

Appendix A

AADT Traffic Counts



County: 87
Station: 9008
Description: NW 79 AVE, 200' NORTH OF NW 80 ST
Start Date: 05/03/2016
Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	4	2	2	3	11	1	2	0	2	5	16	16
0100	2	4	0	1	7	1	0	1	1	3	10	10
0200	7	1	8	10	26	2	2	0	1	5	31	31
0300	6	4	4	6	20	2	2	7	6	17	37	37
0400	4	9	15	12	40	10	9	10	8	37	77	77
0500	11	17	38	41	107	5	23	34	42	104	211	211
0600	56	71	93	94	314	47	50	83	133	313	627	627
0700	73	58	95	95	321	115	139	122	165	541	862	862
0800	90	109	74	54	327	132	143	102	127	504	831	831
0900	77	86	78	87	328	122	107	91	88	408	736	736
1000	73	90	76	76	315	100	93	78	91	362	677	677
1100	91	99	86	106	382	56	80	80	98	314	696	696
1200	128	118	89	90	425	94	83	97	90	364	789	789
1300	85	106	85	83	359	114	87	61	90	352	711	711
1400	80	94	133	81	388	76	101	108	118	403	791	791
1500	113	122	111	136	482	127	104	69	67	367	849	849
1600	147	159	171	150	627	116	98	71	99	384	1011	1011
1700	206	177	185	186	754	138	106	112	86	442	1196	1196
1800	203	165	138	121	627	70	53	46	53	222	849	849
1900	111	79	42	33	265	30	41	25	24	120	385	385
2000	35	21	25	17	98	13	14	16	15	58	156	156
2100	19	15	8	8	50	10	4	6	7	27	77	77
2200	13	14	6	8	41	13	6	3	11	33	74	74
2300	17	14	4	3	38	2	1	8	1	12	50	50
24-Hour Totals:					6352						5397	11749

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	730	389	730	562		730 951
P.M.	1700	754	1430	457		1700 1196
Daily	1700	754	730	562		1700 1196
Truck Percentage 12.37			10.77			11.64

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	79	4771	716	117	169	269	5	64	152	7	0	0	3	0	0	786 6352
S	52	4142	622	91	113	170	25	50	103	14	0	0	15	0	0	581 5397

County: 87
 Station: 9008
 Description: NW 79 AVE, 200' NORTH OF NW 80 ST
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	2	4	5	9	20	1	1	2	7	11	31
0100	3	6	1	5	15	0	3	1	1	5	20
0200	7	6	8	2	23	2	2	1	1	6	29
0300	6	4	7	13	30	3	7	6	5	21	51
0400	5	7	7	17	36	8	3	8	10	29	65
0500	15	22	32	42	111	11	19	26	41	97	208
0600	49	74	85	93	301	51	89	85	129	354	655
0700	62	91	66	92	311	115	132	121	136	504	815
0800	98	110	88	84	380	138	139	146	52	475	855
0900	95	73	93	86	347	170	133	98	123	524	871
1000	87	117	93	114	411	102	99	104	89	394	805
1100	88	110	89	90	377	115	80	90	91	376	753
1200	106	105	91	95	397	108	77	86	72	343	740
1300	87	87	90	83	347	97	88	102	83	370	717
1400	102	120	100	127	449	110	90	132	96	428	877
1500	121	118	162	138	539	116	72	90	103	381	920
1600	124	139	175	138	576	127	92	95	78	392	968
1700	196	148	202	176	722	133	94	91	89	407	1129
1800	182	151	168	103	604	65	59	48	36	208	812
1900	72	94	38	39	243	35	25	35	21	116	359
2000	28	23	23	19	93	27	10	11	13	61	154
2100	16	23	13	14	66	23	16	6	7	52	118
2200	14	15	12	4	45	9	11	4	11	35	80
2300	14	7	7	4	32	4	5	7	2	18	50
24-Hour Totals:					6475						5607 12082

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	745	388	745	559		745 947
P.M.	1700	722	1415	434		1700 1129
Daily	1700	722	745	559		1700 1129

