : Net #4_Route 1_(5) Start Time: 17:03 (This is a Before Run)



Choice Engineering Consultants, Inc.

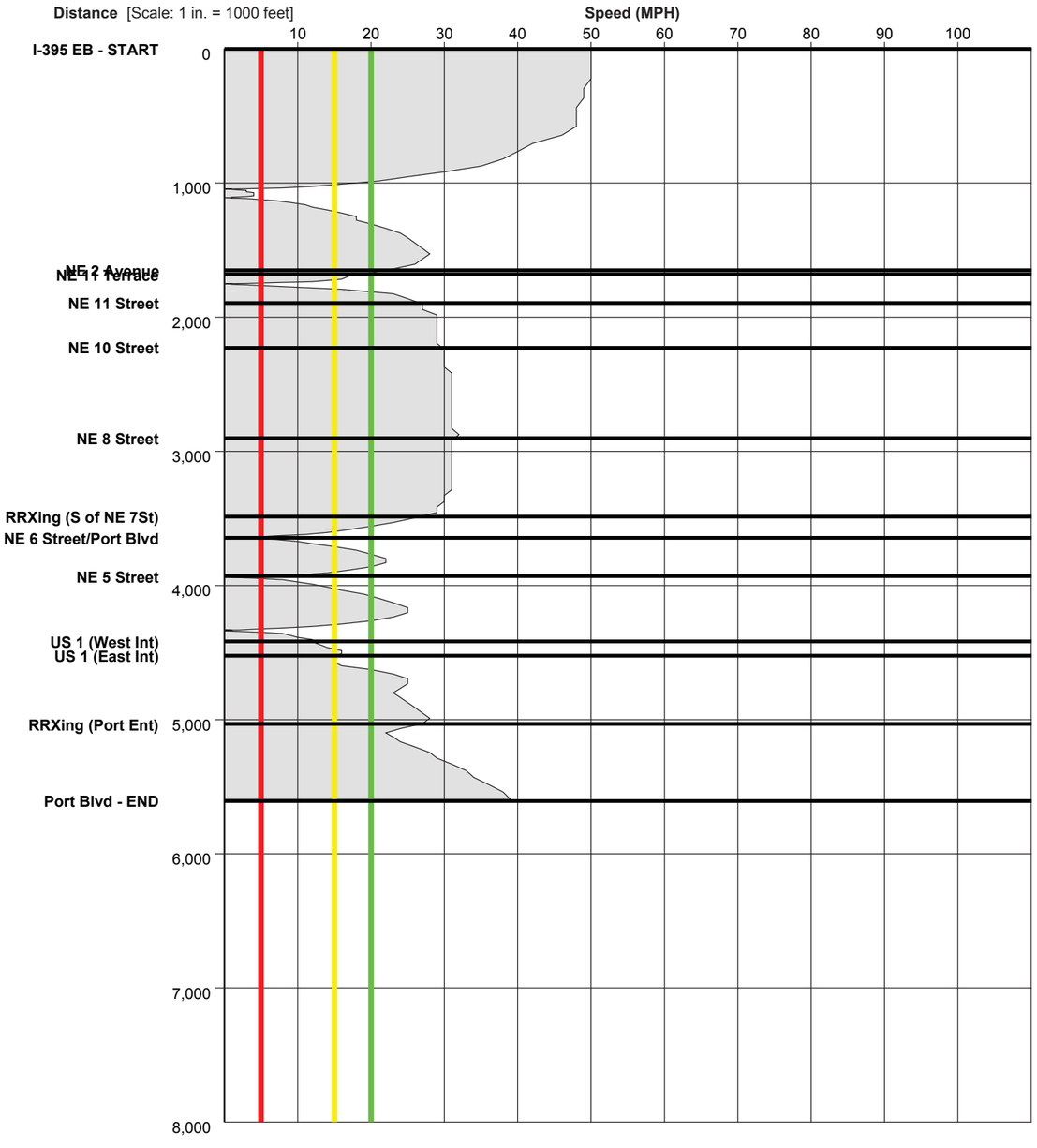
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **18**

Speed Profile

Run : Net #4_Route 1_(6) Start Time: 17:11 (This is a Before Run)



Choice Engineering Consultants, Inc.

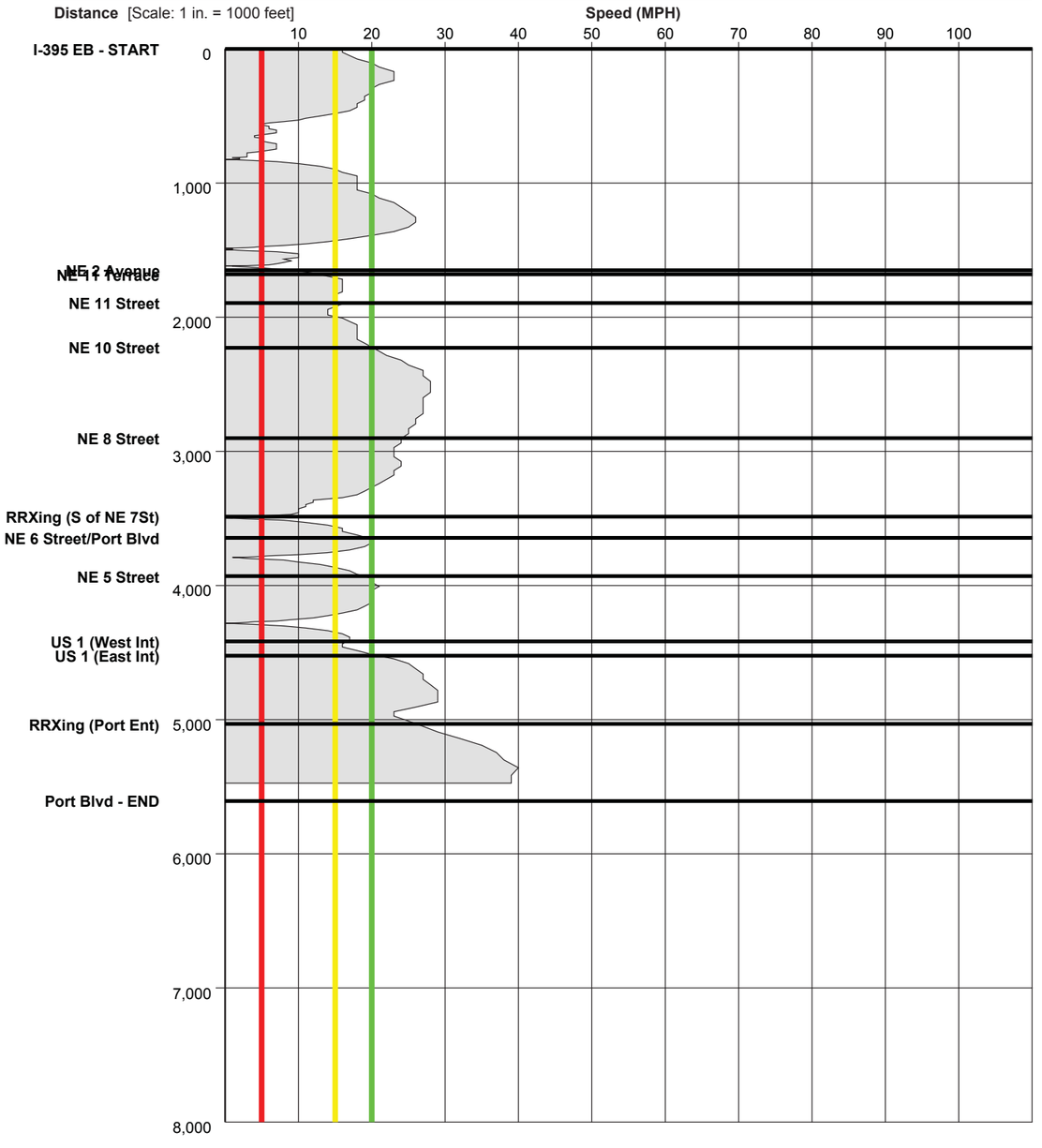
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **19**

Speed Profile

Run : Net #4_Route 1_(7) Start Time: 17:55 (This is a Before Run)



Choice Engineering Consultants, Inc.

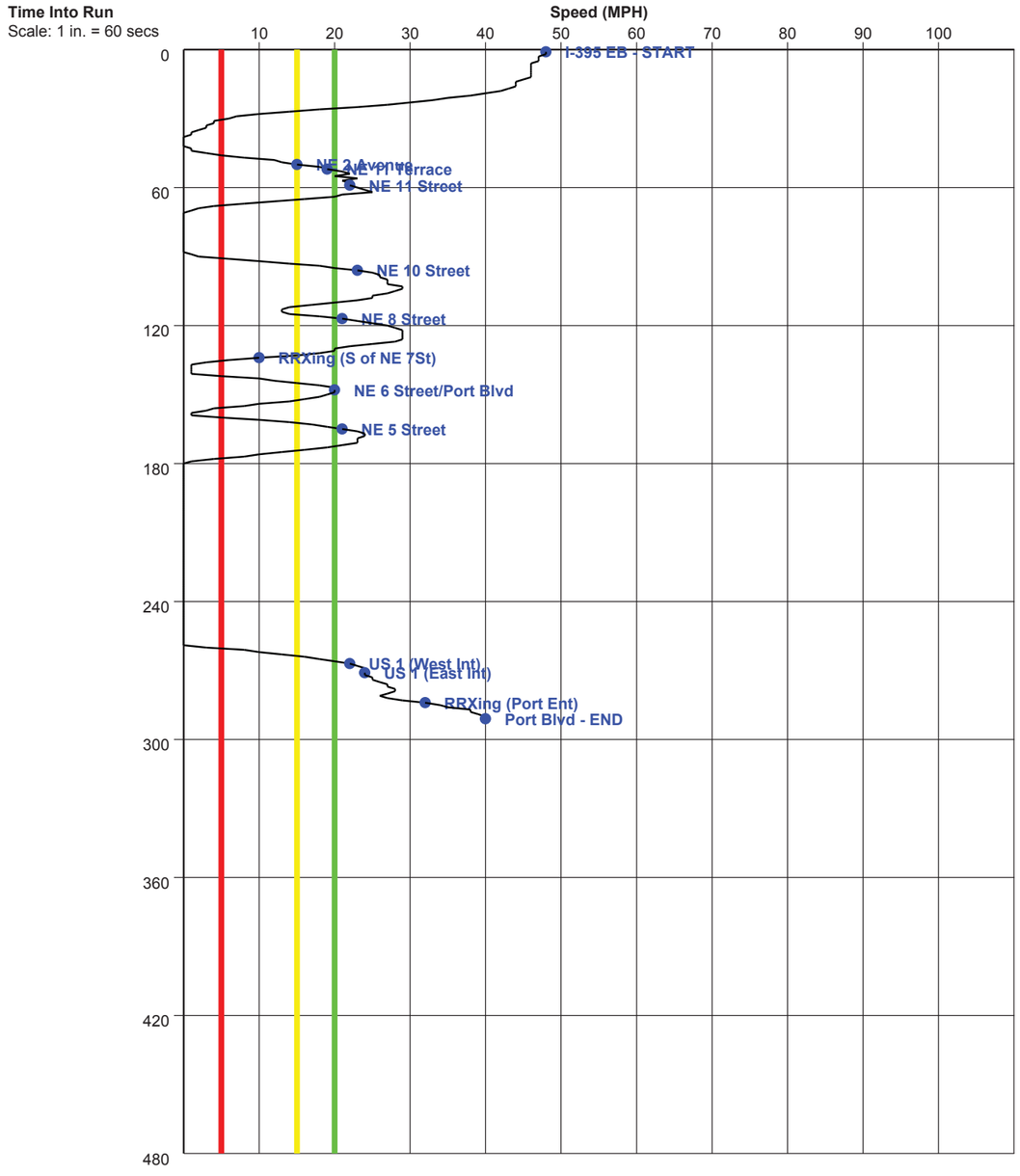
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **20**

Time-Based Speed Profile

Run : Net #4_Route 1_(1) Start Time:16:15 (This is a Before Run)



Choice Engineering Consultants, Inc.

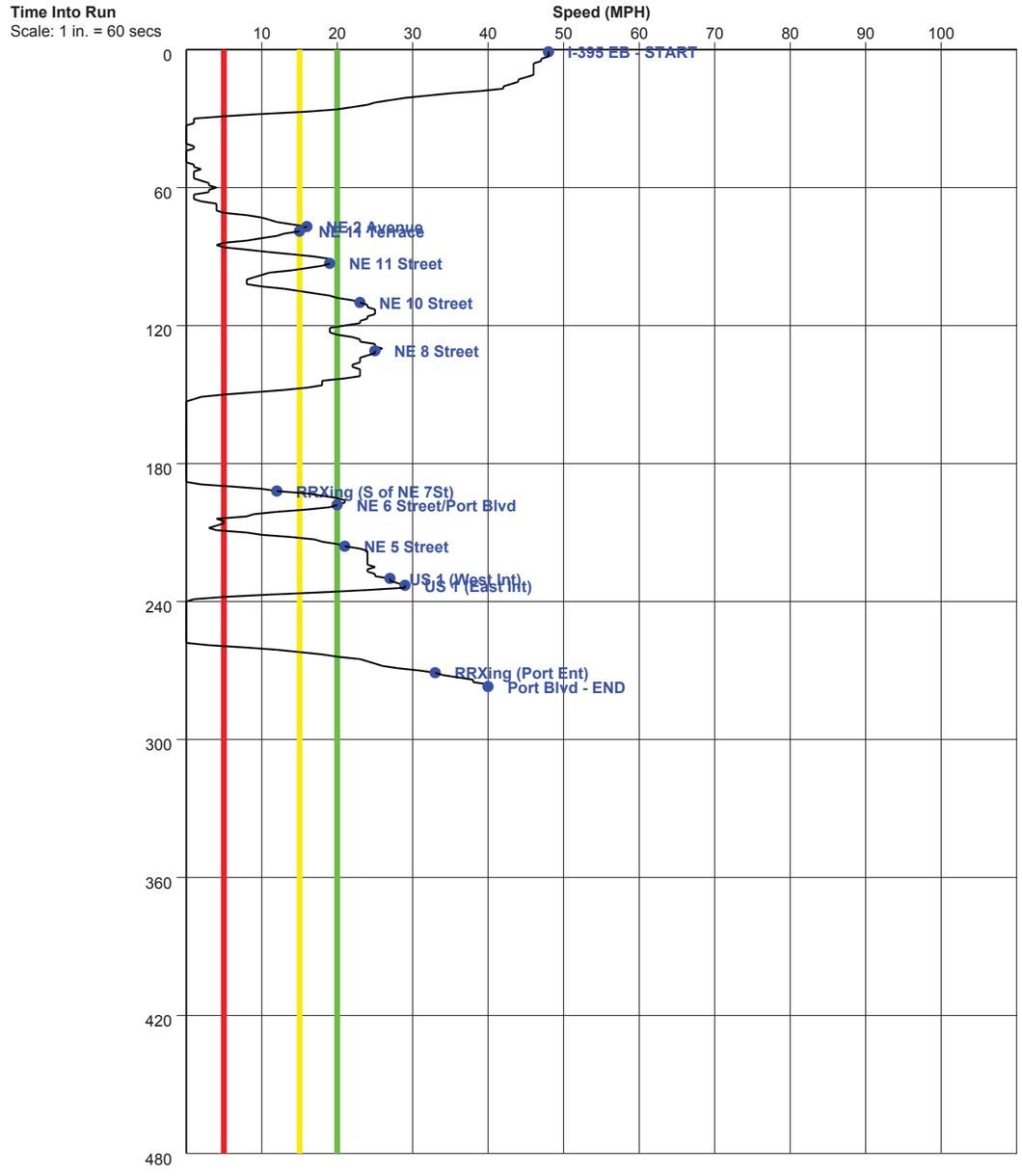
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **21**

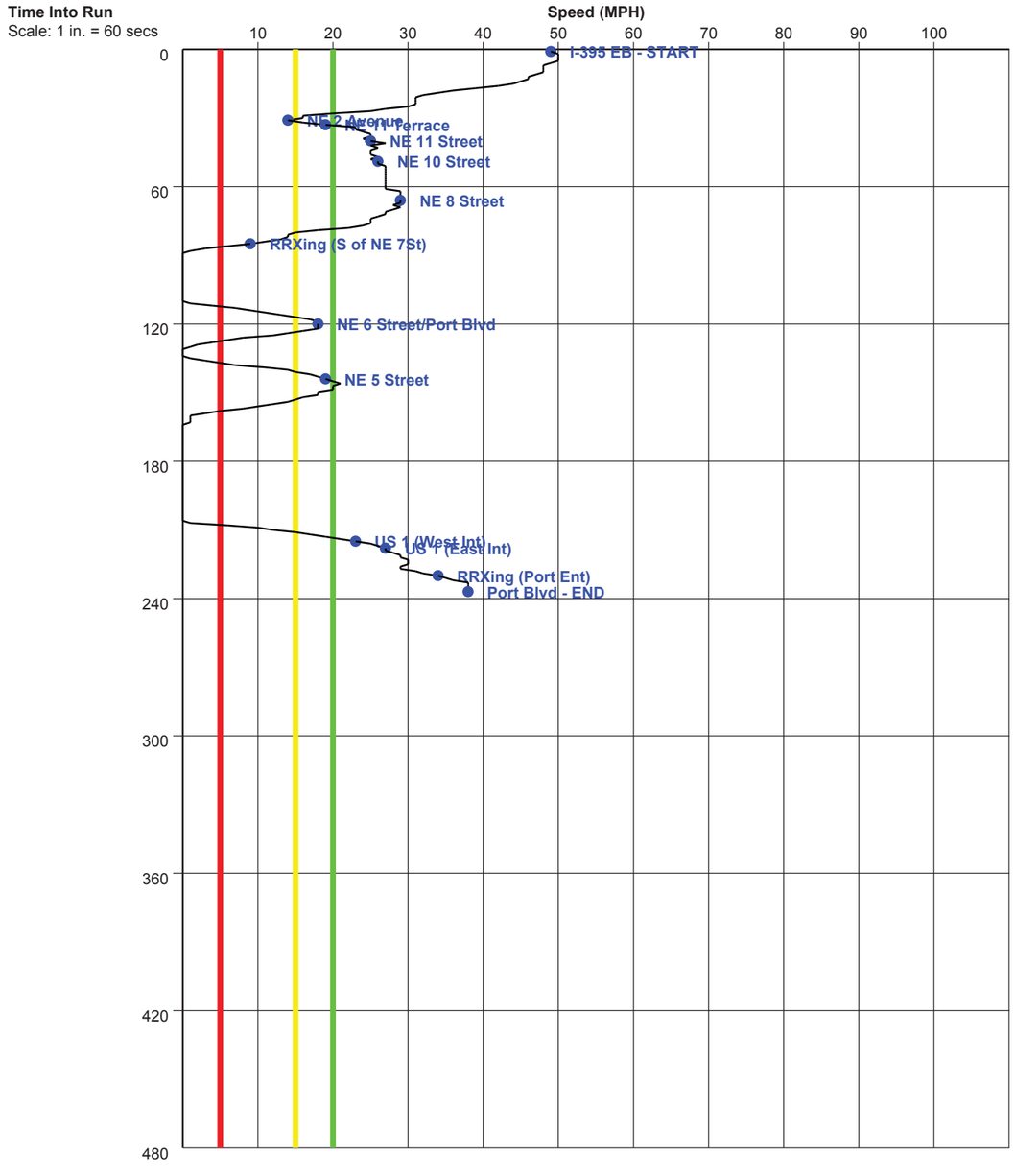
Time-Based Speed Profile

Run : Net #4_Route 1_(2) Start Time:16:18 (This is a Before Run)



Time-Based Speed Profile

Run : Net #4_Route 1_(3) Start Time:16:38 (This is a Before Run)

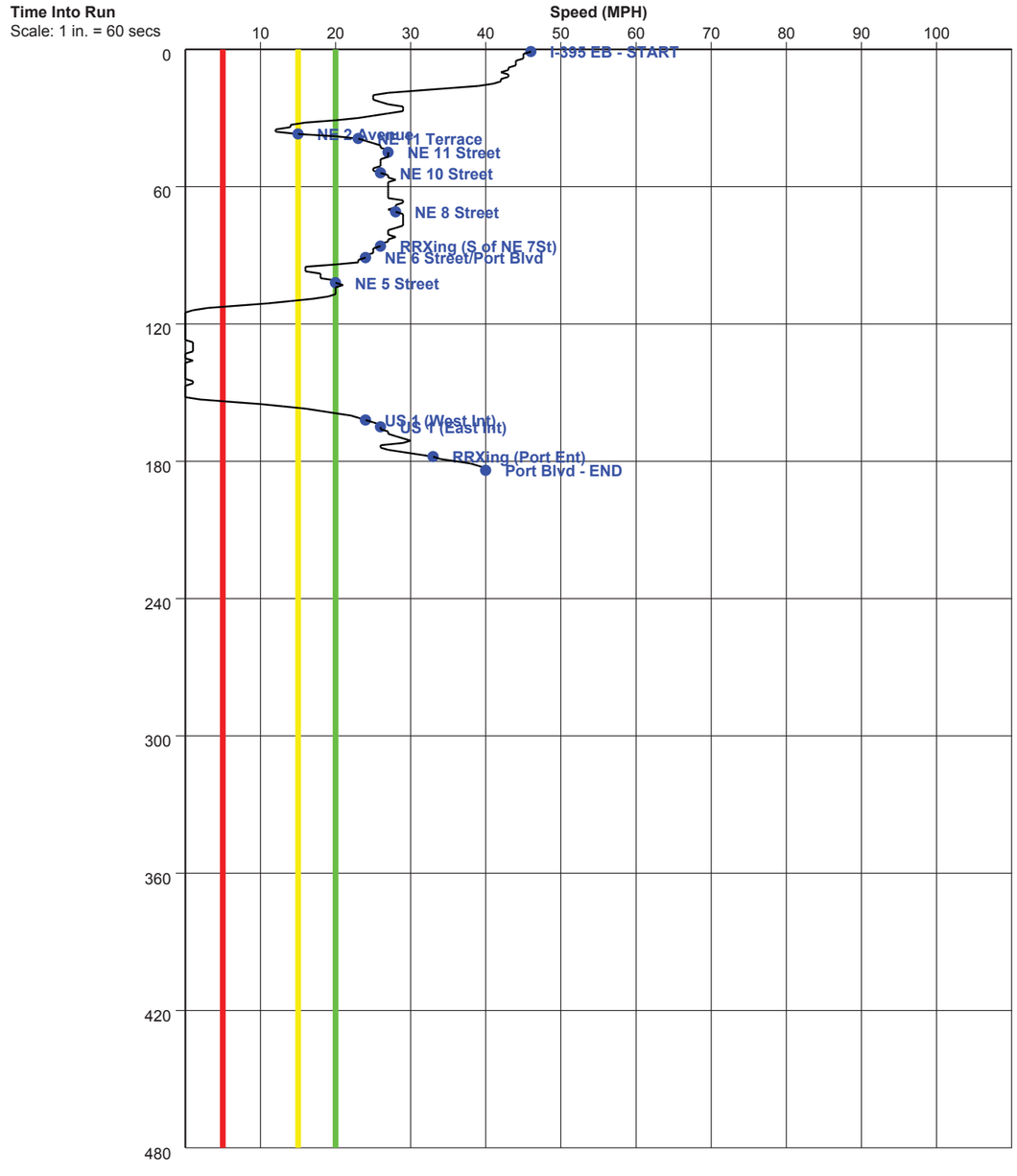


Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM
Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **23**

Time-Based Speed Profile

Run : Net #4_Route 1_(4) Start Time:16:41 (This is a Before Run)



Choice Engineering Consultants, Inc.

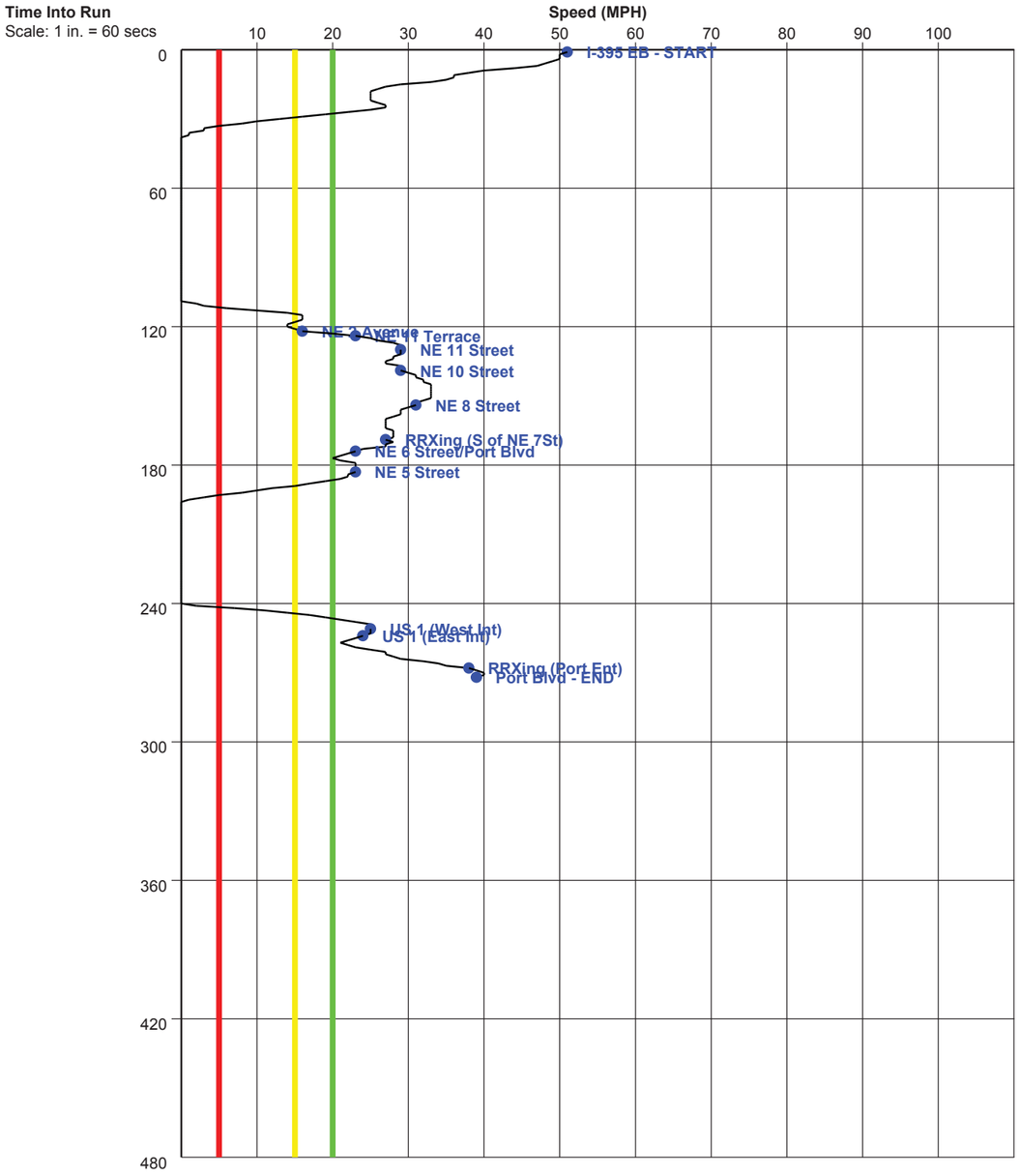
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **24**

Time-Based Speed Profile

Run : Net #4_Route 1_(5) Start Time:17:03 (This is a Before Run)



Choice Engineering Consultants, Inc.