Truck Percentage 11.18 10.36 10.80

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	87	5011	653	81	191	247	14	51	129	8	0	0	3	0	0	724 6475
S	57	4277	692	95	136	154	17	47	106	19	0	0	7	0	0	581 5607

County: 87
Station: 9008
Description: NW 79 AVE, 200' NORTH OF NW 80 ST
Start Date: 05/05/2016
Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	8	12	6	5	31	4	4	1	0	9	40	
0100	0	4	2	1	7	2	3	1	0	6	13	
0200	1	6	5	5	17	1	0	1	1	3	20	
0300	7	2	8	8	25	1	0	5	5	11	36	
0400	14	13	5	18	50	16	2	4	8	30	80	
0500	8	26	29	45	108	4	16	27	49	96	204	
0600	42	87	84	109	322	55	81	82	123	341	663	
0700	63	66	79	81	289	105	84	129	136	454	743	
0800	91	107	68	66	332	150	140	154	110	554	886	
0900	94	86	69	103	352	88	114	108	79	389	741	
1000	88	76	97	70	331	89	95	69	71	324	655	
1100	112	99	94	107	412	77	91	92	82	342	754	
1200	106	76	105	70	357	99	100	94	68	361	718	
1300	130	127	136	150	543	107	74	69	81	331	874	
1400	150	150	179	130	609	72	79	102	95	348	957	
1500	146	126	125	135	532	93	111	90	94	388	920	
1600	166	127	141	179	613	125	85	80	110	400	1013	
1700	191	165	185	163	704	138	99	94	74	405	1109	
1800	182	176	150	118	626	75	69	43	44	231	857	
1900	78	83	26	28	215	38	44	42	30	154	369	
2000	32	26	26	26	110	33	21	19	17	90	200	
2100	17	25	32	24	98	22	13	11	14	60	158	
2200	20	16	39	23	98	11	13	6	12	42	140	
2300	11	12	6	4	33	5	7	7	2	21	54	
24-Hour Totals:					6814						5390	12204

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	730	358	745	580		745 927
P.M.	1645	720	1645	441		1645 1161
Daily	1645	720	745	580		1645 1161

Truck Percentage 11.17 12.17 11.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	79	5229	745	106	178	238	11	55	159	6	0	0	8	0	0	761	6814
S	62	3970	702	136	124	172	31	56	116	15	0	0	6	0	0	656	5390

County: 87
 Station: 9025
 Description: NW SOUTH RIVER DR BTWN NW 93 ST AND NW 79TH AV
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	2	6	4	17	4	2	8	1	15	32
0100	2	6	5	3	16	11	1	5	5	22	38
0200	7	3	2	4	16	9	15	28	29	81	97
0300	10	32	17	9	68	13	15	37	35	100	168
0400	9	44	16	17	86	34	35	80	86	235	321
0500	27	47	64	86	224	57	77	104	135	373	597
0600	48	62	82	87	279	104	148	174	187	613	892
0700	80	107	105	81	373	126	123	166	143	558	931
0800	88	112	82	86	368	104	108	120	107	439	807
0900	114	113	109	104	440	135	110	119	118	482	922
1000	73	110	98	124	405	113	115	88	82	398	803
1100	104	100	124	125	453	107	125	139	140	511	964
1200	105	87	100	104	396	104	140	114	99	457	853
1300	104	82	127	102	415	120	104	124	109	457	872
1400	108	110	110	118	446	120	102	96	103	421	867
1500	126	119	154	125	524	103	101	81	73	358	882
1600	94	126	150	151	521	68	65	50	63	246	767
1700	141	110	125	114	490	63	45	52	44	204	694
1800	119	101	106	51	377	45	37	44	22	148	525
1900	80	57	42	42	221	27	37	37	21	122	343
2000	51	43	18	16	128	20	11	13	12	56	184
2100	15	17	16	9	57	7	5	5	9	26	83
2200	7	10	20	11	48	7	5	4	3	19	67
2300	10	13	10	2	35	7	7	1	2	17	52
24-Hour Totals:					6403						6358 12761