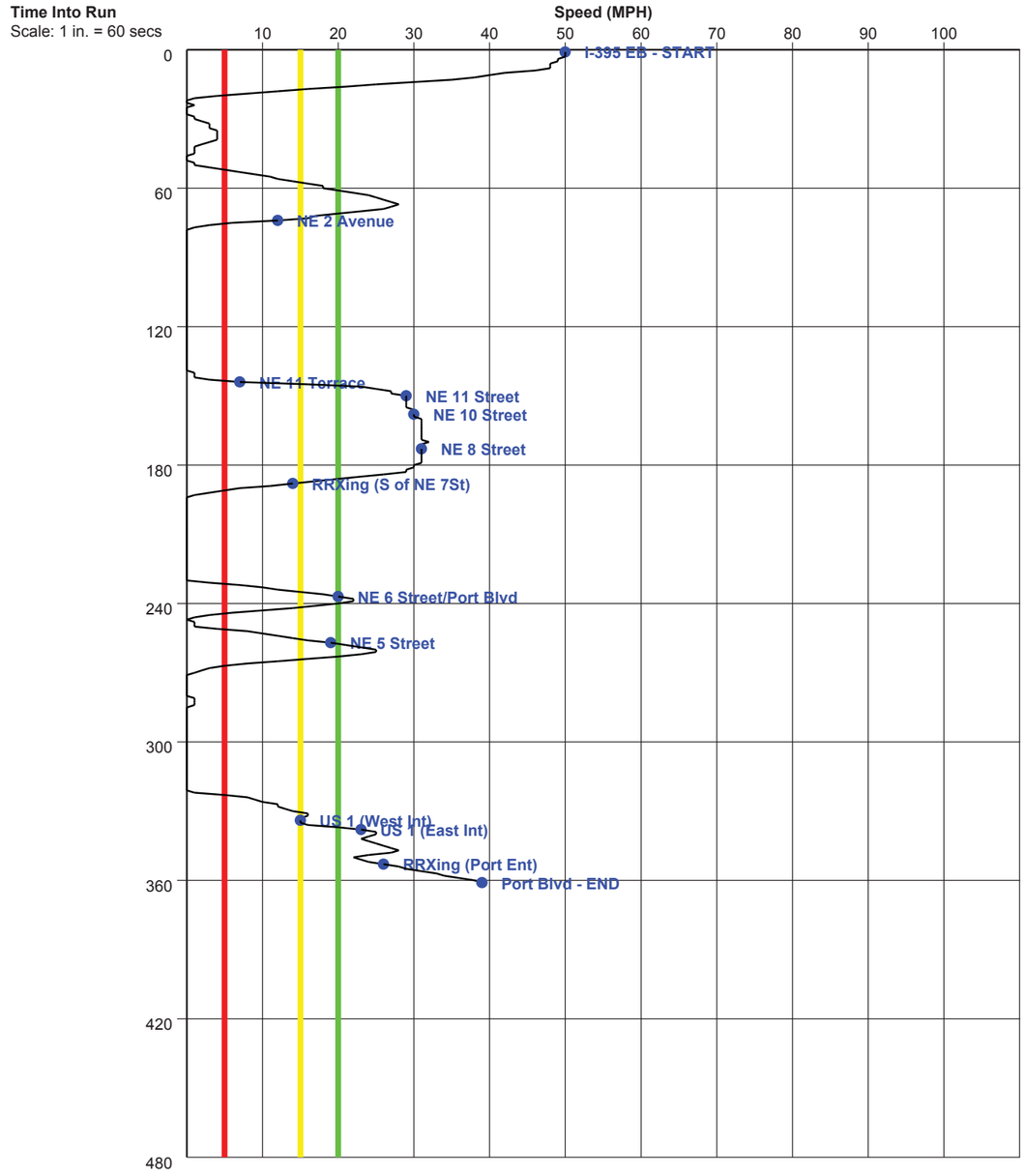
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **25**

Time-Based Speed Profile

Run : Net #4_Route 1_(6) Start Time:17:11 (This is a Before Run)



Choice Engineering Consultants, Inc.

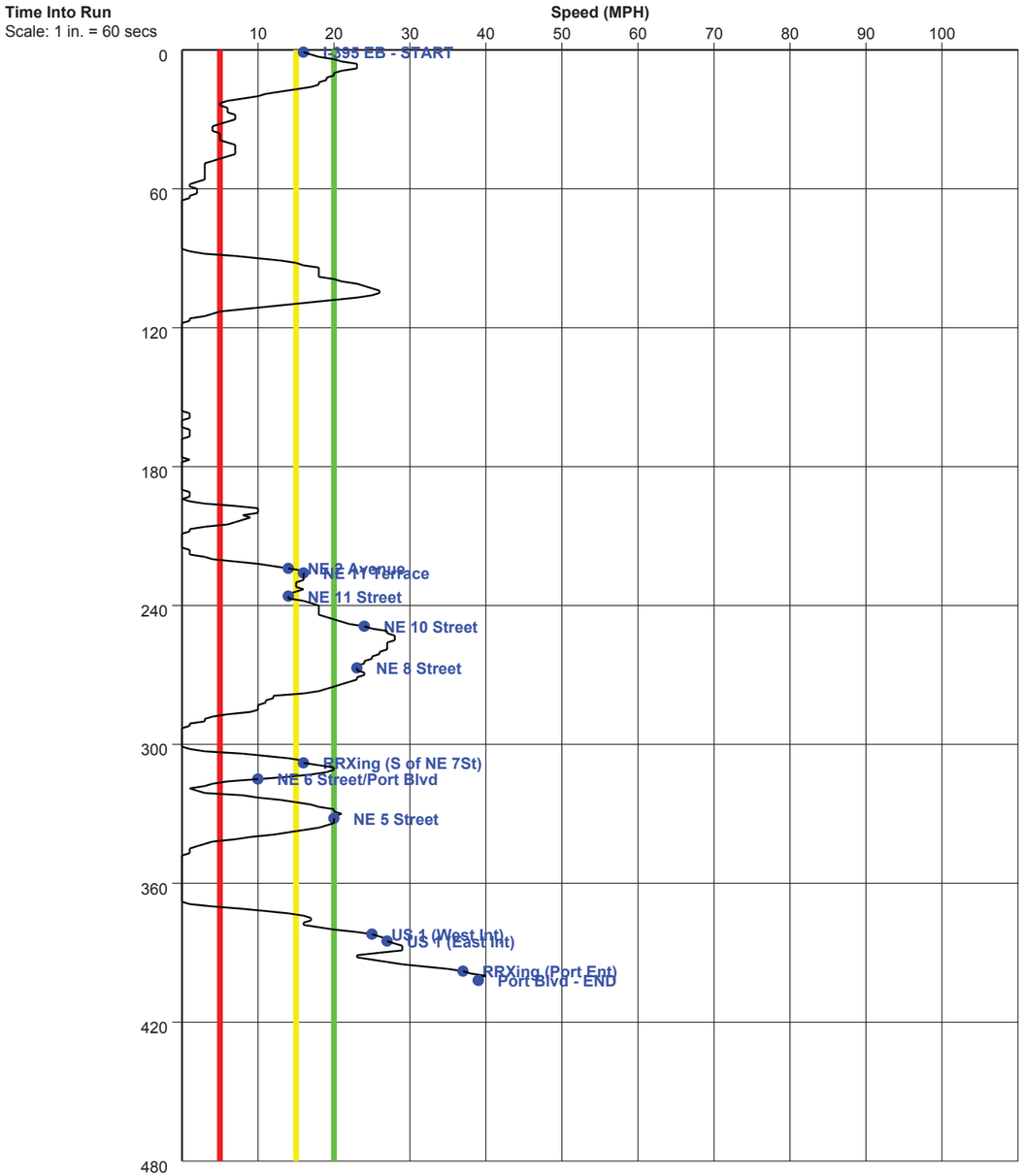
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4-Route1-I-395EB Exit To NE 2Ave to NE 5St To Port Blvd

Study Name : **Network #4 Route 1**
Study Date : **5/3/2017**
Page No. : **26**

Time-Based Speed Profile

Run : Net #4_Route 1_(7) Start Time:17:55 (This is a Before Run)



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Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

PC-Travel Reports for study: Network #4 Route 2

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Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name: Network #4 Route 2

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Route 2_(1)	03/09/17	08:15	4503	Before	Primary
Route 2_(2)	03/09/17	08:38	4563	Before	Secondary
Route 2_(3)	03/09/17	08:59	4537	Before	Secondary
Route 2_(4)	03/09/17	09:20	4527	Before	Secondary
Route 2_(5)	03/09/17	09:38	4562	Before	Secondary
Route 2_(6)	03/09/17	09:58	4536	Before	Secondary

Node Info

#	Len	Name
1	0	Port Blvd - START
2	747	RRXing (Port Exit)
3	575	US 1
4	497	NE 2 Avenue
5	556	NE 1 Avenue
6	117	RRXing (N of NE 6St)
7	484	NE 8 Street
8	683	NE 10 Street
9	346	NE 11 Street
10	397	I-395 ON Ramp WB
11	101	I-395 WB - END

Length of Study Route = 4,503 feet

Notes:

* AM-WB
* Peak Period 8-10am

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0	Port Blvd - START							
2	747	RRXing (Port Exit)	12.5	0.0	40.7	0.0	0.0	0.0	0.0
3	575	US 1	77.0	1.2	5.1	64.0	58.2	67.2	70.3
4	497	NE 2 Avenue	40.8	0.8	8.3	29.7	20.3	29.8	34.7
5	556	NE 1 Avenue	39.0	1.0	9.7	26.0	18.0	26.5	33.0
6	117	RRXing (N of NE 6St)	8.8	0.2	9.0	5.8	3.3	6.3	8.3
7	484	NE 8 Street	15.2	0.0	21.8	4.0	0.0	0.5	3.5
8	683	NE 10 Street	20.2	0.2	23.1	4.2	1.7	2.7	3.7
9	346	NE 11 Street	14.2	0.2	16.7	5.8	3.2	4.7	7.0
10	397	I-395 ON Ramp WB	12.5	0.2	21.7	3.5	0.8	2.3	5.0
11	101	I-395 WB - END	3.5	0.0	19.7	1.0	0.0	0.8	1.5
Total	**4,503**		**243.7**	**3.7**	**12.6**	**144.0**	**105.5**	**140.8**	**167.0**

Stats based on 6 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Route 2_(1) Route 2_(2) Route 2_(3) Route 2_(4) Route 2_(5) Route 2_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Port Blvd - START						
2	747	RRXing (Port Exit)	12	12	13	14	12	12
3	575	US 1	88	125	41	89	95	24
4	497	NE 2 Avenue	37	18	77	46	27	40
5	556	NE 1 Avenue	46	46	47	26	17	52
6	117	RRXing (N of NE 6St)	11	11	7	13	5	6
7	484	NE 8 Street	14	15	18	13	16	15
8	683	NE 10 Street	18	17	31	19	18	18
9	346	NE 11 Street	10	9	10	35	10	11
10	397	I-395 ON Ramp WB	10	10	12	22	12	9
11	101	I-395 WB - END	3	3	3	4	5	3
Totals	**4503**		**249**	**266**	**259**	**281**	**217**	**190**

Detailed Statistics By Run

Number of Stops by Section

Route 2_(1) Route 2_(2) Route 2_(3) Route 2_(4) Route 2_(5) Route 2_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Port Blvd - START						
2	747	RRXing (Port Exit)	0	0	0	0	0	0
3	575	US 1	1	1	2	1	1	1
4	497	NE 2 Avenue	1	0	1	1	1	1
5	556	NE 1 Avenue	1	1	2	1	0	1
6	117	RRXing (N of NE 6St)	0	1	0	0	0	0
7	484	NE 8 Street	0	0	0	0	0	0
8	683	NE 10 Street	0	0	1	0	0	0
9	346	NE 11 Street	0	0	0	1	0	0
10	397	I-395 ON Ramp WB	0	0	0	1	0	0
11	101	I-395 WB - END	0	0	0	0	0	0
Totals	**4503**		**3**	**3**	**6**	**5**	**2**	**3**

Stops based on a Stop Speed of 5 MPH.

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM
Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB
Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Detailed Statistics By Run

Average Speed (MPH) by Section

Route 2_(1) Route 2_(2) Route 2_(3) Route 2_(4) Route 2_(5) Route 2_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Port Blvd - START						
2	747	RRXing (Port Exit)	42.6	44.7	39.9	36.3	45.5	44.4
3	575	US 1	4.5	3.0	9.4	4.5	3.8	15.9
4	497	NE 2 Avenue	9.2	18.8	4.4	7.3	13.0	8.2
5	556	NE 1 Avenue	8.2	8.3	7.9	14.6	22.4	7.3
6	117	RRXing (N of NE 6St)	7.3	6.8	12.1	6.8	18.0	14.2
7	484	NE 8 Street	23.6	23.2	18.0	25.8	20.1	22.0
8	683	NE 10 Street	25.9	27.4	15.5	24.5	25.6	25.6
9	346	NE 11 Street	23.5	25.2	23.5	6.6	25.0	23.2
10	397	I-395 ON Ramp WB	27.0	27.2	21.5	12.0	21.3	29.6
11	101	I-395 WB - END	23.0	25.0	21.3	21.3	13.0	24.7
Totals	**4503**		**12.3**	**11.6**	**11.8**	**11.0**	**14.2**	**16.3**

Detailed Statistics By Run

Total Delay (sec) by Section

Route 2_(1) Route 2_(2) Route 2_(3) Route 2_(4) Route 2_(5) Route 2_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Port Blvd - START						
2	747	RRXing (Port Exit)	0	0	0	0	0	0
3	575	US 1	75	112	28	76	82	11
4	497	NE 2 Avenue	26	7	66	35	15	29
5	556	NE 1 Avenue	33	33	34	13	4	39
6	117	RRXing (N of NE 6St)	8	8	4	10	2	3
7	484	NE 8 Street	3	3	7	2	5	4
8	683	NE 10 Street	2	1	15	3	2	2
9	346	NE 11 Street	2	1	2	27	1	2
10	397	I-395 ON Ramp WB	1	1	3	13	3	0
11	101	I-395 WB - END	1	0	1	1	3	0
Totals	**4503**		**151**	**166**	**160**	**180**	**117**	**90**

Total Delay based on a Normal Speed of 30 MPH.

Detailed Statistics By Run

Time <= 5 MPH by Section

Route 2_(1) Route 2_(2) Route 2_(3) Route 2_(4) Route 2_(5) Route 2_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Port Blvd - START						
2	747	RRXing (Port Exit)	0	0	0	0	0	0
3	575	US 1	71	114	9	66	83	6
4	497	NE 2 Avenue	16	0	50	27	7	22
5	556	NE 1 Avenue	23	26	18	5	0	36
6	117	RRXing (N of NE 6St)	6	5	1	8	0	0
7	484	NE 8 Street	0	0	0	0	0	0
8	683	NE 10 Street	0	0	10	0	0	0
9	346	NE 11 Street	0	0	0	19	0	0
10	397	I-395 ON Ramp WB	0	0	0	5	0	0
11	101	I-395 WB - END	0	0	0	0	0	0
Totals	**4503**		**116**	**145**	**88**	**130**	**90**	**64**

Detailed Statistics By Run

Time <= 15 MPH by Section

Route 2_(1) Route 2_(2) Route 2_(3) Route 2_(4) Route 2_(5) Route 2_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Port Blvd - START						
2	747	RRXing (Port Exit)	0	0	0	0	0	0
3	575	US 1	77	115	40	73	85	13
4	497	NE 2 Avenue	24	5	72	35	16	27
5	556	NE 1 Avenue	33	33	39	12	3	39
6	117	RRXing (N of NE 6St)	9	10	4	11	1	3
7	484	NE 8 Street	0	0	3	0	0	0
8	683	NE 10 Street	0	0	14	2	0	0
9	346	NE 11 Street	0	0	0	28	0	0
10	397	I-395 ON Ramp WB	0	0	0	11	3	0
11	101	I-395 WB - END	0	0	0	0	5	0
Totals	**4503**		**143**	**163**	**172**	**172**	**113**	**82**

Detailed Statistics By Run

Time <= 20 MPH by Section

Route 2_(1) Route 2_(2) Route 2_(3) Route 2_(4) Route 2_(5) Route 2_(6)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0	Port Blvd - START						
2	747	RRXing (Port Exit)	0	0	0	0	0	0
3	575	US 1	79	116	41	84	86	16
4	497	NE 2 Avenue	33	9	77	38	21	30
5	556	NE 1 Avenue	46	37	47	18	8	42
6	117	RRXing (N of NE 6St)	11	11	6	12	4	6
7	484	NE 8 Street	0	0	11	0	10	0
8	683	NE 10 Street	0	0	16	4	2	0
9	346	NE 11 Street	2	0	2	35	0	3
10	397	I-395 ON Ramp WB	0	0	4	22	4	0
11	101	I-395 WB - END	1	0	1	2	5	0
Totals	**4503**		**172**	**173**	**205**	**215**	**140**	**97**

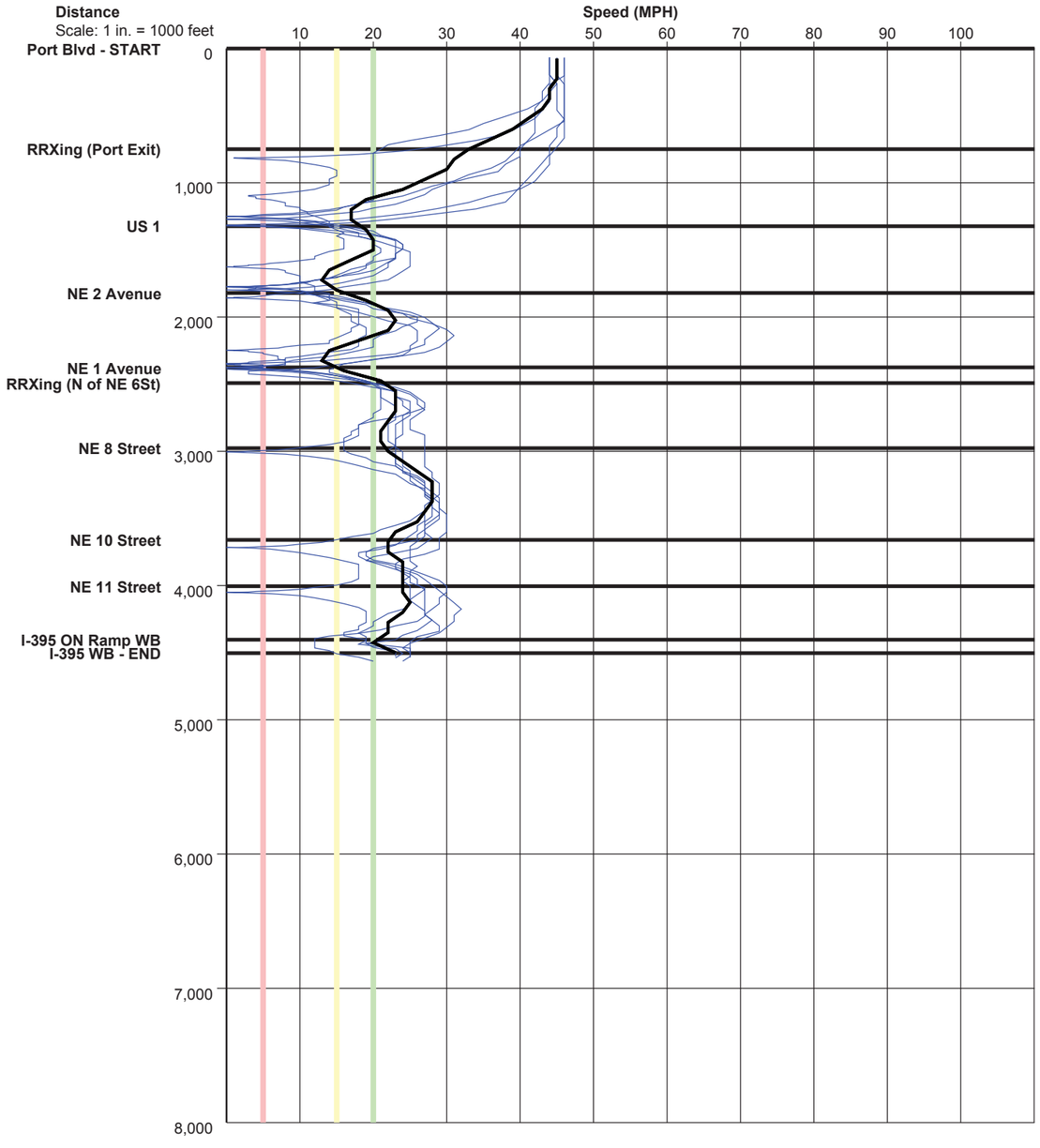
Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **11**

Speed/Distance Profiles of All Runs



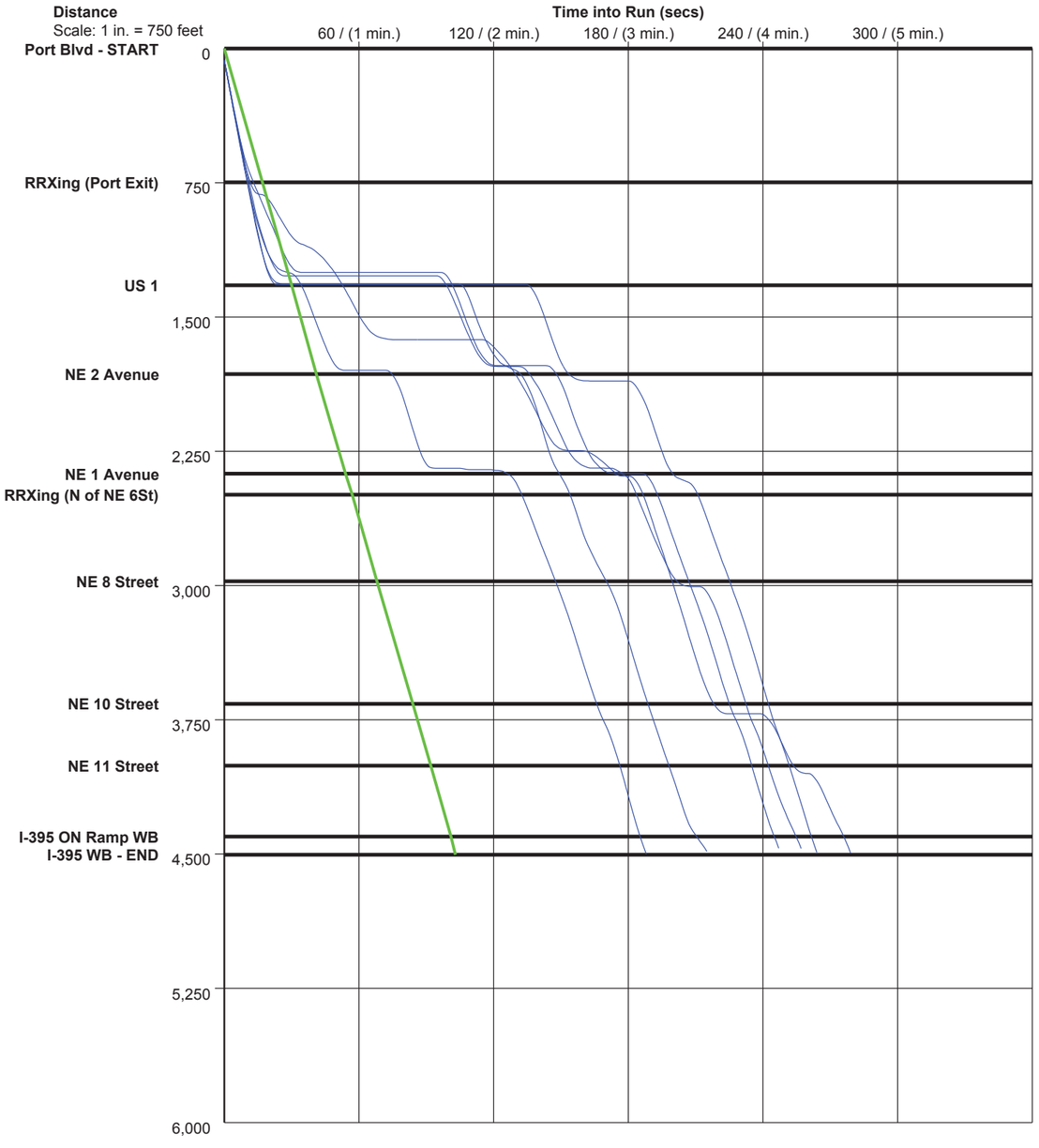
Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **12**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

Choice Engineering Consultants, Inc.

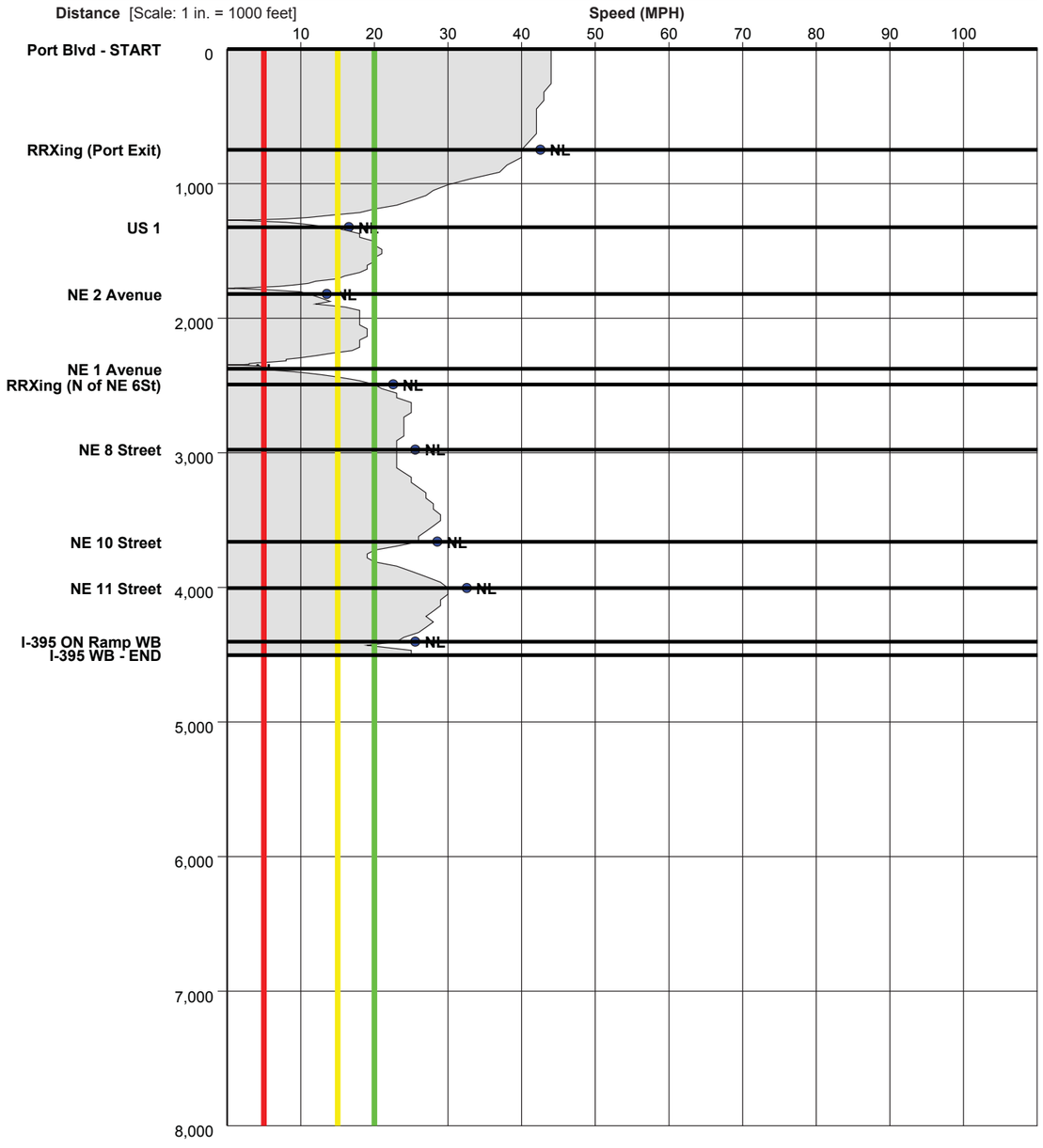
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **13**

Speed Profile

Run : Route 2_(1) Start Time: 08:15 (This is a Before Run)



Choice Engineering Consultants, Inc.