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	422	645	602		645 981
P.M.	1615	568	1215	473		1445 905
Daily	1615	568	615	635		645 981

Truck Percentage 18.35 23.92 21.13

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	161	4189	878	48	217	585	12	33	268	9	0	0	3	0	0	1175 6403
W	57	3456	1324	44	364	593	37	68	398	11	0	0	6	0	0	1521 6358

County: 87
 Station: 9025
 Description: NW SOUTH RIVER DR BTWN NW 93 ST AND NW 79TH AV
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	2	6	3	3	14	1	6	7	2	16	30
0100	12	4	7	6	29	4	6	1	4	15	44
0200	7	6	8	8	29	11	16	27	30	84	113
0300	10	26	13	7	56	12	16	28	39	95	151
0400	11	27	29	23	90	28	36	87	96	247	337
0500	20	49	76	51	196	52	75	103	131	361	557
0600	49	80	78	68	275	102	139	186	178	605	880
0700	101	97	101	92	391	111	138	127	169	545	936
0800	97	102	90	99	388	101	95	129	114	439	827
0900	103	102	108	113	426	90	89	124	109	412	838
1000	84	89	83	97	353	117	101	128	127	473	826
1100	127	102	119	102	450	114	103	91	107	415	865
1200	117	110	92	96	415	114	113	110	139	476	891
1300	119	103	95	98	415	94	95	105	78	372	787
1400	93	74	90	79	336	58	83	96	88	325	661
1500	106	64	100	104	374	86	97	82	74	339	713
1600	106	111	93	113	423	60	68	64	54	246	669
1700	100	101	101	97	399	53	40	58	53	204	603
1800	102	65	73	54	294	45	37	40	31	153	447
1900	55	58	44	32	189	26	22	29	17	94	283
2000	11	25	15	22	73	14	11	6	8	39	112
2100	9	16	22	2	49	4	4	3	8	19	68
2200	10	4	7	6	27	5	7	5	4	21	48
2300	9	3	7	5	24	7	5	3	5	20	44
24-Hour Totals:					5715						6015 11730

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	412	645	554		700 936
P.M.	1600	423	1200	476		1200 891
Daily	1100	450	615	614		630 957
Truck Percentage 16.69			17.44			17.08

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	109	3830	822	52	201	471	12	39	164	12	0	0	3	0	0	954 5715
W	60	3712	1194	33	284	418	18	56	214	17	0	0	9	0	0	1049 6015

County: 87
 Station: 9025
 Description: NW SOUTH RIVER DR BTWN NW 93 ST AND NW 79TH AV
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	1	5	2	14	5	0	1	1	7	21
0100	3	2	4	2	11	1	2	5	5	13	24
0200	6	1	3	4	14	3	12	24	25	64	78
0300	4	7	39	11	61	8	12	28	50	98	159
0400	19	6	13	46	84	32	28	86	86	232	316
0500	43	27	30	58	158	38	71	110	146	365	523
0600	102	102	89	91	384	91	142	185	176	594	978
0700	108	97	99	61	365	128	162	142	159	591	956
0800	74	105	113	110	402	69	141	121	82	413	815
0900	107	108	111	102	428	110	102	95	100	407	835
1000	98	107	105	102	412	97	95	102	106	400	812
1100	92	118	103	111	424	110	108	120	115	453	877
1200	73	57	100	117	347	59	108	105	108	380	727
1300	115	105	111	111	442	93	88	115	93	389	831
1400	92	112	122	112	438	95	102	82	93	372	810
1500	147	106	114	146	513	81	79	89	64	313	826
1600	134	118	151	137	540	74	86	80	49	289	829
1700	133	129	139	108	509	53	66	45	41	205	714
1800	117	84	106	87	394	44	50	35	33	162	556
1900	59	59	51	45	214	21	19	23	15	78	292
2000	30	37	40	28	135	10	18	11	7	46	181
2100	14	15	25	19	73	11	8	6	7	32	105
2200	9	8	25	14	56	7	9	10	4	30	86
2300	10	1	12	8	31	8	1	4	8	21	52
24-Hour Totals:					6449						5954 12403