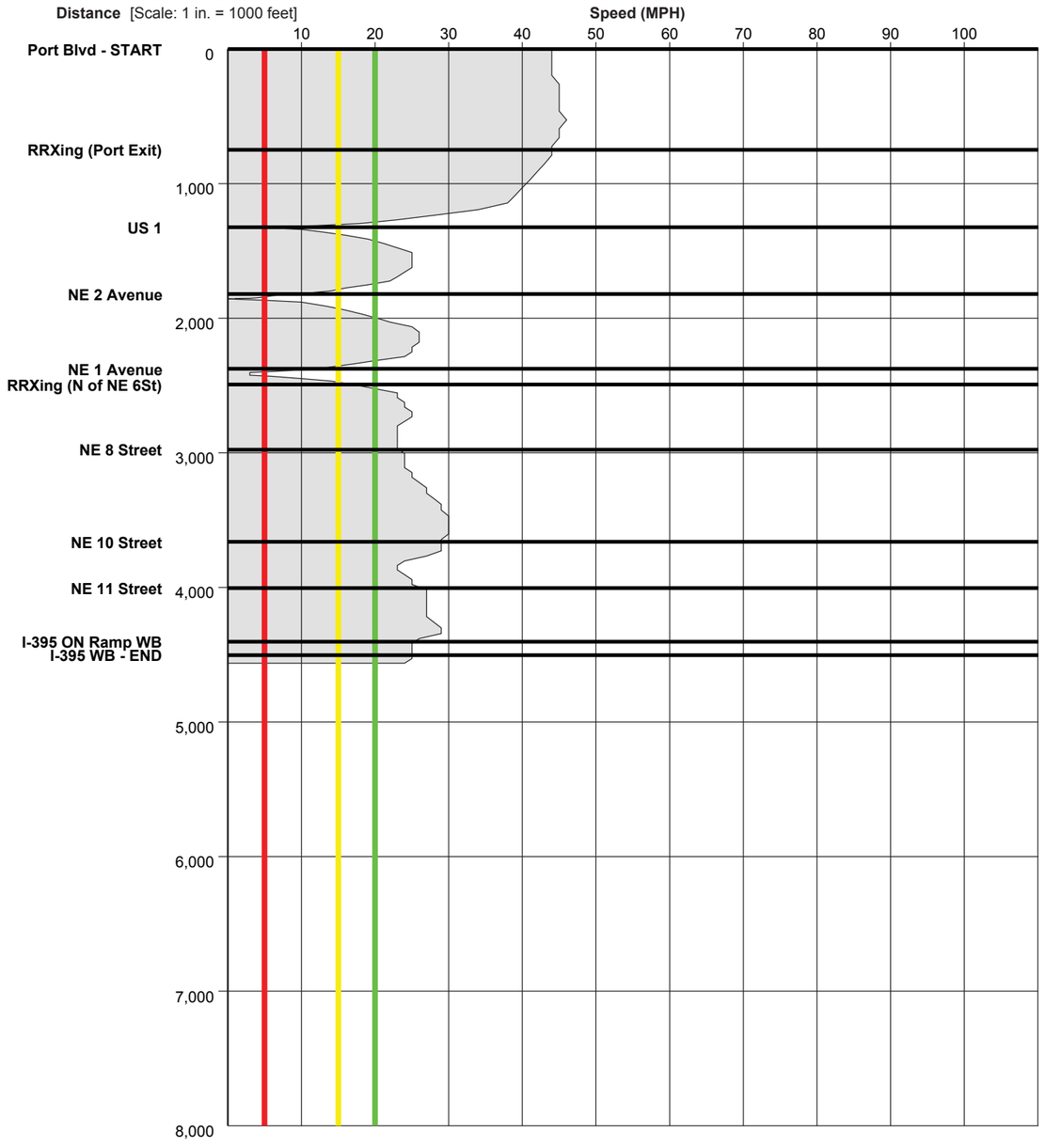
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **14**

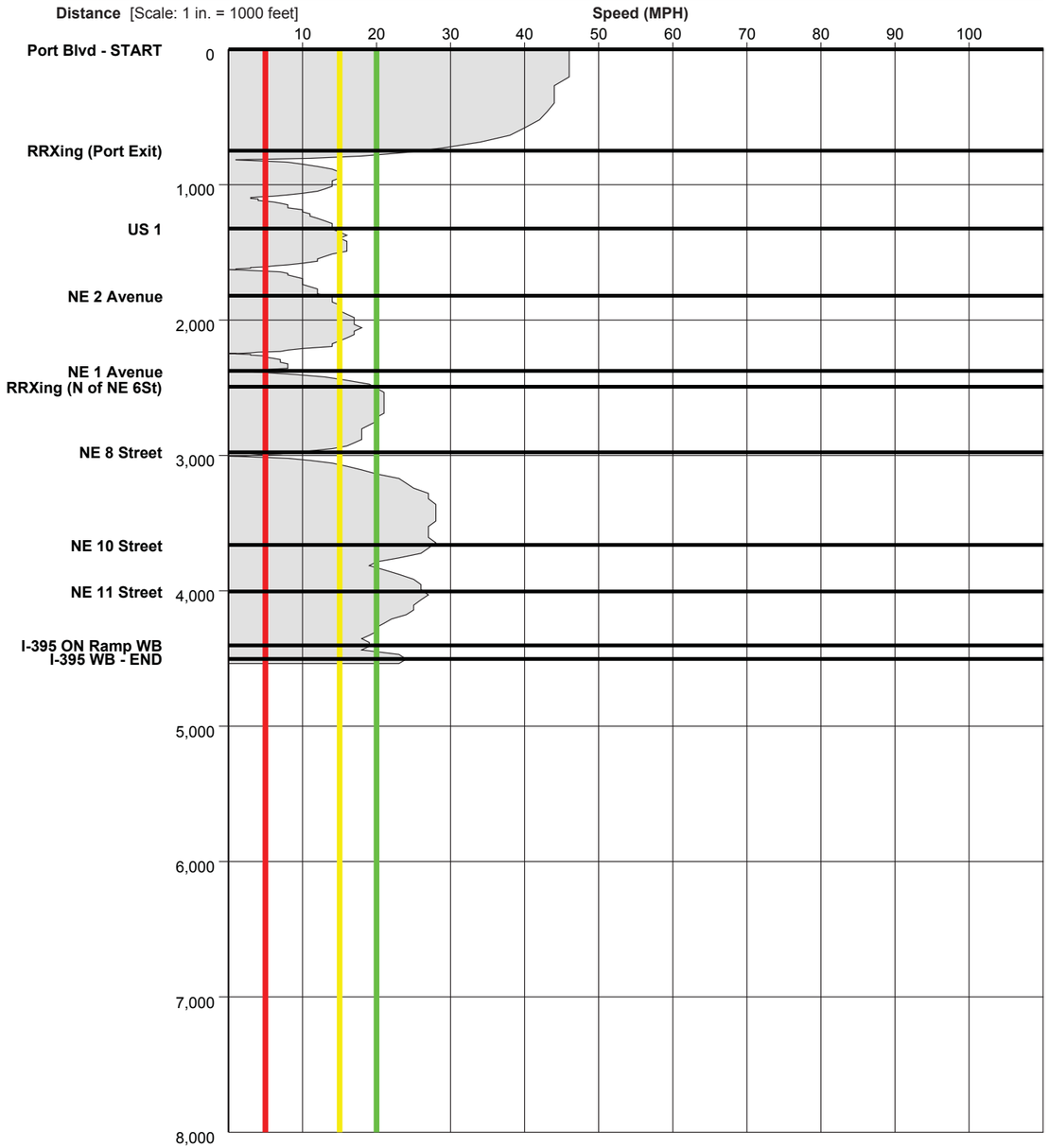
Speed Profile

Run : Route 2_(2) Start Time: 08:38 (This is a Before Run)



Speed Profile

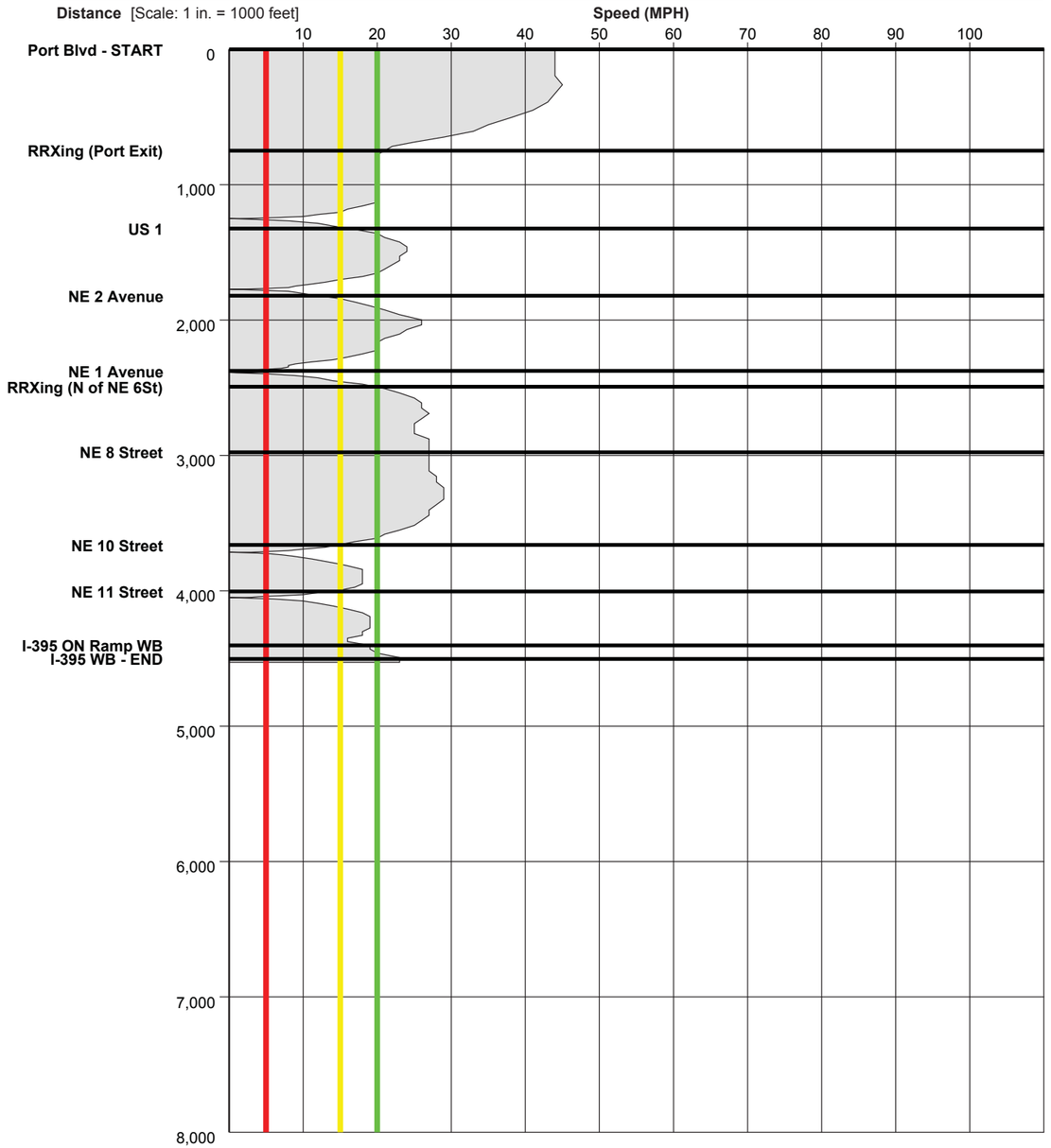
Run : Route 2_(3) Start Time: 08:59 (This is a Before Run)



Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM
Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Speed Profile

Run : Route 2_(4) Start Time: 09:20 (This is a Before Run)



Choice Engineering Consultants, Inc.

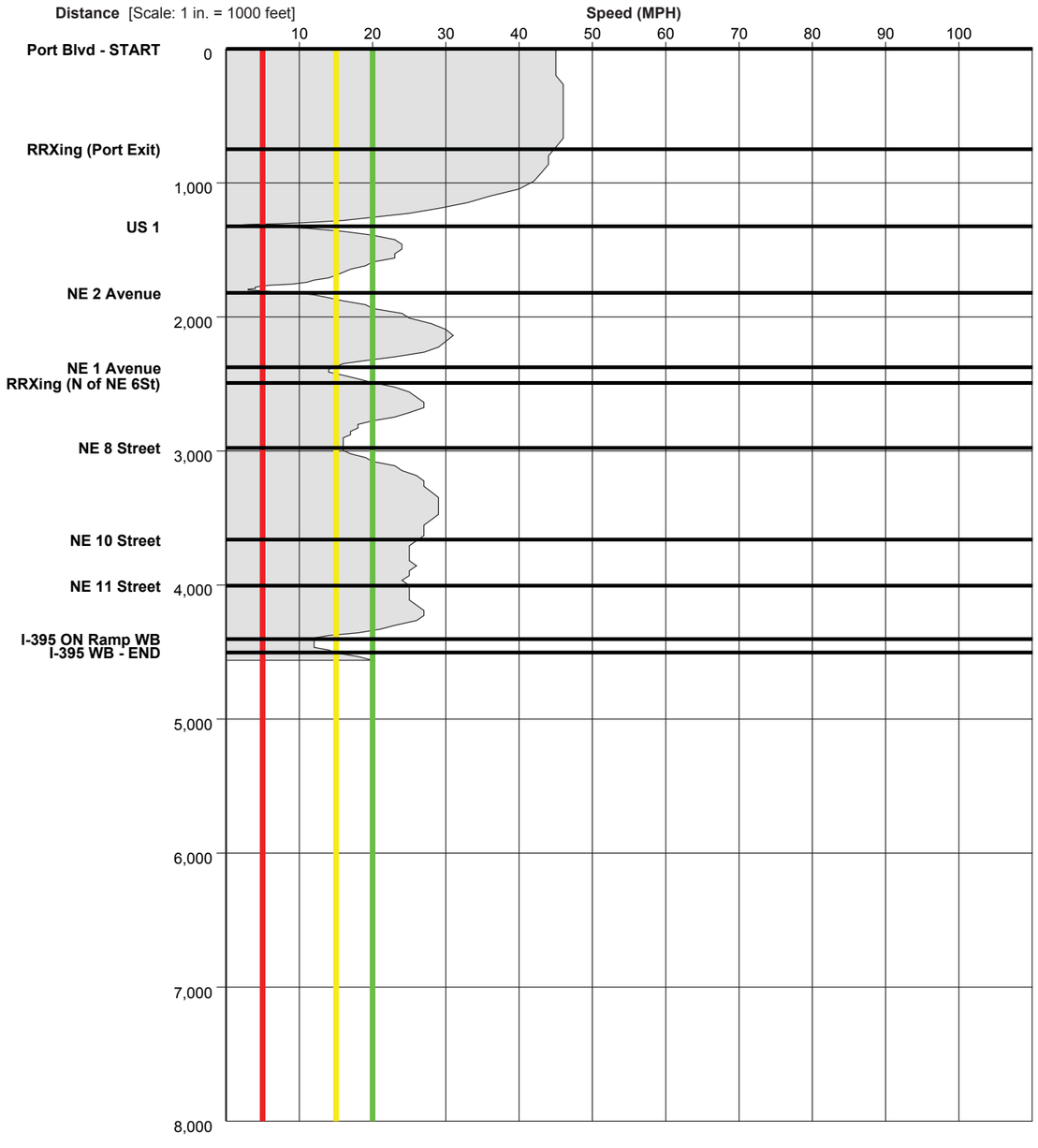
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **17**

Speed Profile

Run : Route 2_(5) Start Time: 09:38 (This is a Before Run)



Choice Engineering Consultants, Inc.

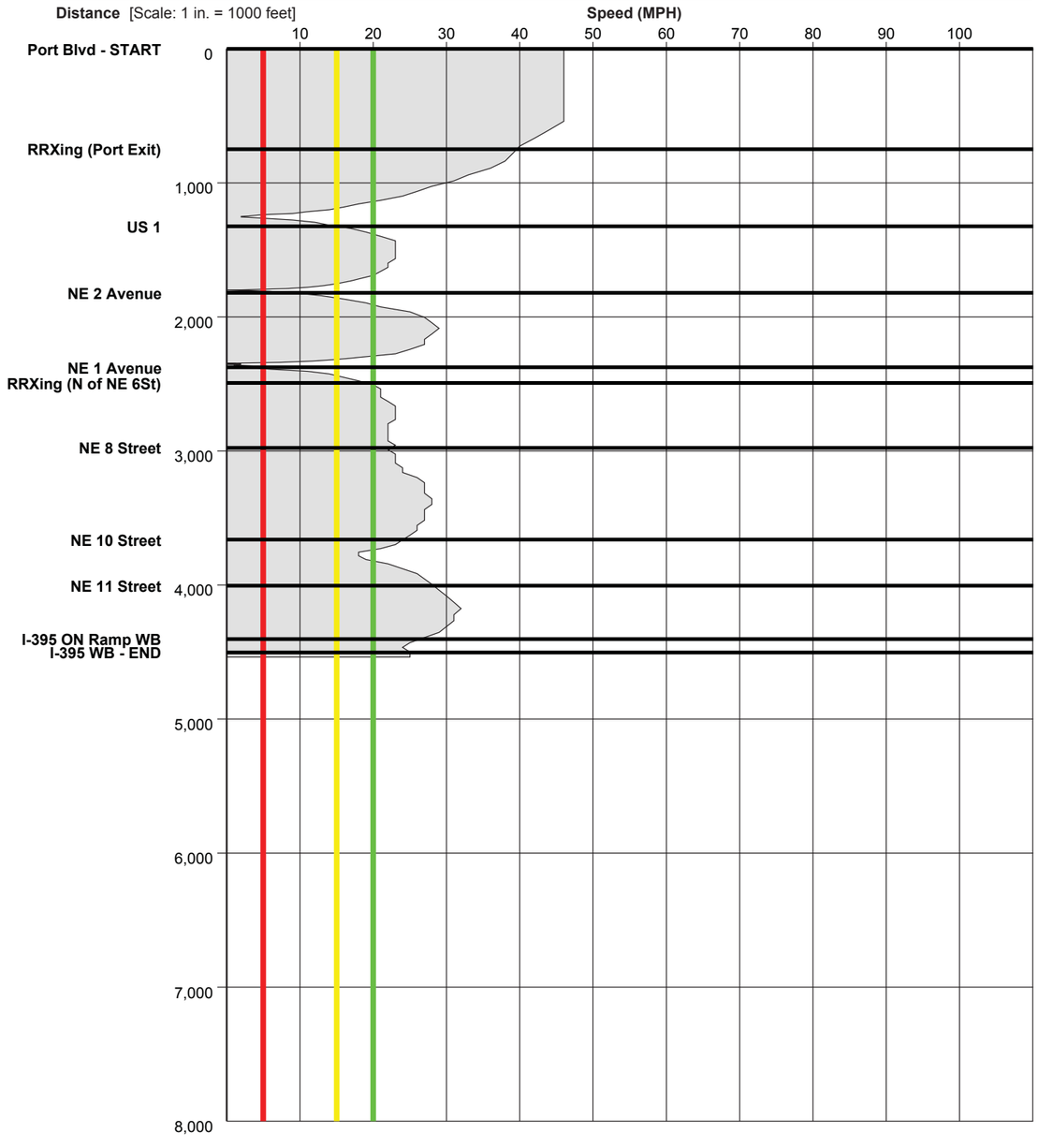
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **18**

Speed Profile

Run : Route 2_(6) Start Time: 09:58 (This is a Before Run)



Choice Engineering Consultants, Inc.

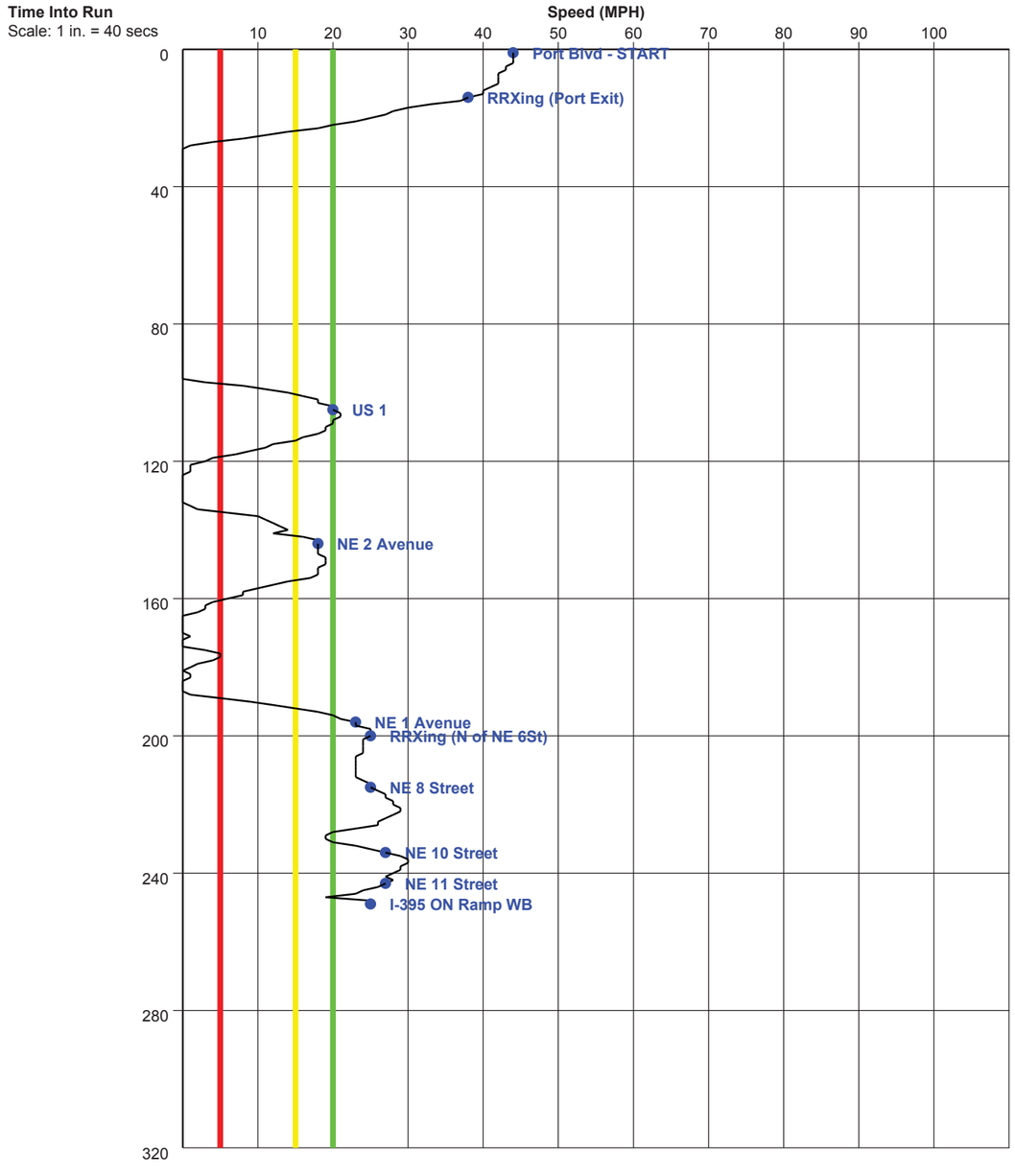
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **19**

Time-Based Speed Profile

Run : Route 2_(1) Start Time:08:15 (This is a Before Run)



Choice Engineering Consultants, Inc.

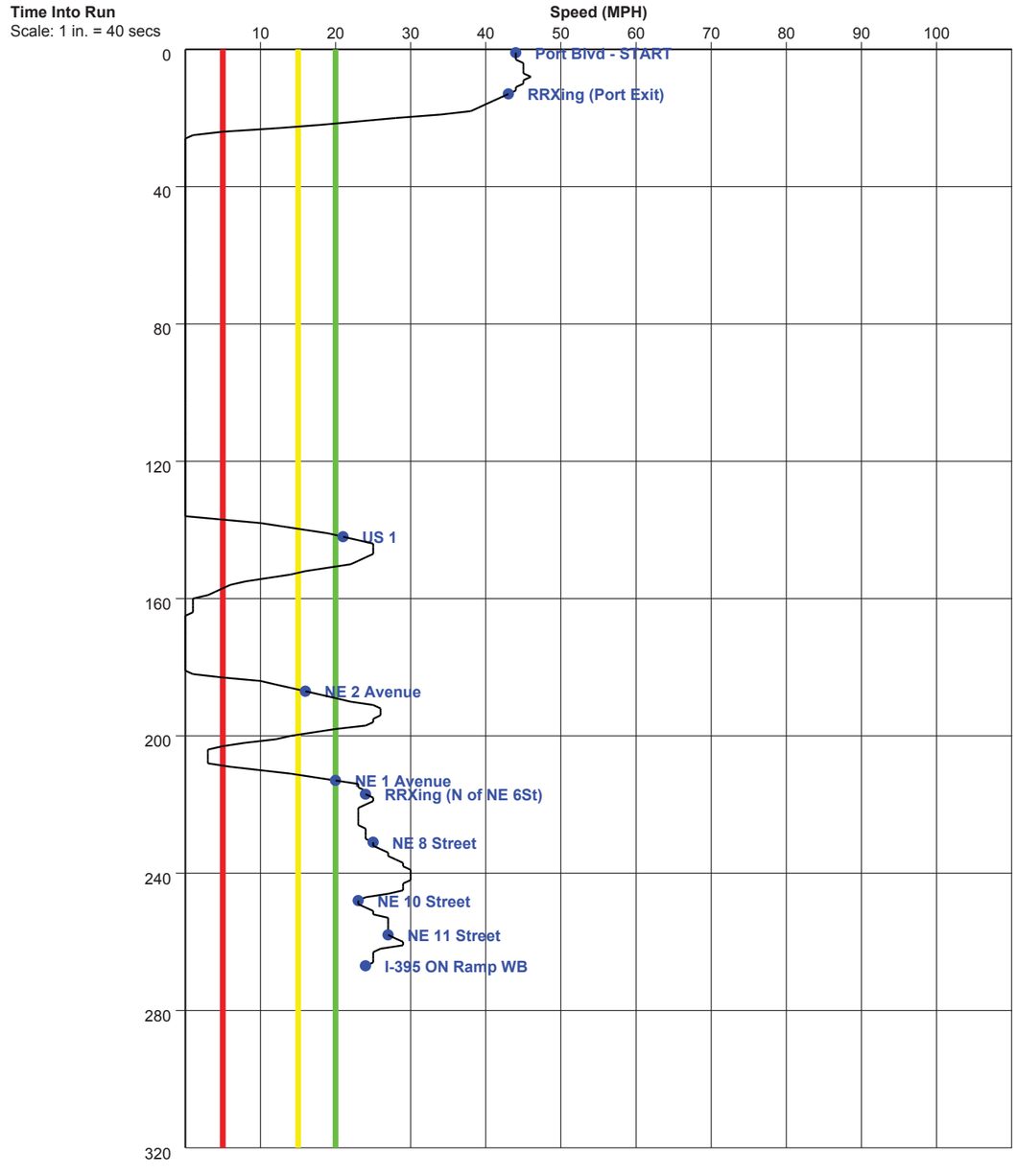
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **20**

Time-Based Speed Profile

Run : Route 2_(2) Start Time:08:38 (This is a Before Run)



Choice Engineering Consultants, Inc.