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	830	438	645	608		645 1003
P.M.	1630	550	1215	414		1545 853
Daily	1630	550	630	651		630 1036

Truck Percentage 13.82 21.31 17.42

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	118	4435	1005	54	216	407	16	30	155	8	0	0	5	0	0	891 6449
W	50	3428	1207	37	320	531	17	57	292	8	0	0	7	0	0	1269 5954

County: 87
 Station: 9026
 Description: NW SOUTH RIVER DR BTWN SR 826 RAMP AND NW 79TH AV
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	3	3	0	7	1	0	0	2	3	10
0100	4	2	9	0	15	2	0	2	4	8	23
0200	8	0	1	4	13	2	10	14	12	38	51
0300	6	20	5	12	43	8	7	15	22	52	95
0400	4	17	12	7	40	16	24	47	64	151	191
0500	14	34	56	58	162	48	59	78	126	311	473
0600	61	81	95	128	365	112	121	132	161	526	891
0700	121	110	132	123	486	121	129	118	149	517	1003
0800	112	125	115	107	459	148	121	108	122	499	958
0900	111	111	110	111	443	109	113	91	93	406	849
1000	119	101	84	131	435	106	106	77	111	400	835
1100	125	103	112	87	427	100	118	111	91	420	847
1200	109	116	130	105	460	85	94	89	100	368	828
1300	132	119	122	131	504	91	83	79	97	350	854
1400	102	107	105	110	424	82	111	99	88	380	804
1500	134	122	131	134	521	91	78	70	83	322	843
1600	125	130	124	111	490	80	92	82	84	338	828
1700	117	97	120	126	460	81	58	94	63	296	756
1800	117	94	86	68	365	43	68	49	58	218	583
1900	54	53	56	51	214	51	46	54	45	196	410
2000	43	42	29	25	139	12	12	9	9	42	181
2100	17	6	15	14	52	8	9	7	8	32	84
2200	24	11	11	12	58	10	3	4	8	25	83
2300	10	8	8	5	31	4	7	4	4	19	50
24-Hour Totals:					6613						5917 12530

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	730	492	715	544		730 1028
P.M.	1500	521	1345	389		1215 857
Daily	1500	521	715	544		730 1028

Truck Percentage 20.63 13.35 17.19

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	128	3798	1323	302	352	382	13	50	245	16	0	0	4	0	0	1364 6613
W	12	4215	900	150	187	292	18	25	99	14	0	0	5	0	0	790 5917

County: 87
 Station: 9026
 Description: NW SOUTH RIVER DR BTWN SR 826 RAMP AND NW 79TH AV
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	10	5	2	7	24	3	2	5	2	12	36	36
0100	3	4	3	2	12	5	1	3	4	13	25	25
0200	3	4	2	3	12	5	10	16	17	48	60	60
0300	6	22	15	12	55	8	13	29	30	80	135	135
0400	9	26	14	18	67	27	25	53	67	172	239	239
0500	26	27	75	62	190	42	63	91	125	321	511	511
0600	70	69	112	93	344	128	118	150	156	552	896	896
0700	114	129	110	141	494	130	136	146	164	576	1070	1070
0800	87	110	125	111	433	117	117	134	101	469	902	902
0900	125	128	108	122	483	119	118	87	97	421	904	904
1000	88	108	113	108	417	102	96	87	75	360	777	777
1100	113	99	110	117	439	102	115	119	106	442	881	881
1200	122	92	116	110	440	85	88	95	100	368	808	808
1300	123	122	118	106	469	106	94	89	104	393	862	862
1400	112	117	110	108	447	108	89	106	101	404	851	851
1500	108	122	142	112	484	93	99	98	109	399	883	883
1600	113	129	131	117	490	95	79	87	92	353	843	843
1700	116	120	117	95	448	82	57	76	70	285	733	733
1800	89	88	85	48	310	62	65	70	48	245	555	555
1900	76	41	42	51	210	39	41	31	22	133	343	343
2000	56	34	21	22	133	27	12	14	12	65	198	198
2100	11	21	16	12	60	9	2	5	7	23	83	83
2200	17	9	20	8	54	6	3	3	1	13	67	67
2300	9	11	4	3	27	9	7	0	1	17	44	44
24-Hour Totals:					6542						6164	12706