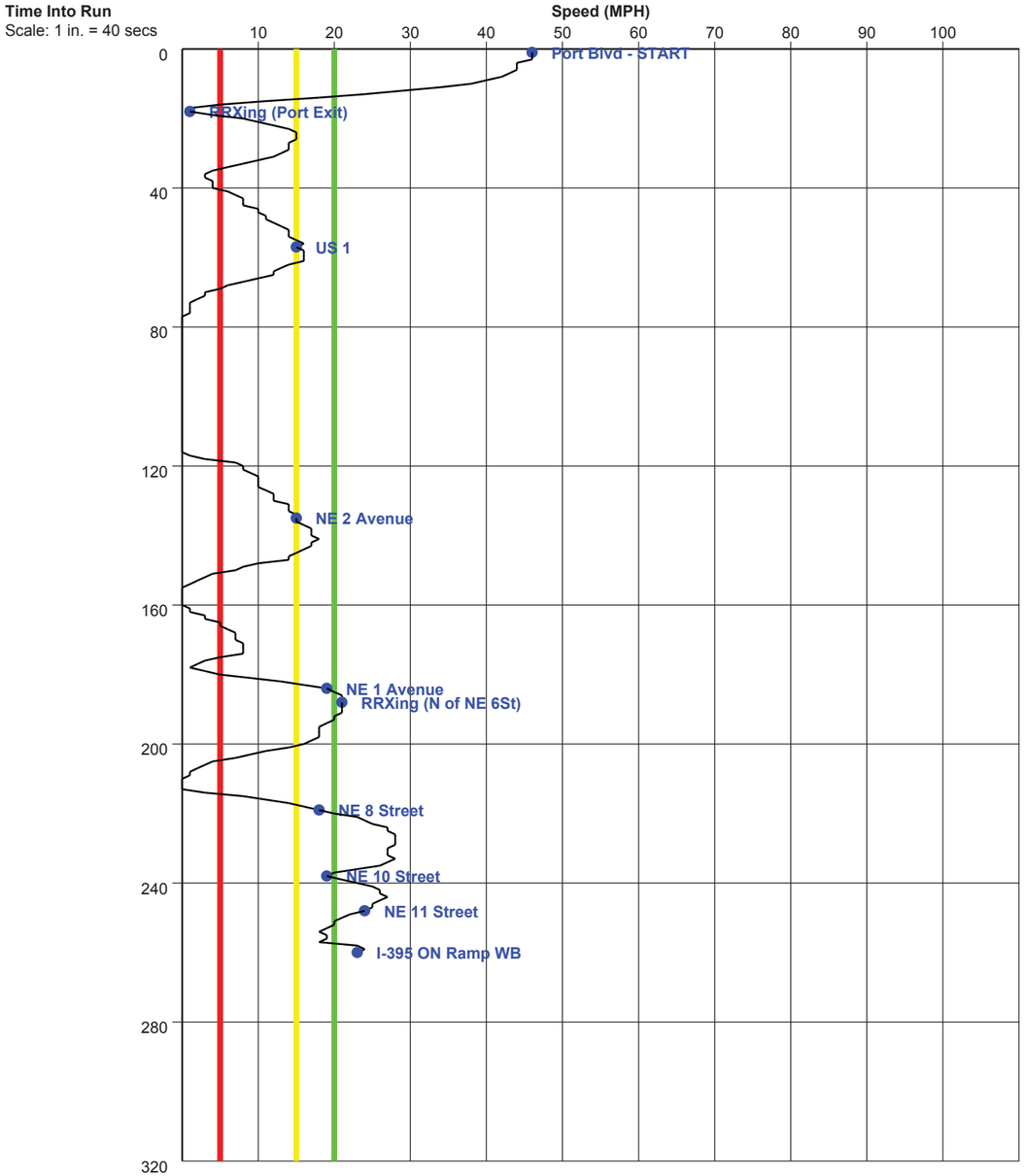
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **21**

Time-Based Speed Profile

Run : Route 2_(3) Start Time:08:59 (This is a Before Run)



Choice Engineering Consultants, Inc.

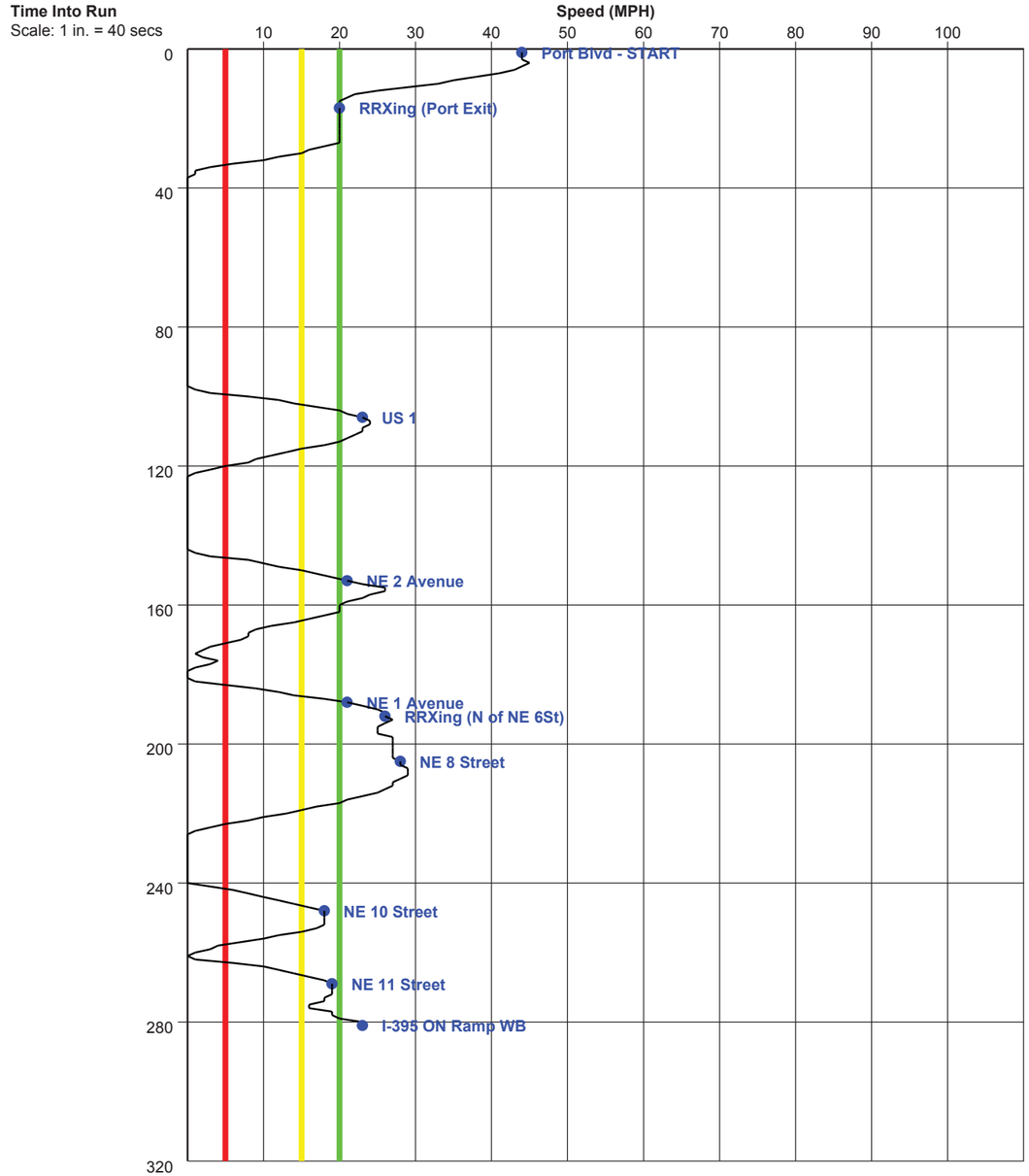
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **22**

Time-Based Speed Profile

Run : Route 2_(4) Start Time:09:20 (This is a Before Run)



Choice Engineering Consultants, Inc.

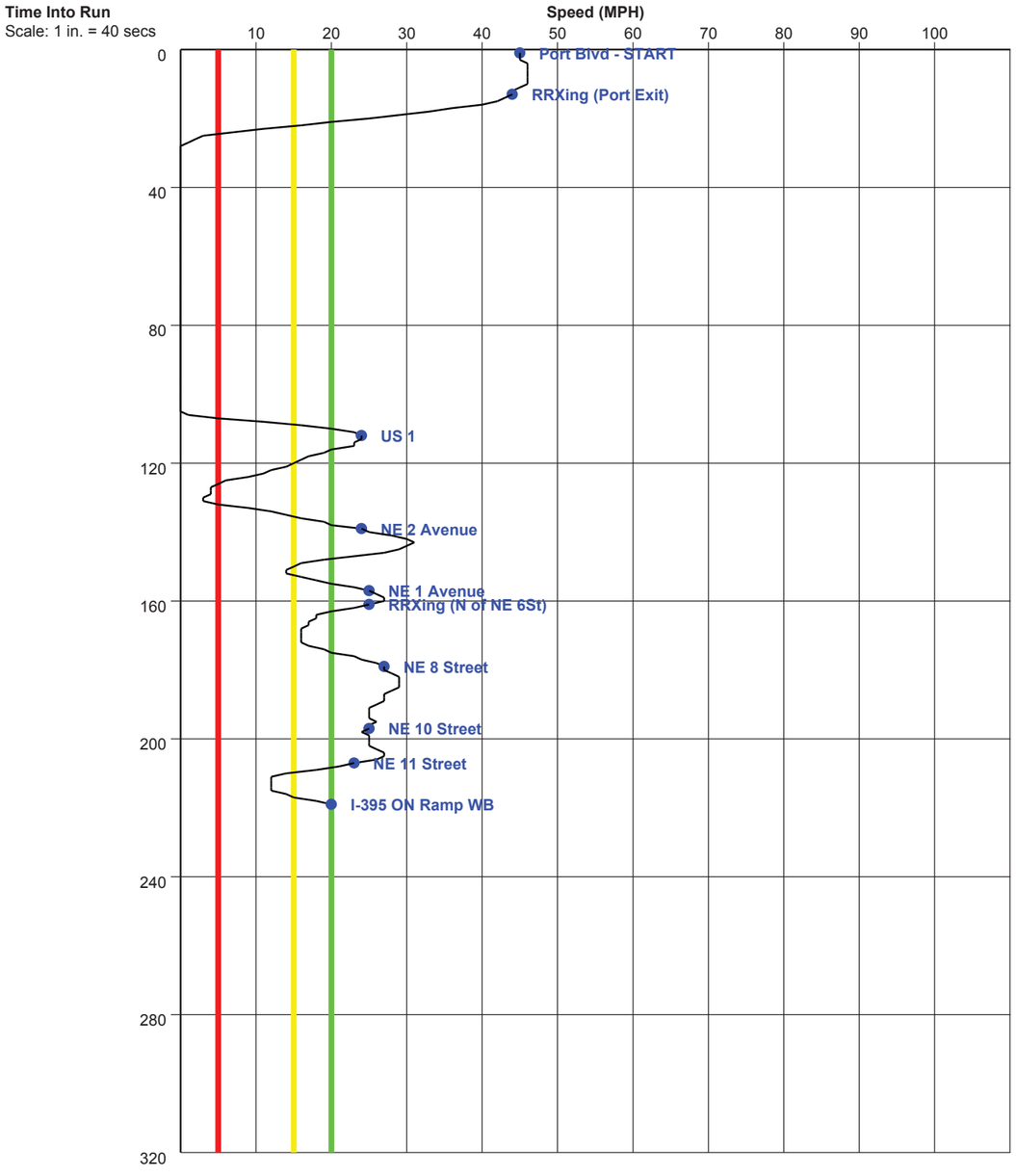
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Time-Based Speed Profile

Run : Route 2_(5) Start Time:09:38 (This is a Before Run)



Choice Engineering Consultants, Inc.

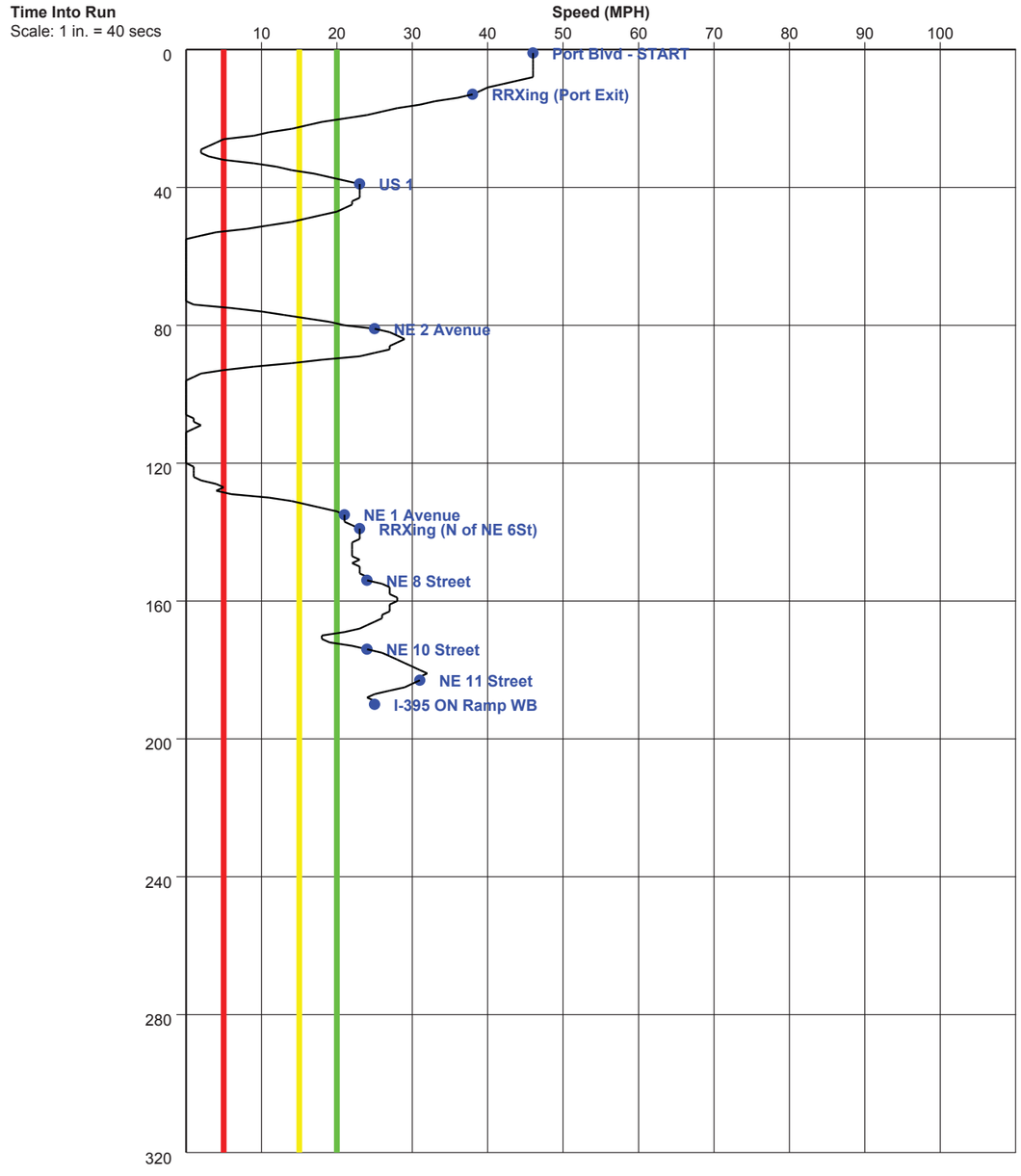
Travel Time and Delay Study - Weekdays - 8:00 AM - 10:00 AM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Time-Based Speed Profile

Run : Route 2_(6) Start Time:09:58 (This is a Before Run)



Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

PC-Travel Reports for study: Network #4 Route 2

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Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name: Network #4 Route 2

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Net #4_Route 2_(1)	05/03/17	13:01	4729	Before	Primary
Net #4_Route 2_(2)	05/03/17	13:18	4591	Before	Secondary
Net #4_Route 2_(3)	05/03/17	13:36	4570	Before	Secondary
Net #4_Route 2_(4)	05/03/17	14:12	4593	Before	Secondary
Net #4_Route 2_(5)	05/03/17	14:39	4597	Before	Secondary

Node Info

#	Len	Name
1	0	Port Blvd - START
2	974	RRXing (Port Exit)
3	465	US 1
4	565	NE 2 Avenue
5	535	NE 1 Avenue
6	102	RRXing (N of NE 6St)
7	461	NE 8 Street
8	736	NE 10 Street
9	388	NE 11 Street
10	398	I-395 ON Ramp WB
11	105	I-395 WB - END

Length of Study Route = 4,729 feet

Notes:

* Midday - WB
* Peak Period 1-3pm

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**
Page No. : **3**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0	Port Blvd - START							
2	974	RRXing (Port Exit)	22.4	0.6	29.6	5.0	5.4	6.0	6.6
3	465	US 1	65.0	1.4	4.9	54.0	48.2	54.4	56.8
4	565	NE 2 Avenue	48.4	0.8	8.0	35.4	30.4	36.0	38.2
5	535	NE 1 Avenue	23.0	1.4	15.9	10.8	4.8	11.0	15.4
6	102	RRXing (N of NE 6St)	4.2	0.0	16.6	1.4	0.4	1.2	1.6
7	461	NE 8 Street	14.6	0.4	21.5	3.8	0.4	2.8	5.8
8	736	NE 10 Street	31.8	0.2	15.8	14.8	7.6	11.6	17.0
9	388	NE 11 Street	12.6	0.6	21.0	3.2	0.6	2.4	6.2
10	398	I-395 ON Ramp WB	12.0	0.2	22.6	3.0	0.4	3.6	4.0
11	105	I-395 WB - END	0.6	0.0	119.3	0.2	0.0	0.0	0.0
Total	**4,729**		**234.6**	**5.6**	**13.7**	**131.6**	**98.2**	**129.0**	**151.6**

Stats based on 5 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

Detailed Statistics By Run

Travel Time (sec) by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Port Blvd - START					
2	974	RRXing (Port Exit)	16	47	16	16	17
3	465	US 1	42	55	85	83	60
4	565	NE 2 Avenue	82	28	53	14	65
5	535	NE 1 Avenue	21	20	31	17	26
6	102	RRXing (N of NE 6St)	7	3	4	3	4
7	461	NE 8 Street	12	14	11	14	22
8	736	NE 10 Street	19	21	29	67	23
9	388	NE 11 Street	11	12	14	13	13
10	398	I-395 ON Ramp WB	10	10	9	10	21
11	105	I-395 WB - END	3	0	0	0	0
Totals	**4729**		**223**	**210**	**252**	**237**	**251**

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM
Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Detailed Statistics By Run

Number of Stops by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Port Blvd - START					
2	974	RRXing (Port Exit)	1	1	0	1	0
3	465	US 1	1	2	2	1	1
4	565	NE 2 Avenue	1	1	1	0	1
5	535	NE 1 Avenue	2	1	2	0	2
6	102	RRXing (N of NE 6St)	0	0	0	0	0
7	461	NE 8 Street	0	1	0	1	0
8	736	NE 10 Street	0	0	0	1	0
9	388	NE 11 Street	1	0	2	0	0
10	398	I-395 ON Ramp WB	0	0	0	0	1
11	105	I-395 WB - END	0	0	0	0	0
Totals	**4729**		**6**	**6**	**7**	**4**	**5**

Stops based on a Stop Speed of 5 MPH.

Detailed Statistics By Run

Average Speed (MPH) by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Port Blvd - START					
2	974	RRXing (Port Exit)	41.8	14.3	42.9	42.4	39.5
3	465	US 1	7.5	6.0	3.7	3.9	5.6
4	565	NE 2 Avenue	4.7	13.4	6.8	26.9	5.7
5	535	NE 1 Avenue	17.3	18.0	11.8	21.7	13.6
6	102	RRXing (N of NE 6St)	10.0	28.3	22.0	21.3	21.8
7	461	NE 8 Street	26.3	21.4	26.7	22.3	13.9
8	736	NE 10 Street	26.5	23.9	17.7	7.4	21.6
9	388	NE 11 Street	24.2	22.4	19.7	21.7	20.7
10	398	I-395 ON Ramp WB	26.9	27.3	26.5	25.2	12.3
11	105	I-395 WB - END	24.0	0.0	0.0	0.0	0.0
Totals	**4729**		**14.5**	**15.0**	**12.4**	**13.3**	**12.5**

Detailed Statistics By Run

Total Delay (sec) by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Port Blvd - START					
2	974	RRXing (Port Exit)	0	25	0	0	0
3	465	US 1	31	44	74	72	49
4	565	NE 2 Avenue	69	15	40	1	52
5	535	NE 1 Avenue	9	8	19	4	14
6	102	RRXing (N of NE 6St)	5	0	1	0	1
7	461	NE 8 Street	2	3	0	3	11
8	736	NE 10 Street	2	4	12	50	6
9	388	NE 11 Street	2	3	4	3	4
10	398	I-395 ON Ramp WB	1	1	0	1	12
11	105	I-395 WB - END	1	0	0	0	0
Totals	**4729**		**122**	**103**	**150**	**134**	**149**

Total Delay based on a Normal Speed of 30 MPH.

Detailed Statistics By Run

Time <= 5 MPH by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Port Blvd - START					
2	974	RRXing (Port Exit)	1	25	0	1	0
3	465	US 1	29	37	68	67	40
4	565	NE 2 Avenue	67	9	32	0	44
5	535	NE 1 Avenue	4	3	8	0	9
6	102	RRXing (N of NE 6St)	2	0	0	0	0
7	461	NE 8 Street	0	1	0	1	0
8	736	NE 10 Street	0	0	0	38	0
9	388	NE 11 Street	1	0	2	0	0
10	398	I-395 ON Ramp WB	0	0	0	0	2
11	105	I-395 WB - END	0	0	0	0	0
Totals	**4729**		**104**	**75**	**110**	**107**	**95**

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM
Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Detailed Statistics By Run

Time <= 15 MPH by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Port Blvd - START					
2	974	RRXing (Port Exit)	1	28	0	1	0
3	465	US 1	33	44	74	71	50
4	565	NE 2 Avenue	71	15	42	0	52
5	535	NE 1 Avenue	12	9	19	2	13
6	102	RRXing (N of NE 6St)	6	0	0	0	0
7	461	NE 8 Street	0	1	0	1	12
8	736	NE 10 Street	0	0	11	47	0
9	388	NE 11 Street	1	1	2	0	8
10	398	I-395 ON Ramp WB	0	0	0	0	18
11	105	I-395 WB - END	0	0	0	0	0
Totals	**4729**		**124**	**98**	**148**	**122**	**153**

Detailed Statistics By Run

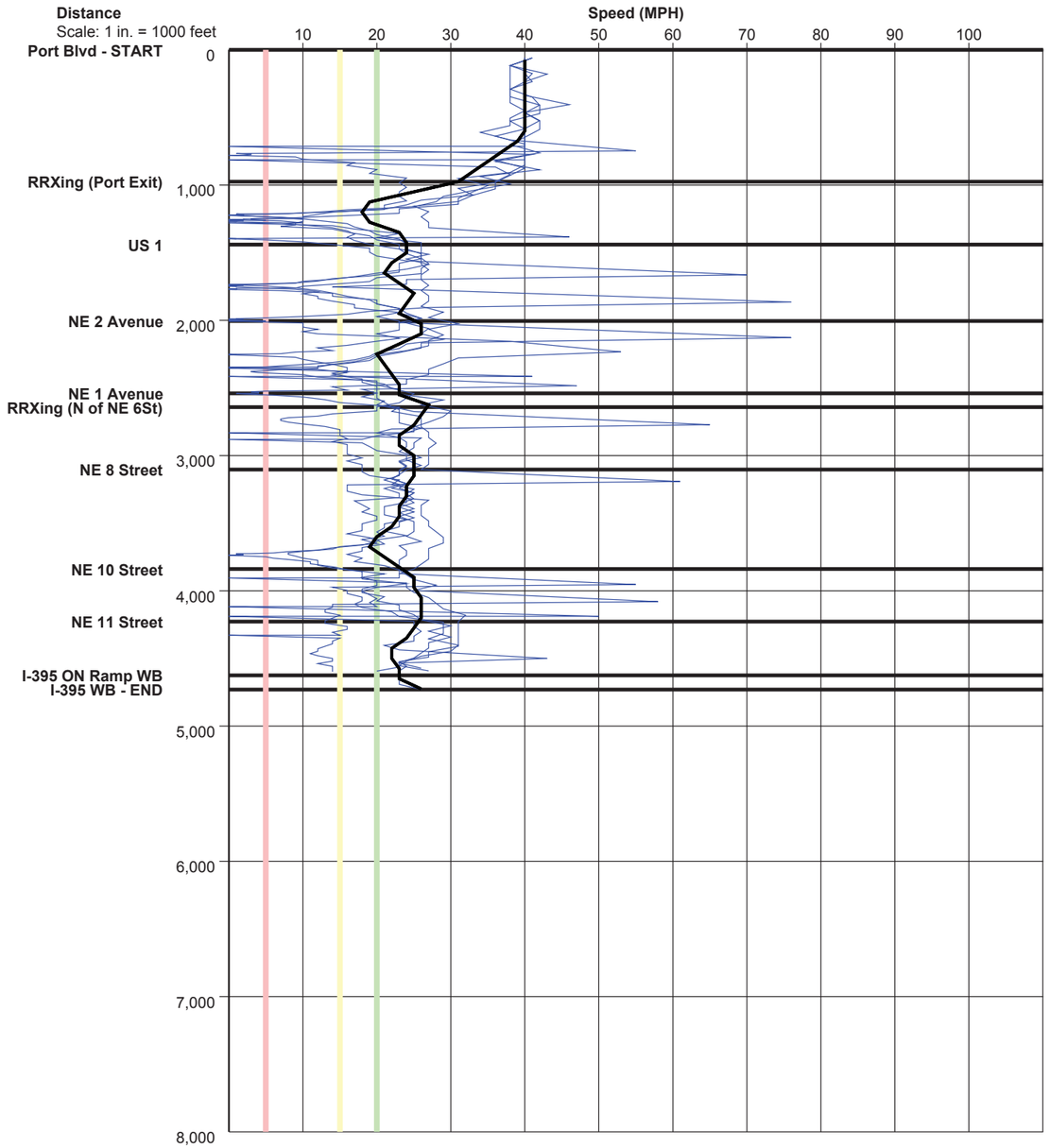
Time <= 20 MPH by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5
1	0	Port Blvd - START					
2	974	RRXing (Port Exit)	1	31	0	1	0
3	465	US 1	33	45	79	75	52
4	565	NE 2 Avenue	75	16	45	0	55
5	535	NE 1 Avenue	13	13	25	10	16
6	102	RRXing (N of NE 6St)	6	0	1	1	0
7	461	NE 8 Street	0	5	1	1	22
8	736	NE 10 Street	4	0	15	60	6
9	388	NE 11 Street	1	7	10	5	8
10	398	I-395 ON Ramp WB	0	0	0	0	20
11	105	I-395 WB - END	0	0	0	0	0
Totals	**4729**		**133**	**117**	**176**	**153**	**179**

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM
Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB
Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Speed/Distance Profiles of All Runs



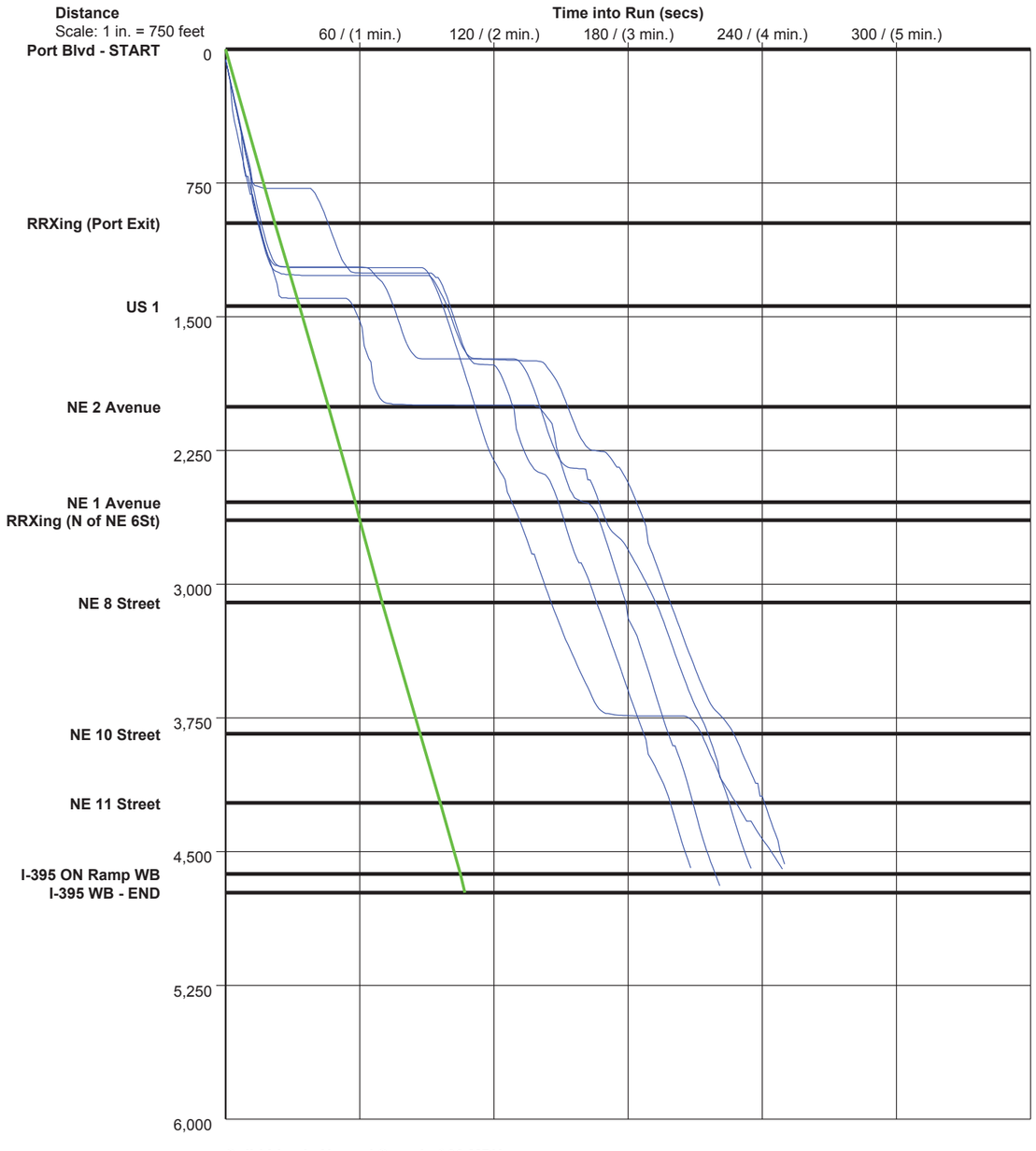
Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**
Page No. : **12**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

Choice Engineering Consultants, Inc.

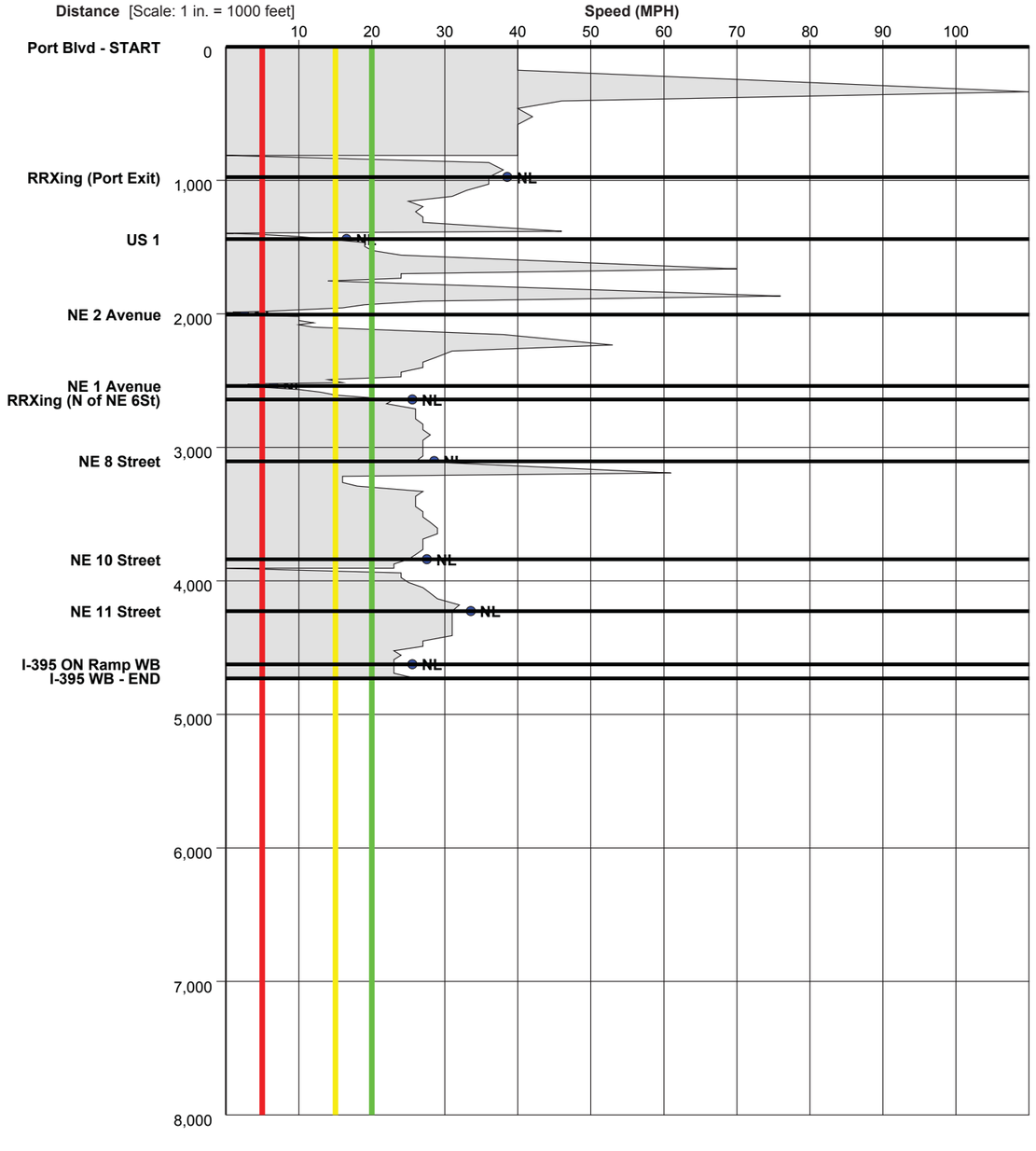
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**
Page No. : **13**

Speed Profile

Run : Net #4_Route 2_(1) Start Time: 13:01 (This is a Before Run)



Choice Engineering Consultants, Inc.

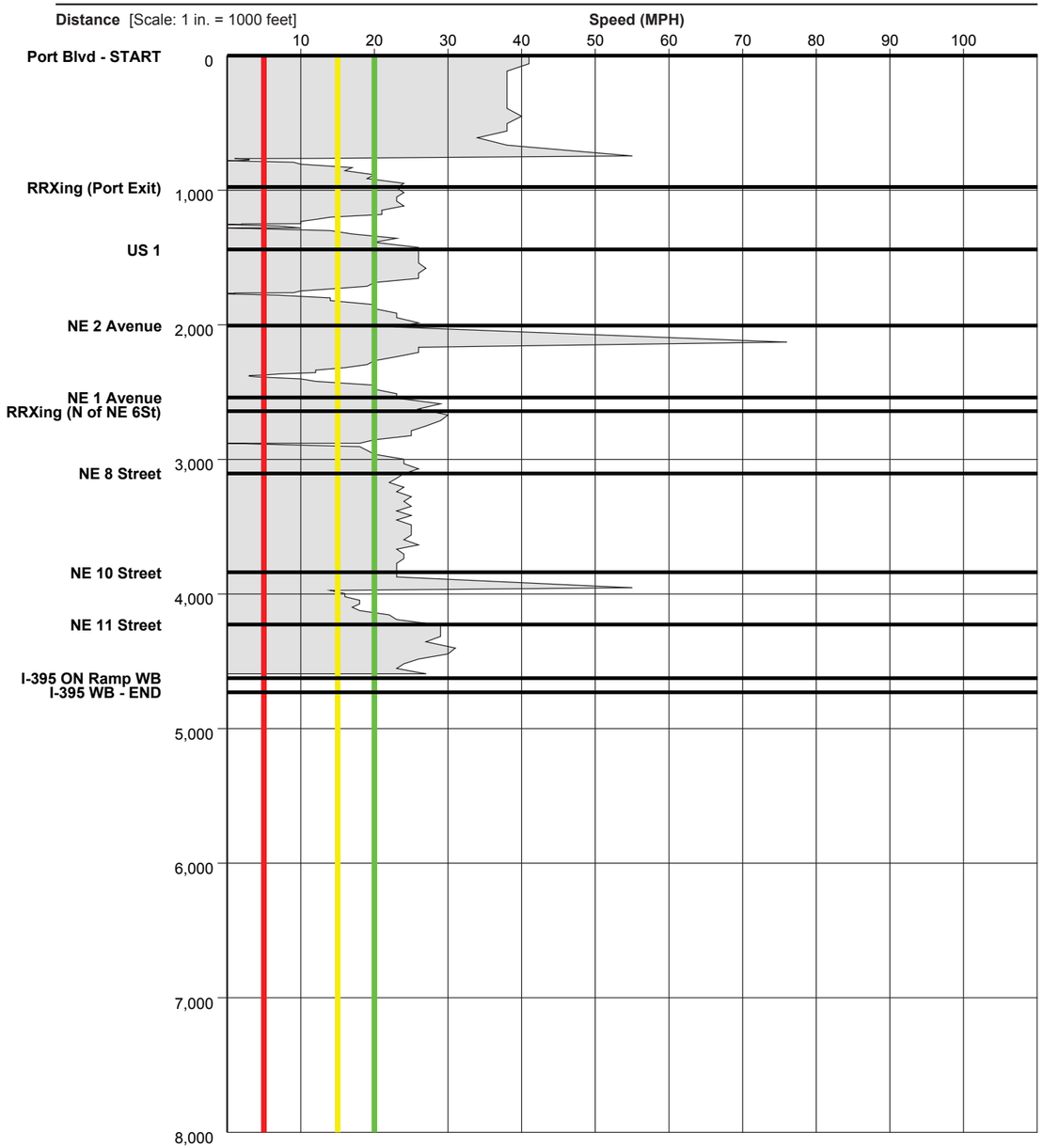
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Speed Profile

Run : Net #4_Route 2_(2) Start Time: 13:18 (This is a Before Run)



Choice Engineering Consultants, Inc.

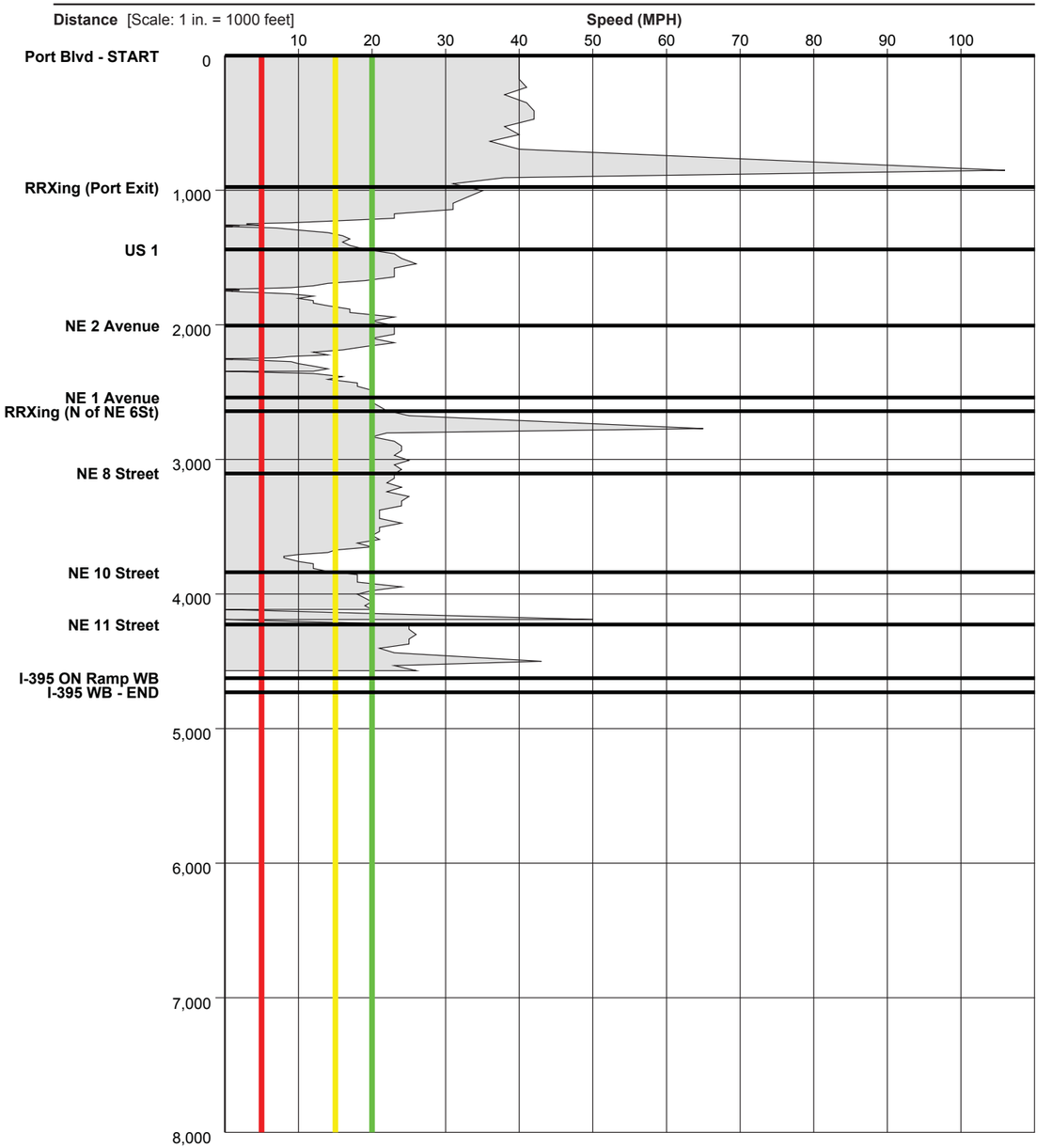
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Speed Profile

Run : Net #4_Route 2_(3) Start Time: 13:36 (This is a Before Run)



Choice Engineering Consultants, Inc.

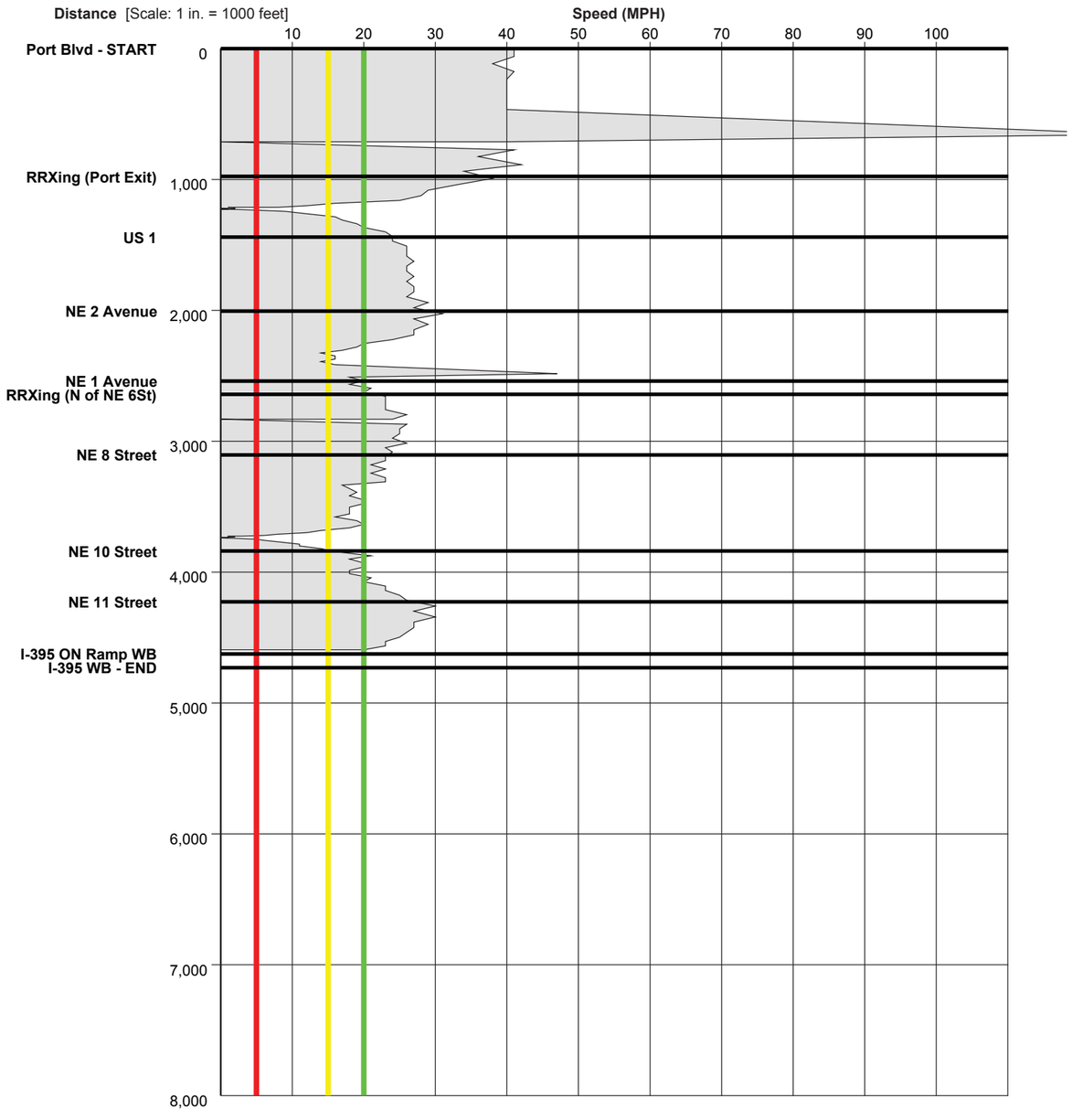
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Speed Profile

Run : Net #4_Route 2_(4) Start Time: 14:12 (This is a Before Run)



Choice Engineering Consultants, Inc.

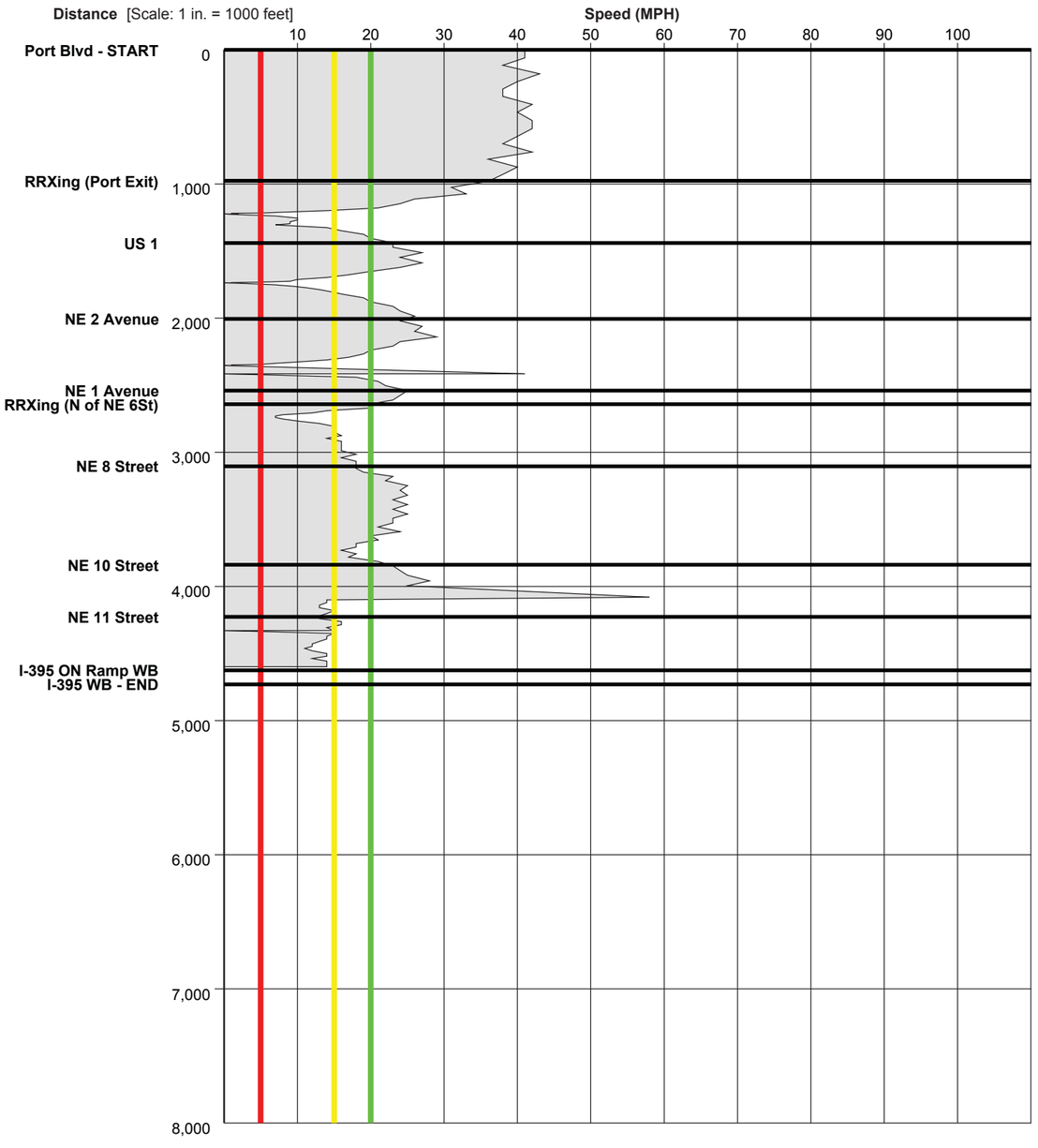
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Speed Profile

Run : Net #4_Route 2_(5) Start Time: 14:39 (This is a Before Run)



Choice Engineering Consultants, Inc.

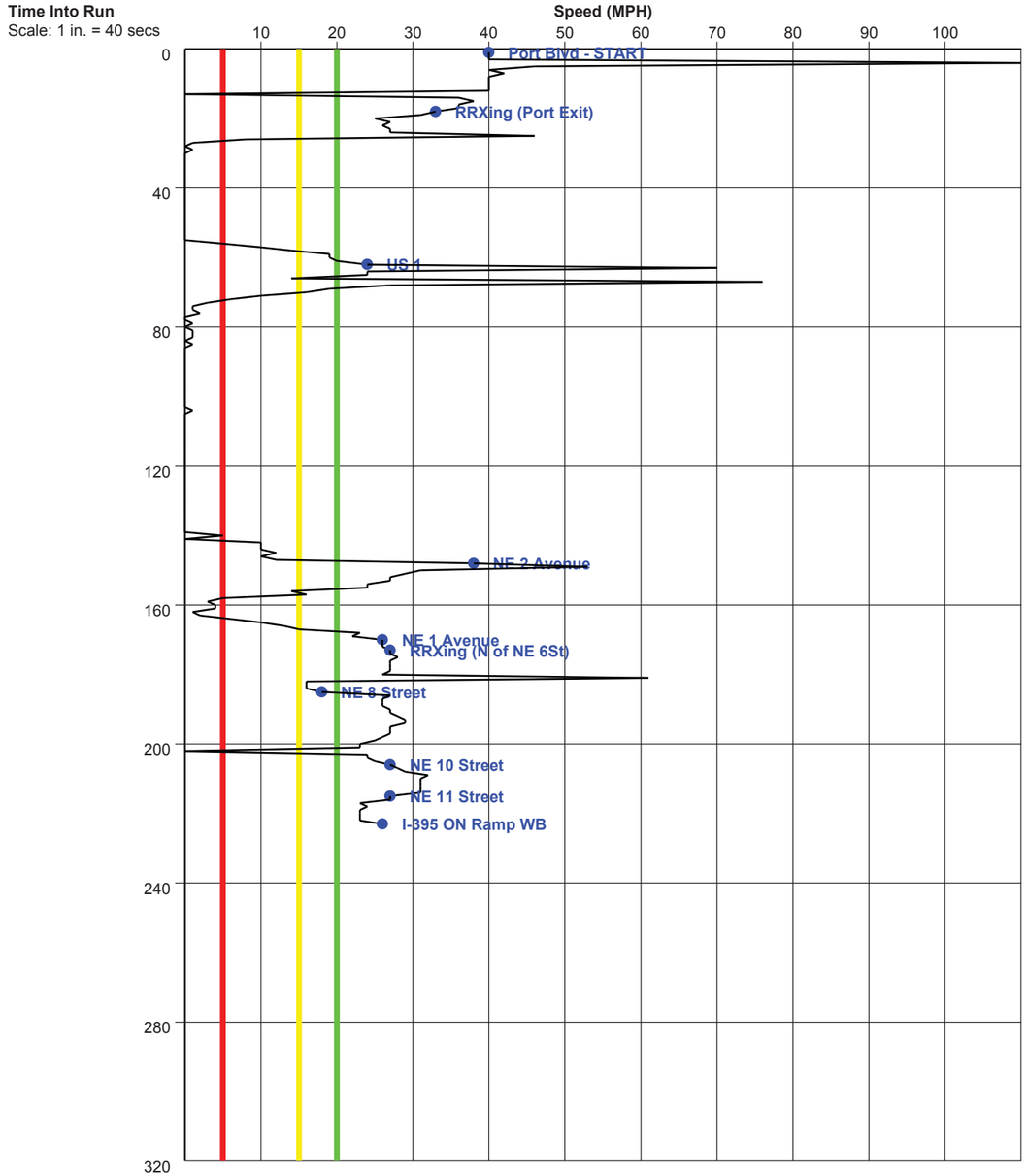
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Time-Based Speed Profile

Run : Net #4_Route 2_(1) Start Time:13:01 (This is a Before Run)



Choice Engineering Consultants, Inc.

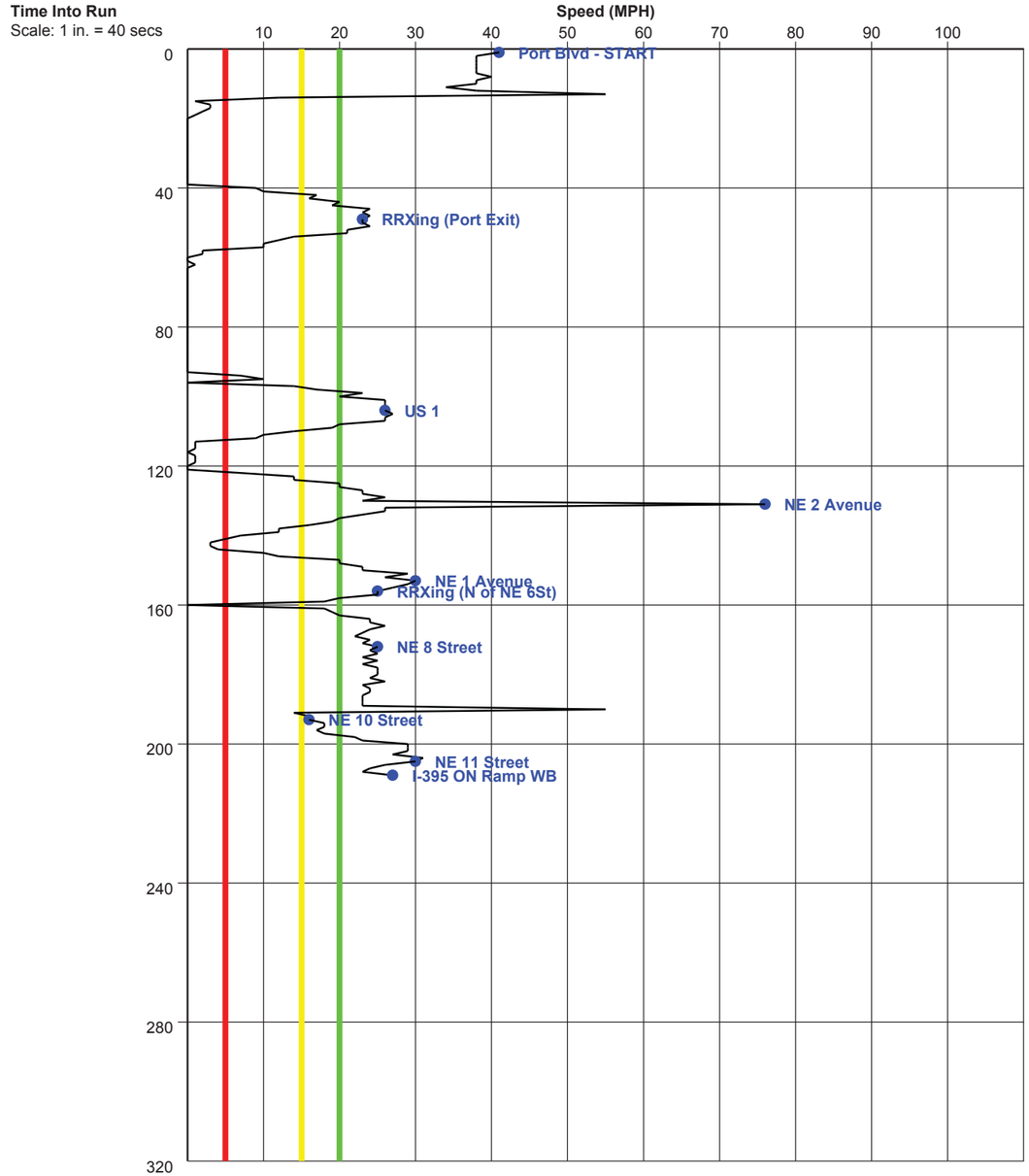
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Time-Based Speed Profile

Run : Net #4_Route 2_(2) Start Time:13:18 (This is a Before Run)



Choice Engineering Consultants, Inc.

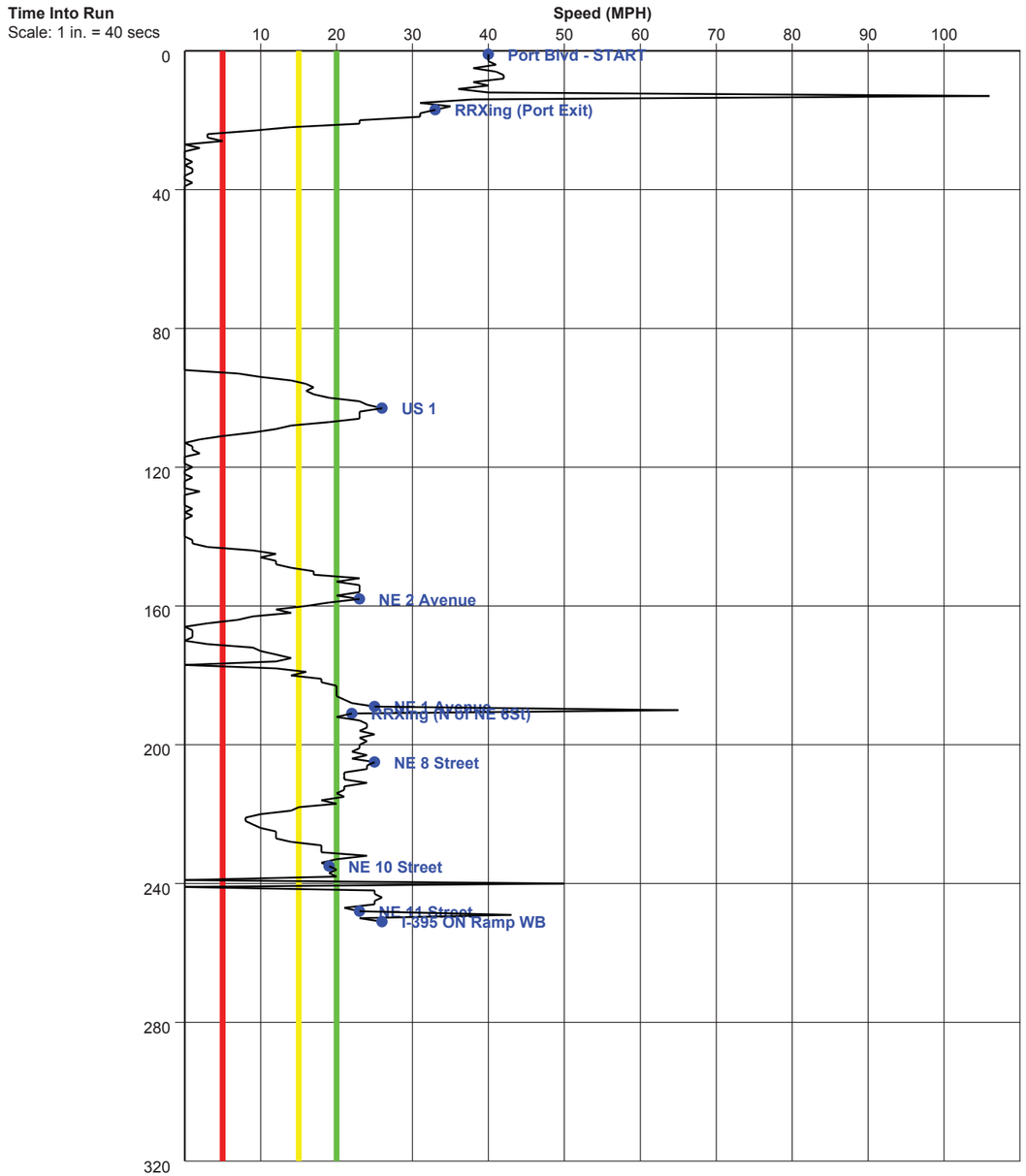
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Time-Based Speed Profile

Run : Net #4_Route 2_(3) Start Time:13:36 (This is a Before Run)



Choice Engineering Consultants, Inc.

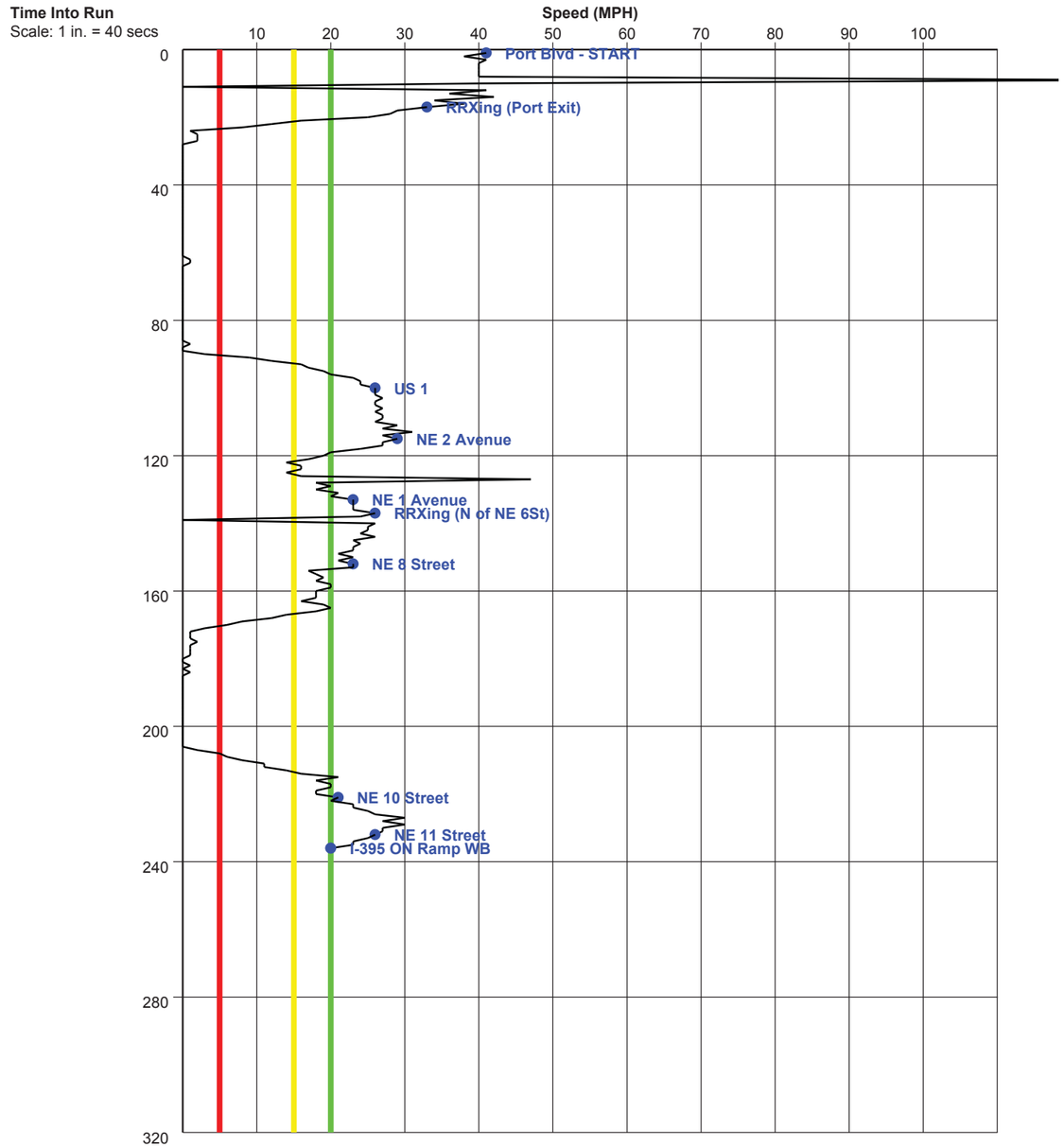
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**

Time-Based Speed Profile

Run : Net #4_Route 2_(4) Start Time:14:12 (This is a Before Run)



Choice Engineering Consultants, Inc.

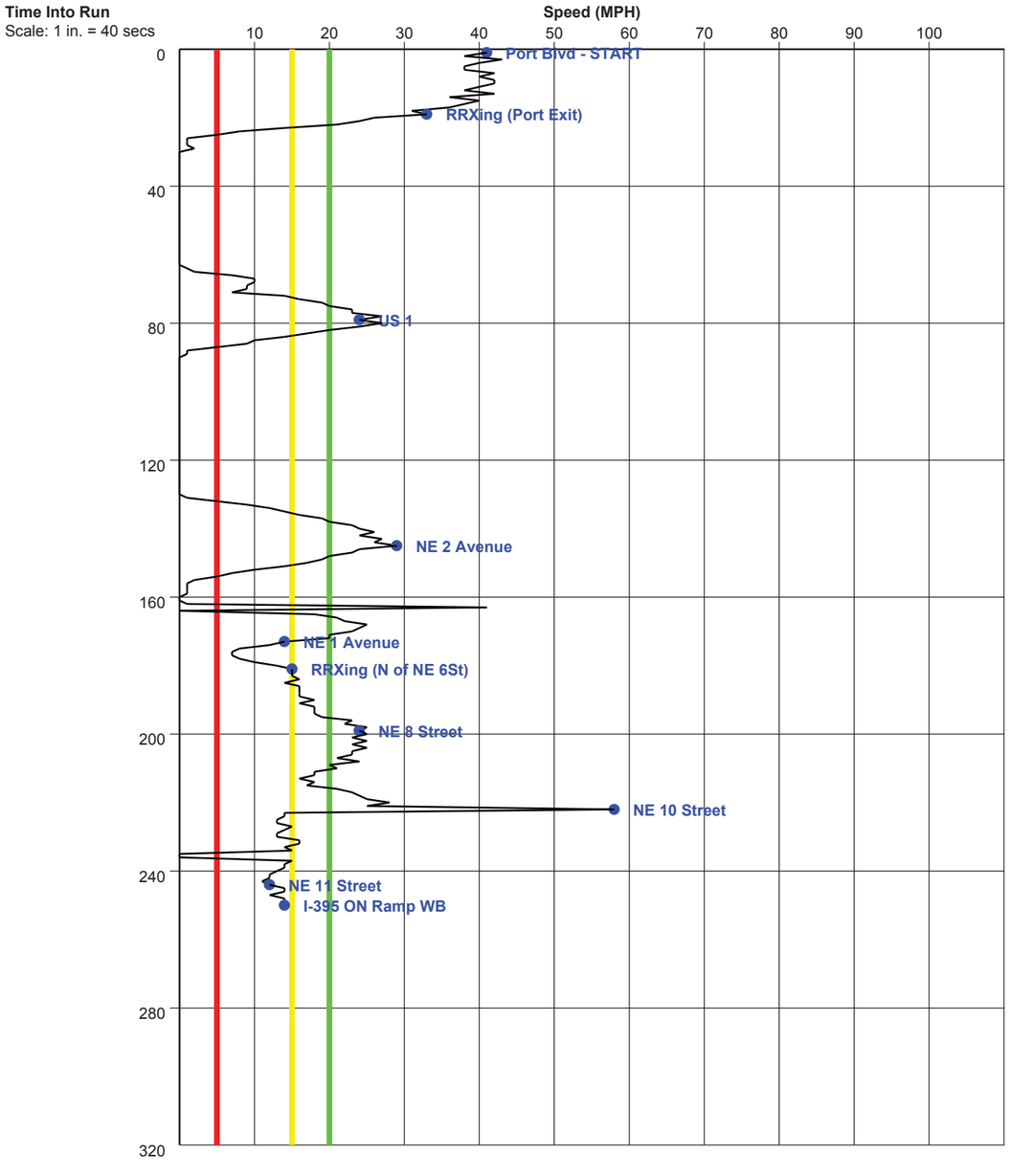
Travel Time and Delay Study - Weekdays - 1:00 PM - 3:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **5/3/2017**
Page No. : **22**

Time-Based Speed Profile

Run : Net #4_Route 2_(5) Start Time:14:39 (This is a Before Run)



Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

PC-Travel Reports for study: Network #4 Route 2

Choice Engineering Consultants, Inc.

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name: Network #4 Route 2

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **2**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
Net #4_Route 2_(1)	03/09/17	16:01	4532	Before	Primary
Net #4_Route 2_(2)	05/03/17	16:02	4503	Before	Secondary
Net #4_Route 2_(3)	05/03/17	16:24	4538	Before	Secondary
Net #4_Route 2_(4)	03/09/17	16:26	4523	Before	Secondary
Net #4_Route 2_(5)	03/09/17	16:48	4554	Before	Secondary
Net #4_Route 2_(6)	05/03/17	16:48	4559	Before	Secondary
Net #4_Route 2_(7)	03/09/17	17:20	4516	Before	Secondary

Node Info

#	Len	Name
1	0	Port Blvd - START
2	1021	Railroad Crossing
3	317	US 1/Biscayne Blvd
4	485	NE 2 Avenue
5	531	NE 1 Avenue
6	144	RR Xing Signal
7	525	NE 8 Avenue
8	694	NE 10 Avenue
9	343	NE 11 Avenue
10	385	I-395 ON Ramp WB
11	87	I-395 WB - END

Length of Study Route = 4,532 feet

Notes:

* PM-WB
* Peak Period 4-6pm

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 5 MPH	Time <= 15 MPH	Time <= 20 MPH
1	0	Port Blvd - START							
2	1021	Railroad Crossing	23.3	0.3	29.9	3.3	2.3	4.0	5.1
3	317	US 1/Biscayne Blvd	49.1	0.6	4.4	41.7	38.6	42.6	44.1
4	485	NE 2 Avenue	25.9	0.3	12.8	14.4	10.1	12.9	17.4
5	531	NE 1 Avenue	31.3	0.1	11.6	19.1	14.3	17.3	22.6
6	144	RR Xing Signal	8.1	0.1	12.1	4.7	0.6	5.6	7.3
7	525	NE 8 Avenue	44.9	1.0	8.0	32.9	23.4	33.9	38.6
8	694	NE 10 Avenue	29.0	0.3	16.3	13.0	4.7	12.4	17.4
9	343	NE 11 Avenue	19.0	0.3	12.3	11.0	6.3	10.6	13.3
10	385	I-395 ON Ramp WB	15.0	0.1	17.5	6.0	1.0	4.3	9.6
11	87	I-395 WB - END	2.7	0.0	21.9	0.4	0.0	0.0	0.3
Total	**4,532**		**248.3**	**3.1**	**12.4**	**146.6**	**101.3**	**143.4**	**175.7**

Stats based on 7 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 30 MPH.

Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Detailed Statistics By Run

Travel Time (sec) by Section

Net #4_Route 2_(1)
Net #4_Route 2_(2)
Net #4_Route 2_(3)
Net #4_Route 2_(4)
Net #4_Route 2_(5)
Net #4_Route 2_(6)
Net #4_Route 2_(7)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	Port Blvd - START							
2	1021	Railroad Crossing	35	20	19	18	18	18	35
3	317	US 1/Biscayne Blvd	66	8	6	86	7	88	83
4	485	NE 2 Avenue	18	77	14	12	12	14	34
5	531	NE 1 Avenue	18	20	21	14	17	14	115
6	144	RR Xing Signal	5	9	8	5	14	6	10
7	525	NE 8 Avenue	28	27	42	16	71	50	80
8	694	NE 10 Avenue	23	28	20	23	24	20	65
9	343	NE 11 Avenue	12	12	10	12	41	13	33
10	385	I-395 ON Ramp WB	12	17	10	15	22	12	17
11	87	I-395 WB - END	3	2	2	3	3	3	3
Totals	**4532**		**220**	**220**	**152**	**204**	**229**	**238**	**475**

Detailed Statistics By Run

Number of Stops by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5) Net #4_Route 2_(6) Net #4_Route 2_(7)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	Port Blvd - START							
2	1021	Railroad Crossing	1	0	0	0	0	0	1
3	317	US 1/Biscayne Blvd	1	0	0	1	0	1	1
4	485	NE 2 Avenue	0	1	0	0	0	0	1
5	531	NE 1 Avenue	0	0	0	0	0	0	1
6	144	RR Xing Signal	0	0	0	0	1	0	0
7	525	NE 8 Avenue	1	1	1	0	2	1	1
8	694	NE 10 Avenue	0	1	0	0	0	0	1
9	343	NE 11 Avenue	0	0	0	0	1	0	1
10	385	I-395 ON Ramp WB	0	0	0	0	1	0	0
11	87	I-395 WB - END	0	0	0	0	0	0	0
Totals	**4532**		**3**	**3**	**1**	**1**	**5**	**2**	**7**

Stops based on a Stop Speed of 5 MPH.

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM
Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Detailed Statistics By Run

Average Speed (MPH) by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5) Net #4_Route 2_(6) Net #4_Route 2_(7)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	Port Blvd - START							
2	1021	Railroad Crossing	19.9	35.2	38.3	39.4	40.3	39.6	20.3
3	317	US 1/Biscayne Blvd	3.3	28.5	31.5	2.6	29.6	2.4	2.5
4	485	NE 2 Avenue	18.2	4.1	23.9	27.8	27.6	24.0	9.8
5	531	NE 1 Avenue	20.0	17.9	16.9	24.5	20.6	25.9	3.0
6	144	RR Xing Signal	19.6	11.4	12.3	20.0	6.6	15.7	10.5
7	525	NE 8 Avenue	12.7	13.3	8.7	22.6	5.1	7.2	4.5
8	694	NE 10 Avenue	20.7	16.8	23.5	20.4	19.5	23.0	7.2
9	343	NE 11 Avenue	19.6	19.6	23.0	19.6	5.7	19.6	6.9
10	385	I-395 ON Ramp WB	21.8	15.9	28.1	17.4	12.1	21.1	15.8
11	87	I-395 WB - END	19.7	22.0	22.0	21.5	22.7	21.7	21.5
Totals	**4532**		**14.0**	**14.0**	**20.4**	**15.2**	**13.6**	**13.1**	**6.5**

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Net #4_Route 2_(1) Run #1	Net #4_Route 2_(2) Run #2	Net #4_Route 2_(3) Run #3	Net #4_Route 2_(4) Run #4	Net #4_Route 2_(5) Run #5	Net #4_Route 2_(6) Run #6	Net #4_Route 2_(7) Run #7
1	0	Port Blvd - START							
2	1021	Railroad Crossing	12	0	0	0	0	0	11
3	317	US 1/Biscayne Blvd	59	0	0	78	0	80	75
4	485	NE 2 Avenue	7	66	3	0	0	2	23
5	531	NE 1 Avenue	6	8	9	2	5	1	103
6	144	RR Xing Signal	2	5	5	2	11	2	6
7	525	NE 8 Avenue	16	15	30	4	59	38	68
8	694	NE 10 Avenue	7	12	4	7	8	4	49
9	343	NE 11 Avenue	4	4	2	4	33	5	25
10	385	I-395 ON Ramp WB	3	8	1	6	13	3	8
11	87	I-395 WB - END	1	0	0	0	1	0	1
Totals	**4532**		**117**	**118**	**54**	**103**	**130**	**135**	**369**

Total Delay based on a Normal Speed of 30 MPH.

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM
Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB
Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Detailed Statistics By Run

Time <= 5 MPH by Section

Node #	Length	Node Name	Net #4_Route 2_(1) Run #1	Net #4_Route 2_(2) Run #2	Net #4_Route 2_(3) Run #3	Net #4_Route 2_(4) Run #4	Net #4_Route 2_(5) Run #5	Net #4_Route 2_(6) Run #6	Net #4_Route 2_(7) Run #7
1	0	Port Blvd - START							
2	1021	Railroad Crossing	8	0	0	0	0	0	8
3	317	US 1/Biscayne Blvd	51	0	0	73	0	76	70
4	485	NE 2 Avenue	0	59	0	0	0	0	12
5	531	NE 1 Avenue	0	0	0	0	0	0	100
6	144	RR Xing Signal	0	0	0	0	4	0	0
7	525	NE 8 Avenue	3	6	22	0	50	28	55
8	694	NE 10 Avenue	0	2	0	0	0	0	31
9	343	NE 11 Avenue	0	0	0	0	27	0	17
10	385	I-395 ON Ramp WB	0	0	0	0	7	0	0
11	87	I-395 WB - END	0	0	0	0	0	0	0
Totals	**4532**		**62**	**67**	**22**	**73**	**88**	**104**	**293**

Detailed Statistics By Run

Time <= 15 MPH by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5) Net #4_Route 2_(6) Net #4_Route 2_(7)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	Port Blvd - START							
2	1021	Railroad Crossing	14	0	0	0	0	0	14
3	317	US 1/Biscayne Blvd	60	0	0	79	0	82	77
4	485	NE 2 Avenue	0	68	0	0	0	0	22
5	531	NE 1 Avenue	0	4	6	0	4	0	107
6	144	RR Xing Signal	0	6	6	0	14	3	10
7	525	NE 8 Avenue	21	12	30	0	62	38	74
8	694	NE 10 Avenue	5	12	1	0	7	3	59
9	343	NE 11 Avenue	4	2	0	3	33	4	28
10	385	I-395 ON Ramp WB	0	10	0	0	12	0	8
11	87	I-395 WB - END	0	0	0	0	0	0	0
Totals	**4532**		**104**	**114**	**43**	**82**	**132**	**130**	**399**

Choice Engineering Consultants, Inc.
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM
Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Detailed Statistics By Run

Time <= 20 MPH by Section

Net #4_Route 2_(1) Net #4_Route 2_(2) Net #4_Route 2_(3) Net #4_Route 2_(4) Net #4_Route 2_(5) Net #4_Route 2_(6) Net #4_Route 2_(7)

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7
1	0	Port Blvd - START							
2	1021	Railroad Crossing	19	0	0	0	0	0	17
3	317	US 1/Biscayne Blvd	64	0	0	82	0	84	79
4	485	NE 2 Avenue	16	70	4	0	0	2	30
5	531	NE 1 Avenue	8	13	13	3	6	2	113
6	144	RR Xing Signal	3	8	8	2	14	6	10
7	525	NE 8 Avenue	23	23	31	0	69	44	80
8	694	NE 10 Avenue	9	17	4	11	11	5	65
9	343	NE 11 Avenue	6	4	3	5	36	6	33
10	385	I-395 ON Ramp WB	2	11	0	15	17	5	17
11	87	I-395 WB - END	1	0	0	0	0	1	0
Totals	**4532**		**151**	**146**	**63**	**118**	**153**	**155**	**444**

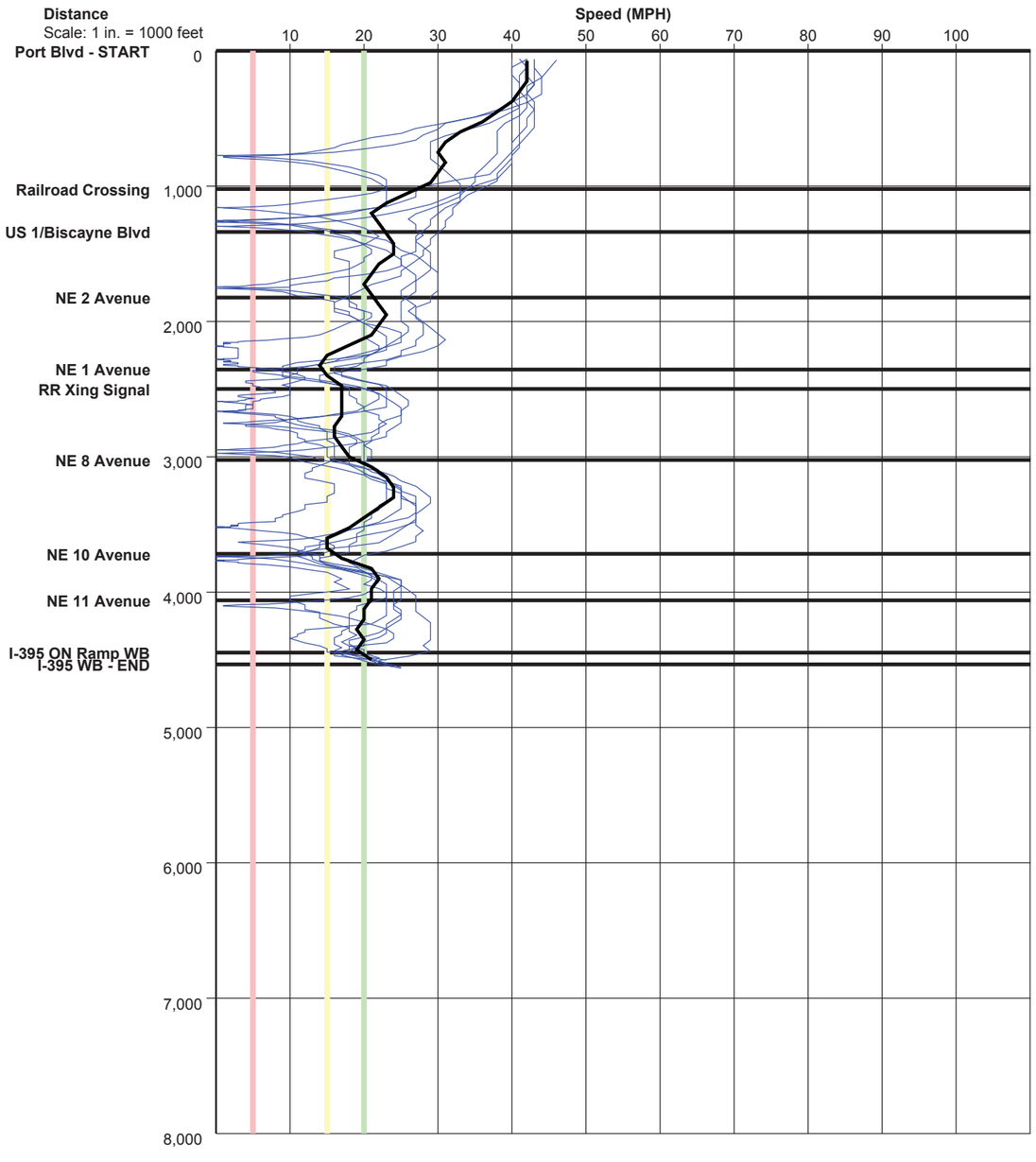
Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **11**

Speed/Distance Profiles of All Runs



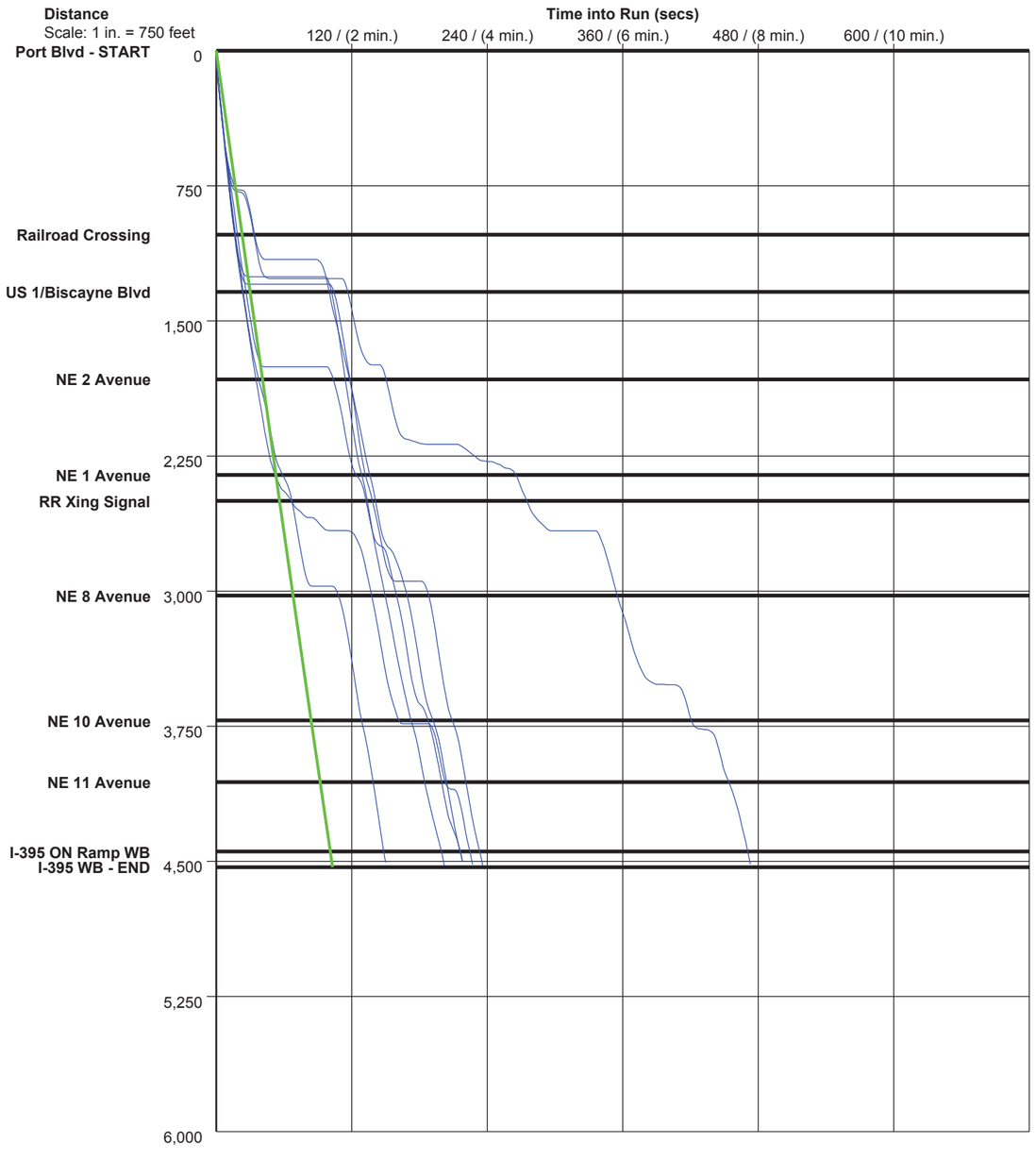
Choice Engineering Consultants, Inc.

Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **12**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

Choice Engineering Consultants, Inc.

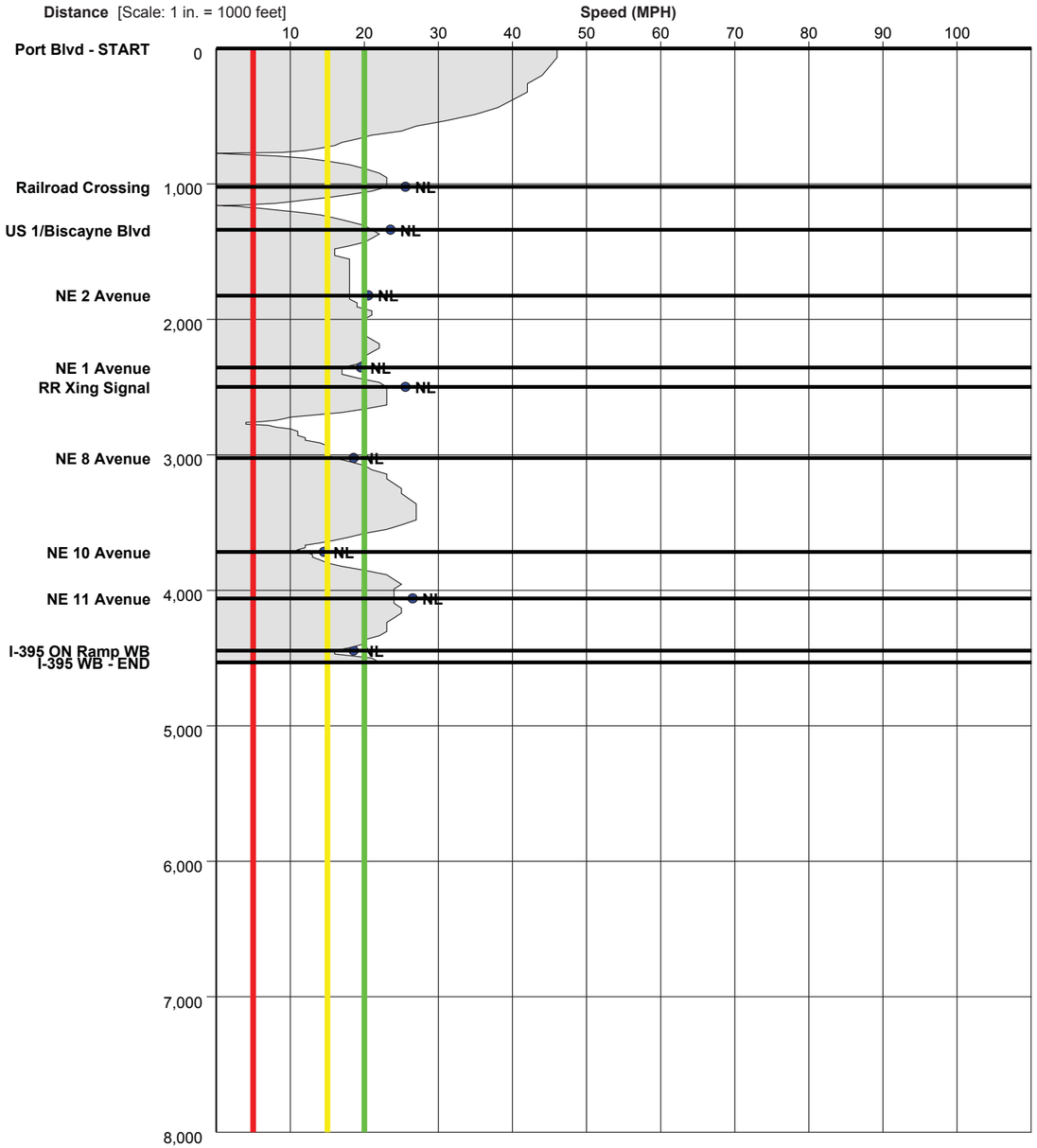
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **13**

Speed Profile

Run : Net #4_Route 2_(1) Start Time: 16:01 (This is a Before Run)



Choice Engineering Consultants, Inc.

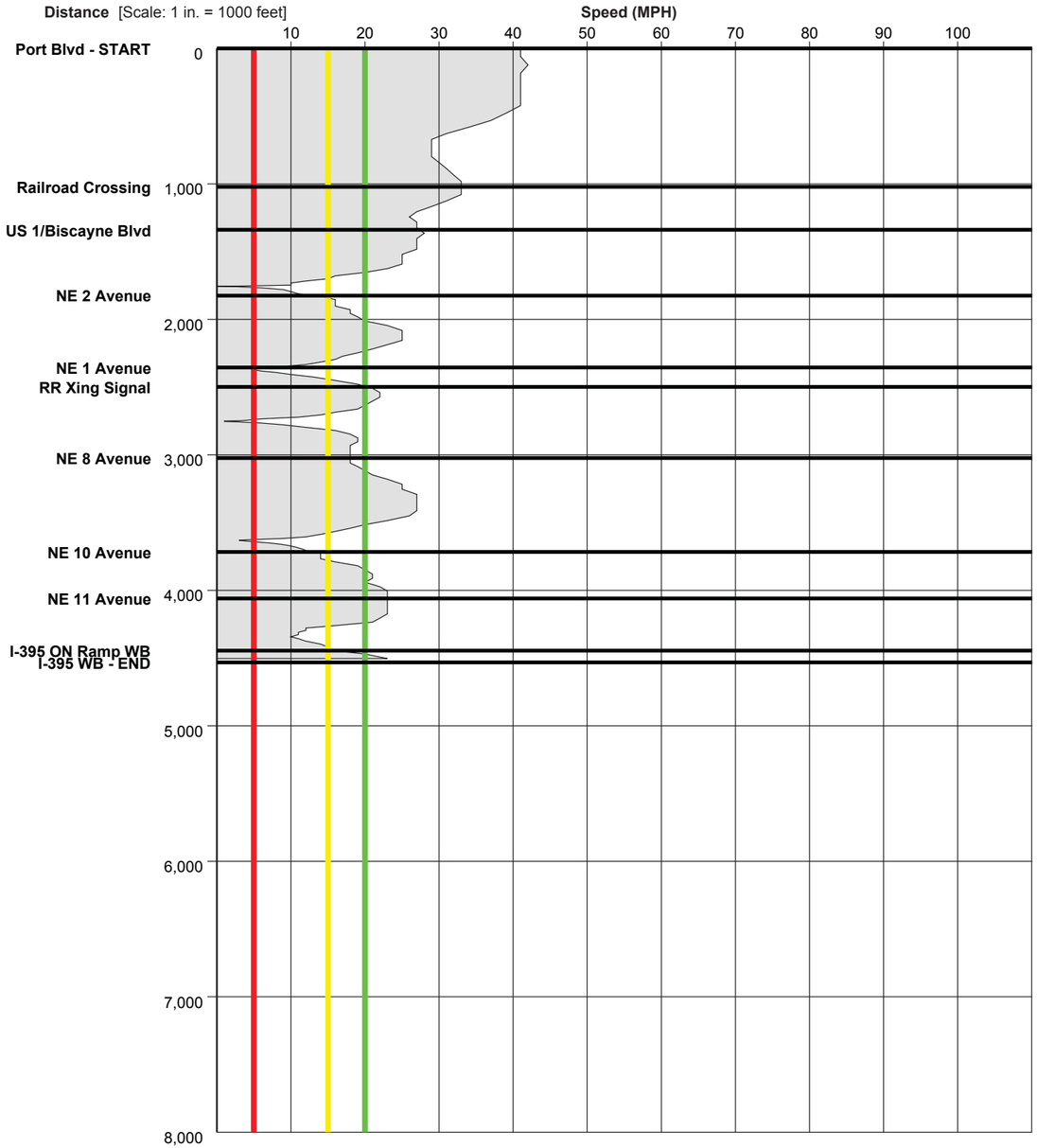
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **14**

Speed Profile

Run : Net #4_Route 2_(2) Start Time: 16:02 (This is a Before Run)



Choice Engineering Consultants, Inc.

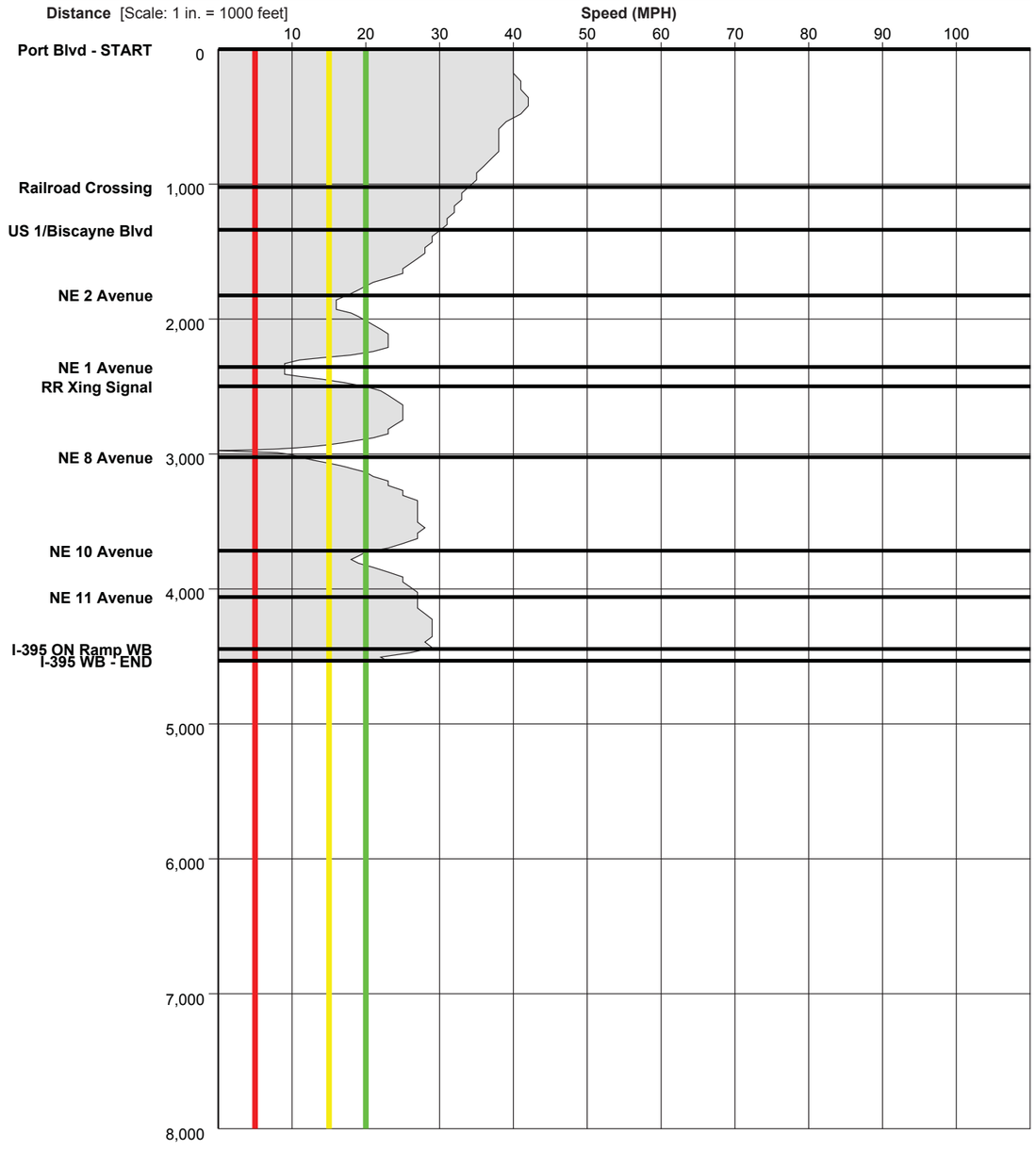
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **15**

Speed Profile

Run : Net #4_Route 2_(3) Start Time: 16:24 (This is a Before Run)



Choice Engineering Consultants, Inc.

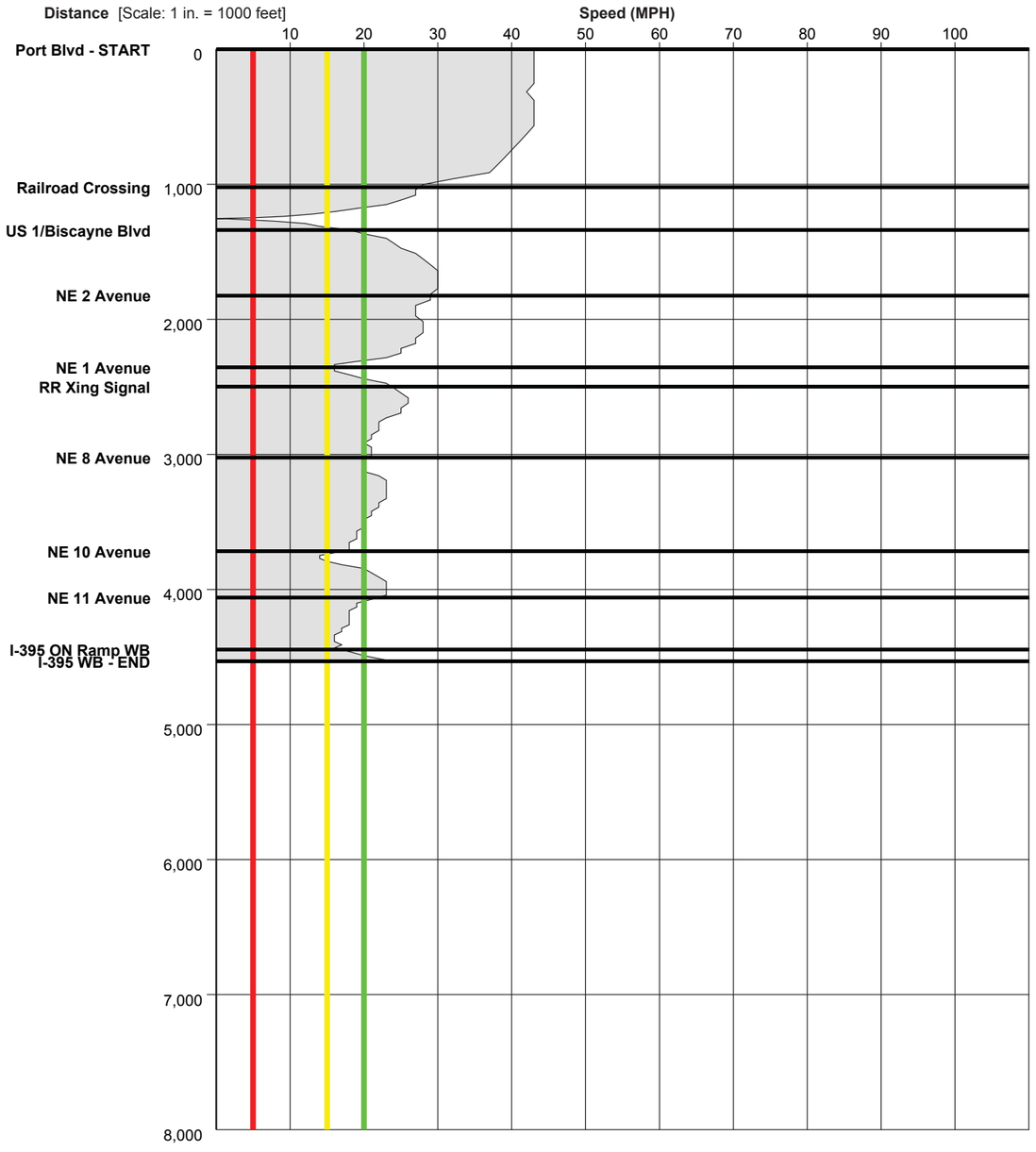
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **16**

Speed Profile

Run : Net #4_Route 2_(4) Start Time: 16:26 (This is a Before Run)



Choice Engineering Consultants, Inc.

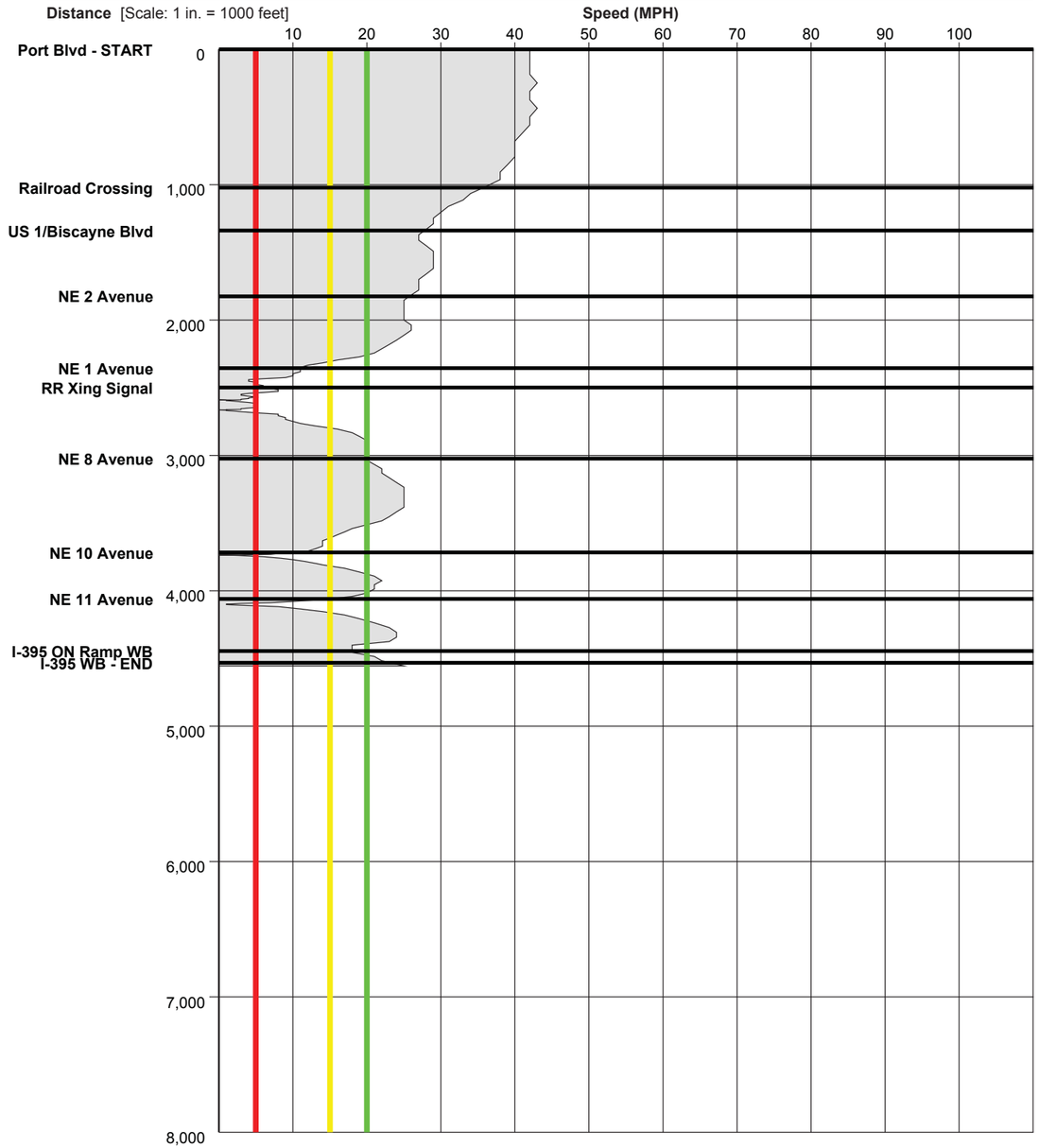
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **17**

Speed Profile

Run : Net #4_Route 2_(5) Start Time: 16:48 (This is a Before Run)



Choice Engineering Consultants, Inc.

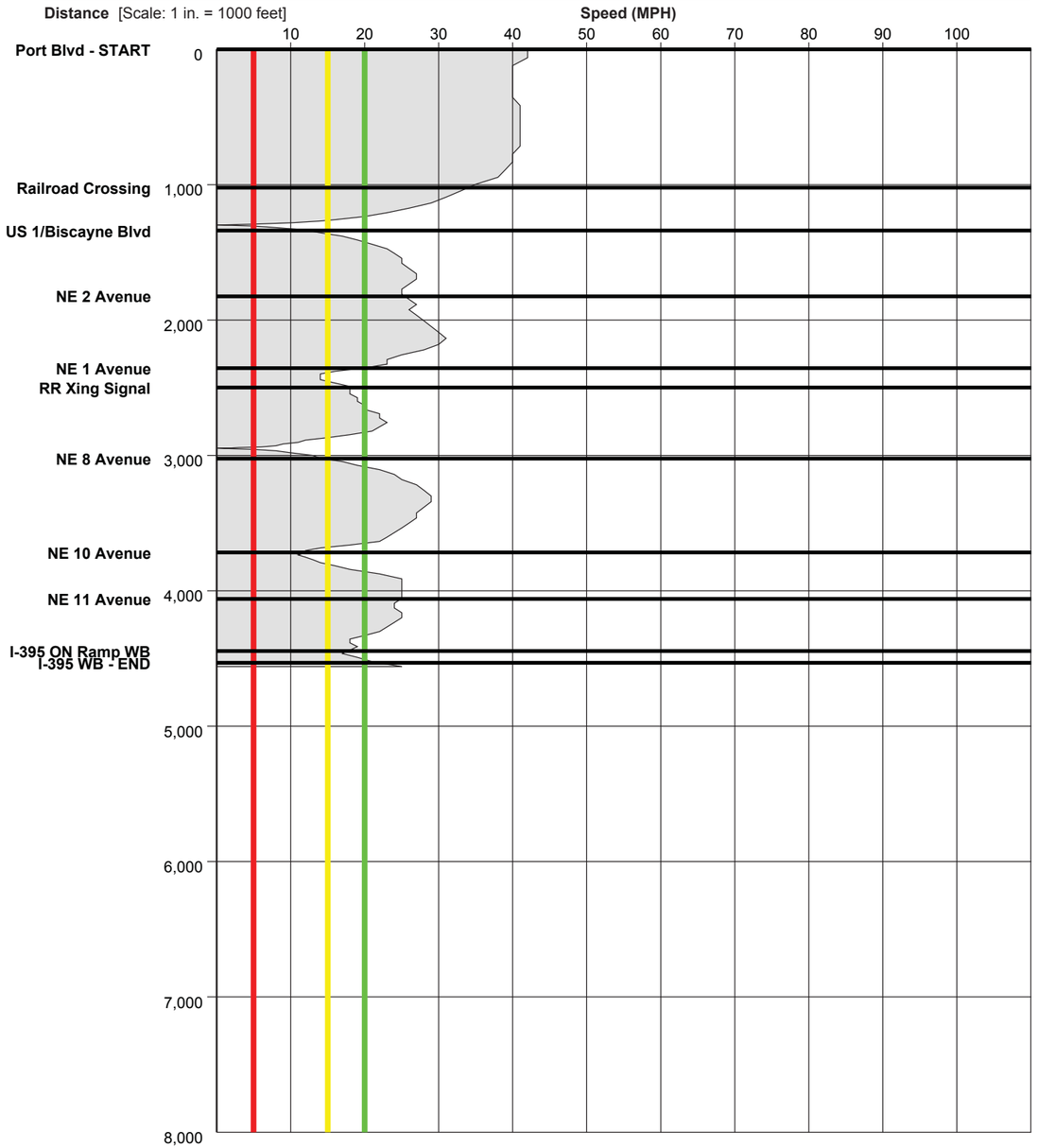
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **18**

Speed Profile

Run : Net #4_Route 2_(6) Start Time: 16:48 (This is a Before Run)



Choice Engineering Consultants, Inc.

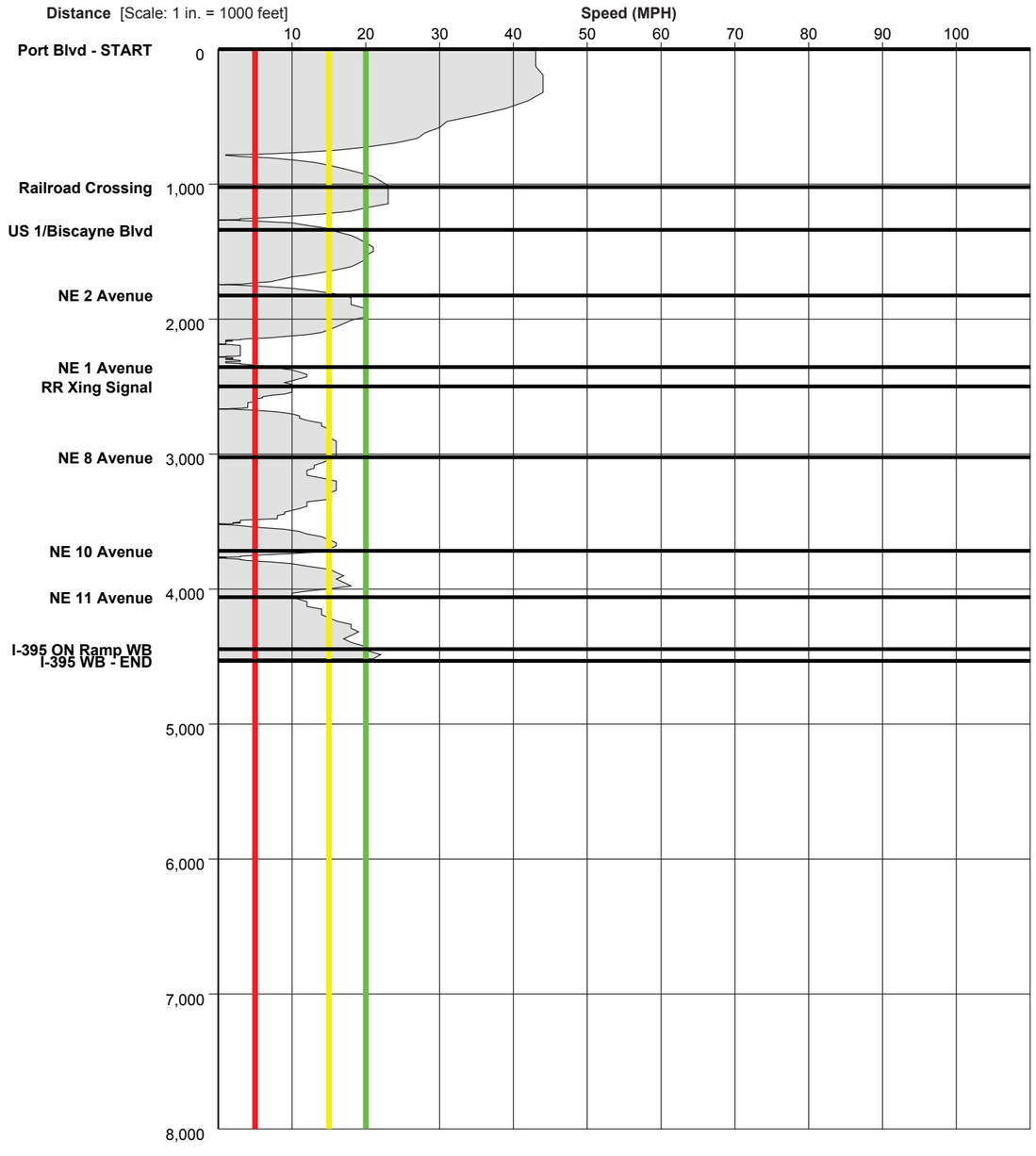
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Speed Profile

Run : Net #4_Route 2_(7) Start Time: 17:20 (This is a Before Run)



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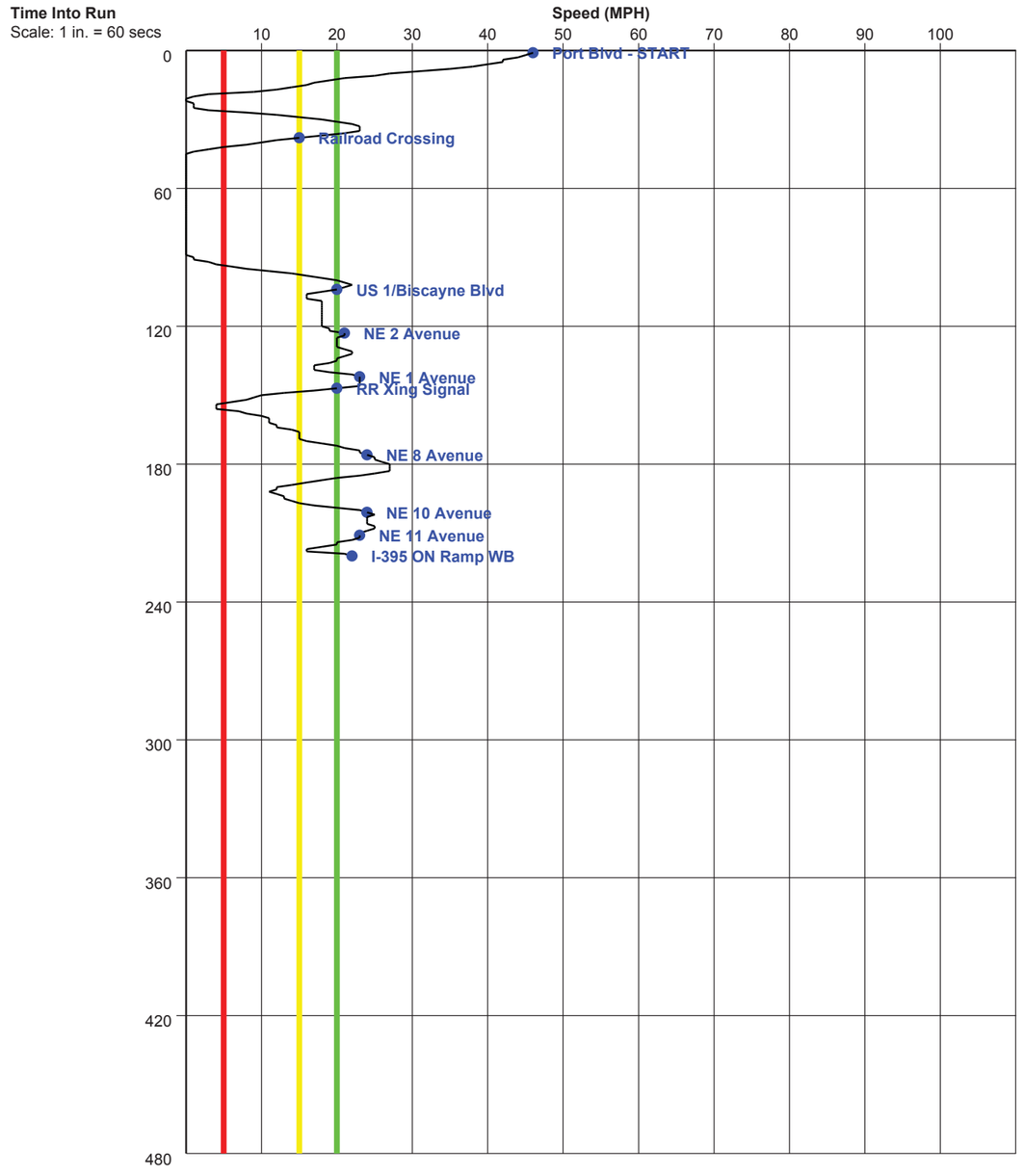
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**

Time-Based Speed Profile

Run : Net #4_Route 2_(1) Start Time:16:01 (This is a Before Run)



Choice Engineering Consultants, Inc.

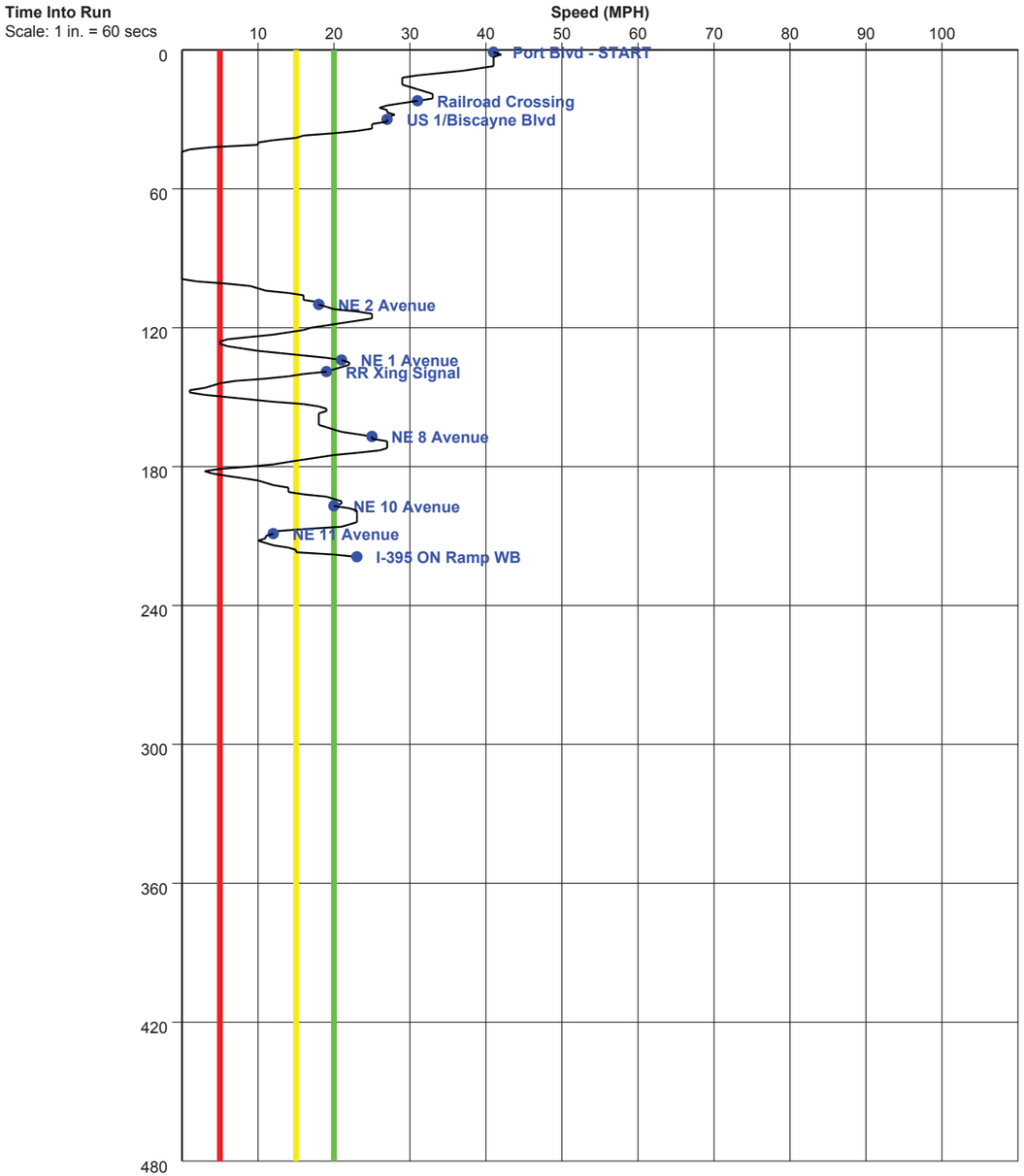
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **21**

Time-Based Speed Profile

Run : Net #4_Route 2_(2) Start Time:16:02 (This is a Before Run)



Choice Engineering Consultants, Inc.

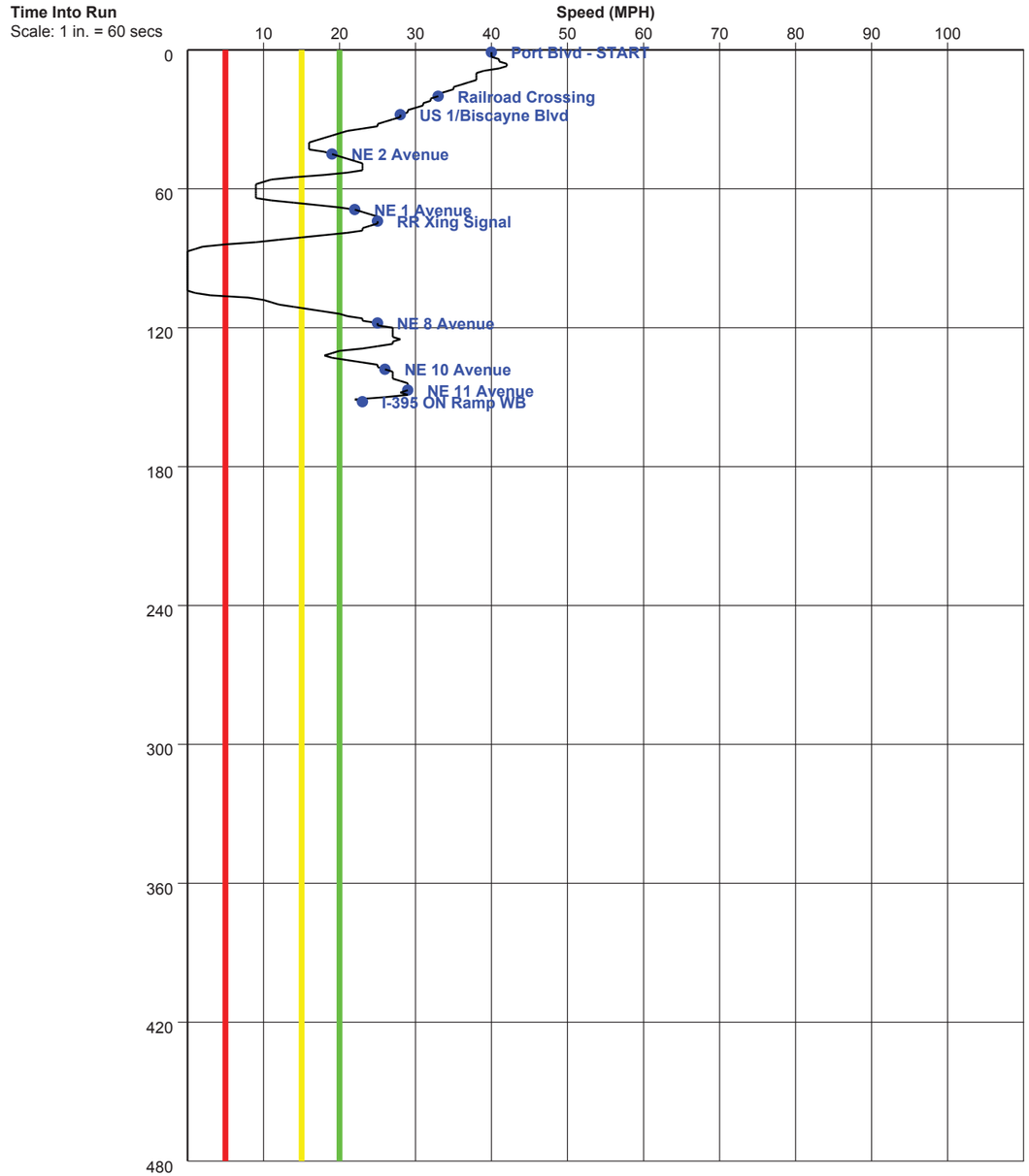
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **22**

Time-Based Speed Profile

Run : Net #4_Route 2_(3) Start Time:16:24 (This is a Before Run)



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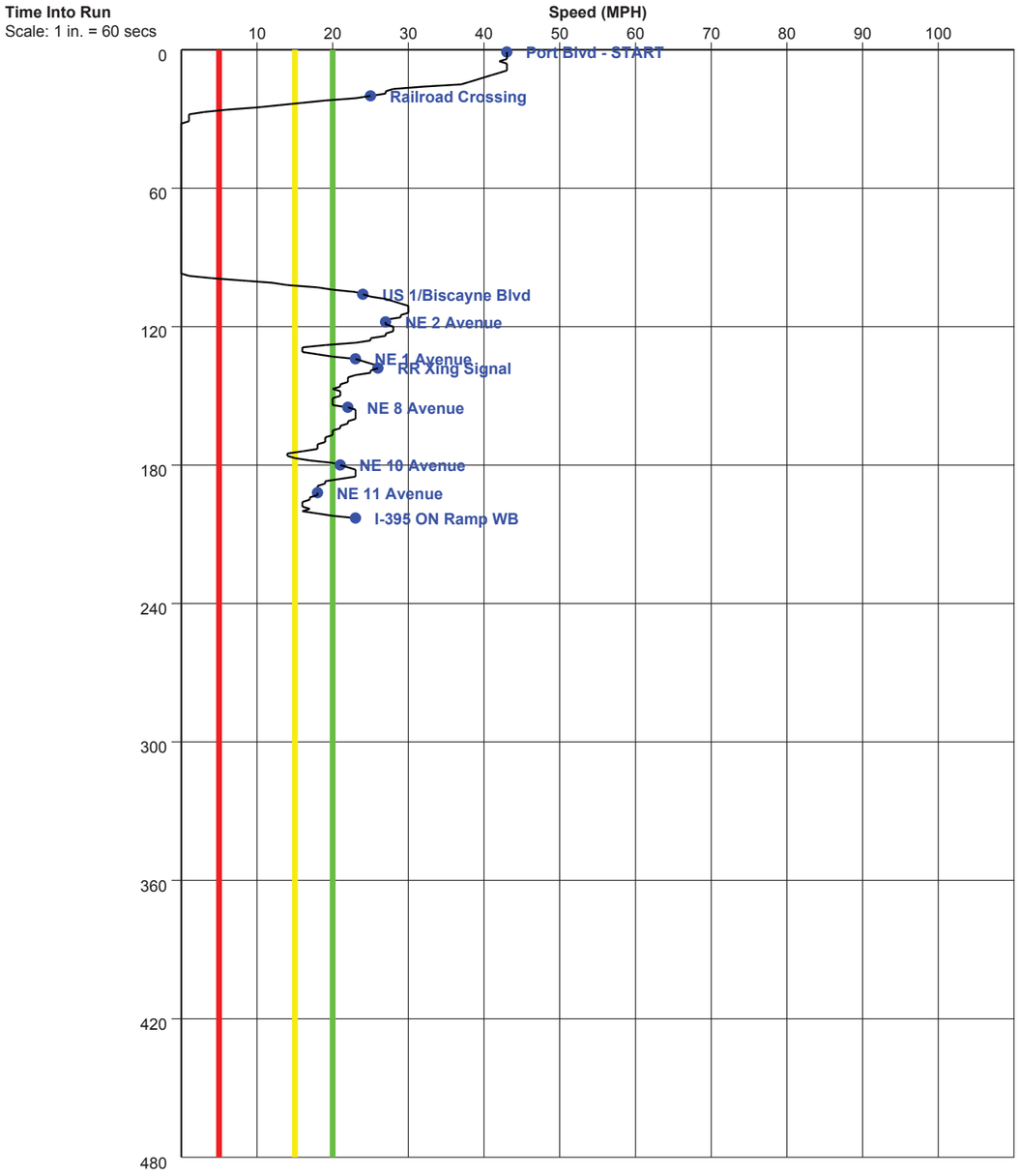
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **23**

Time-Based Speed Profile

Run : Net #4_Route 2_(4) Start Time:16:26 (This is a Before Run)



Choice Engineering Consultants, Inc.

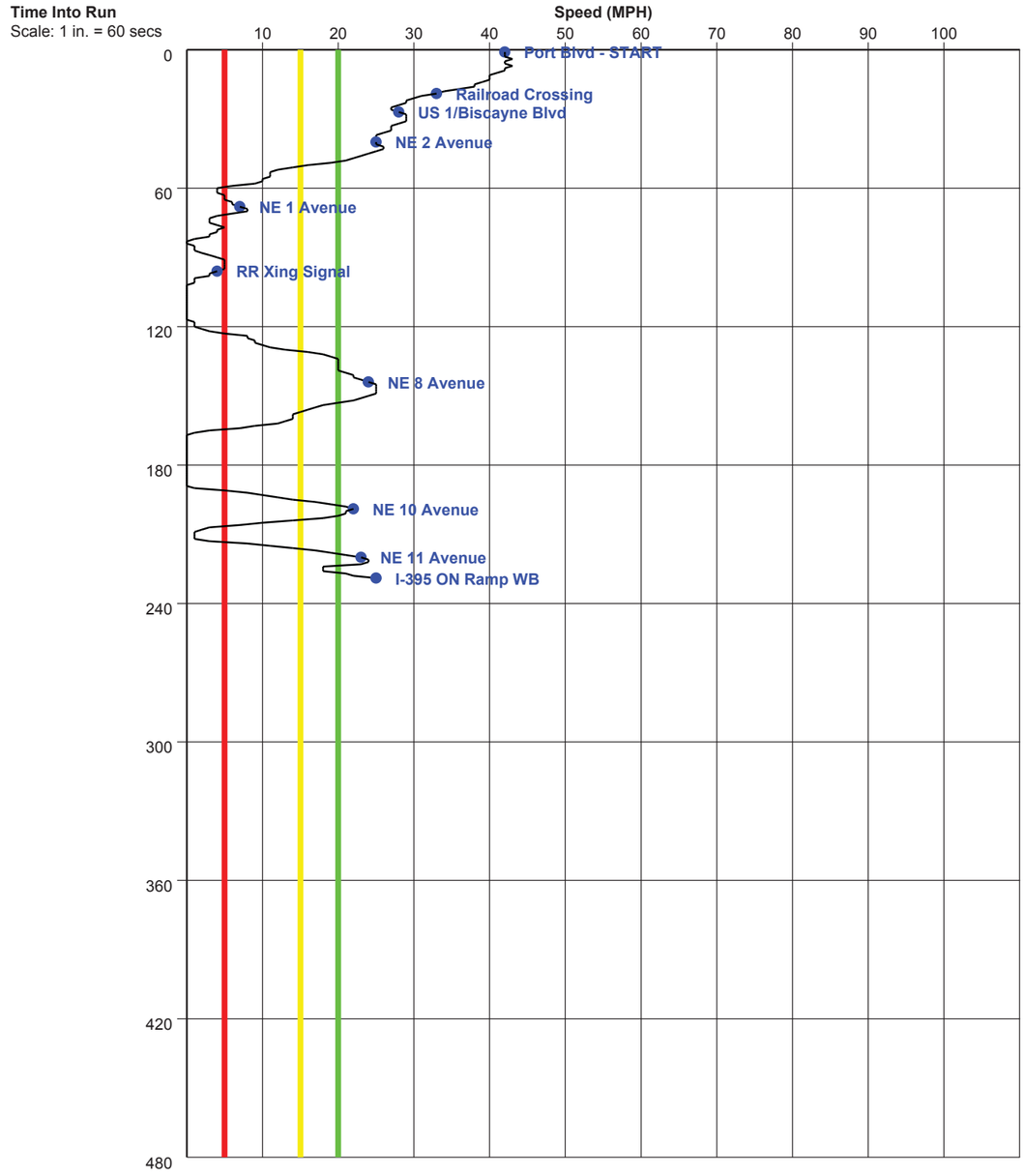
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **24**

Time-Based Speed Profile

Run : Net #4_Route 2_(5) Start Time:16:48 (This is a Before Run)



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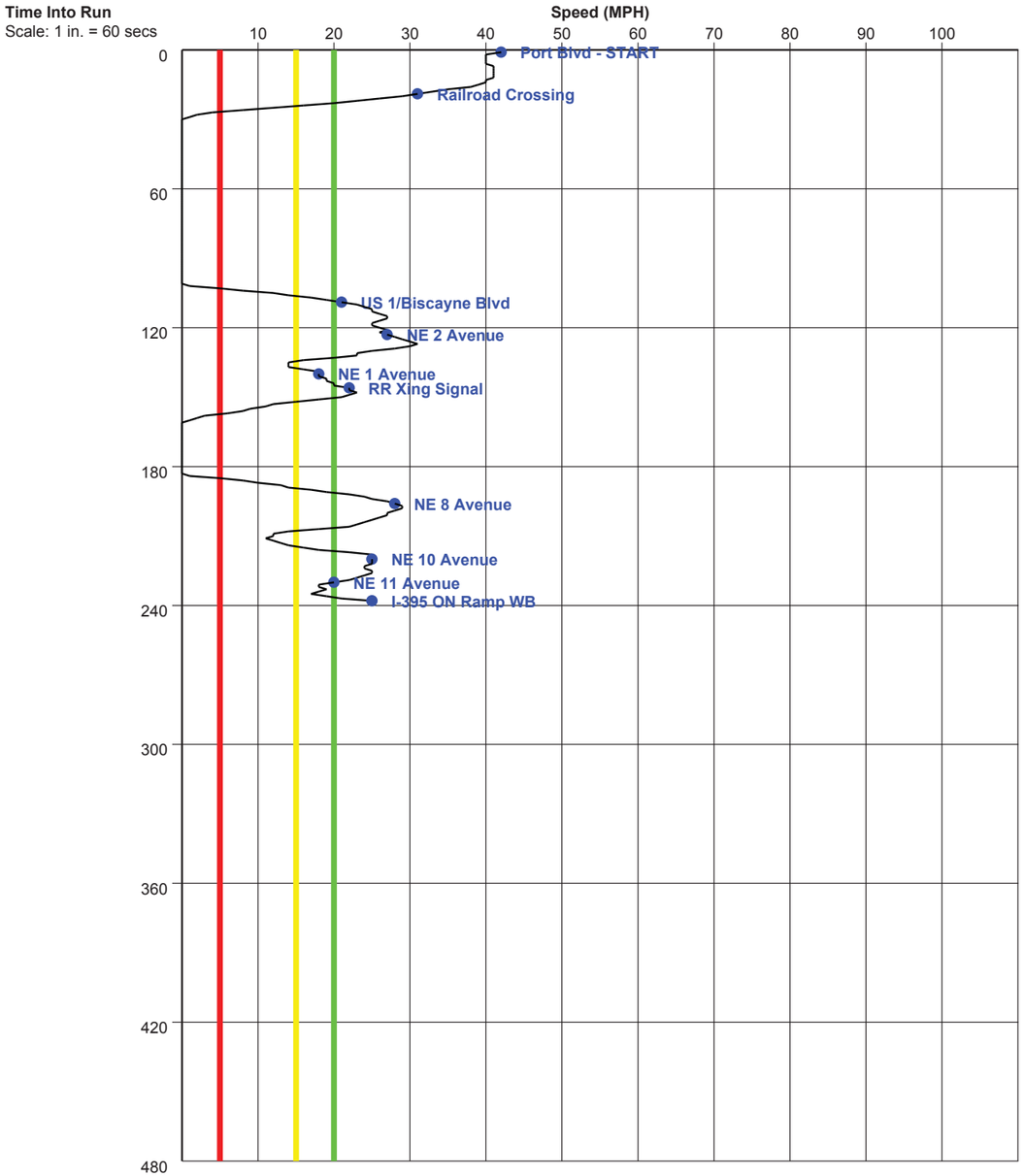
Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **25**

Time-Based Speed Profile

Run : Net #4_Route 2_(6) Start Time:16:48 (This is a Before Run)



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Travel Time and Delay Study - Weekdays - 4:00 PM - 6:00 PM

Network 4 - Route 2 - from Port Blvd to NE 1 Ave To I-395 WB

Study Name : **Network #4 Route 2**
Study Date : **3/9/2017**
Page No. : **26**

Time-Based Speed Profile

Run : Net #4_Route 2_(7) Start Time:17:20 (This is a Before Run)