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M. 700	494		700	576		700 1070
P.M. 1530	496		1345	407		1515 890
Daily 1530	496		700	576		700 1070

Truck Percentage 20.87 10.87 16.02

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	117	3782	1278	297	379	371	7	50	253	5	0	0	3	0	0	1365 6542
W	40	4576	878	97	183	224	31	18	102	5	0	0	10	0	0	670 6164

County: 87
 Station: 9026
 Description: NW SOUTH RIVER DR BTWN SR 826 RAMP AND NW 79TH AV
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	3	4	3	6	16	3	8	7	4	22	38	
0100	10	7	6	5	28	2	4	0	7	13	41	
0200	4	1	5	3	13	6	10	17	14	47	60	
0300	8	20	11	7	46	7	14	22	36	79	125	
0400	16	18	17	25	76	27	23	54	78	182	258	
0500	28	37	76	75	216	47	63	95	113	318	534	
0600	69	74	109	97	349	109	125	145	156	535	884	
0700	119	122	110	116	467	117	136	137	160	550	1017	
0800	112	109	125	99	445	125	106	128	119	478	923	
0900	100	106	112	105	423	105	95	93	102	395	818	
1000	90	119	90	110	409	104	77	112	100	393	802	
1100	111	110	104	124	449	107	83	86	113	389	838	
1200	116	123	98	109	446	86	80	81	97	344	790	
1300	133	110	105	90	438	87	85	82	64	318	756	
1400	91	73	115	118	397	58	79	81	65	283	680	
1500	104	111	86	119	420	75	79	61	92	307	727	
1600	94	78	98	80	350	79	66	56	66	267	617	
1700	69	76	66	71	282	95	52	77	50	274	556	
1800	66	74	60	36	236	57	51	36	32	176	412	
1900	44	30	31	30	135	46	23	24	16	109	244	
2000	14	17	8	13	52	26	12	11	5	54	106	
2100	6	3	4	11	24	3	0	4	5	12	36	
2200	2	5	0	8	15	5	2	7	5	19	34	
2300	5	4	1	2	12	9	3	2	4	18	30	
24-Hour Totals:					5744						5582	11326

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	700	467	715	558		715 1018
P.M.	1215	463	1245	351		1215 808
Daily	700	467	715	558		715 1018

Truck Percentage 19.50 11.34 15.48

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	130	3510	984	256	277	337	15	40	145	8	0	0	8	34	0	1120 5744
W	25	4075	849	98	174	194	27	18	110	8	0	0	4	0	0	633 5582

County: 87
Station: 9029
Description: NW 105th Way, south of NW South River Drive
Start Date: 05/03/2016
Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	1	0	3	3	7	2	0	0	1	3	10	
0100	2	0	0	0	2	0	0	0	0	0	2	
0200	0	1	0	0	1	0	1	0	0	1	2	
0300	0	0	5	9	14	0	0	4	0	4	18	
0400	1	3	3	0	7	4	1	7	7	19	26	
0500	4	3	4	11	22	3	6	19	45	73	95	
0600	15	10	9	14	48	33	44	60	79	216	264	
0700	24	28	38	13	103	32	26	40	52	150	253	
0800	15	31	15	47	108	42	36	29	26	133	241	
0900	43	48	23	33	147	25	33	17	28	103	250	
1000	23	38	44	47	152	21	27	19	27	94	246	
1100	28	27	50	57	162	13	19	16	27	75	237	
1200	53	58	40	39	190	14	24	18	26	82	272	
1300	55	42	35	27	159	17	41	27	23	108	267	
1400	54	29	63	36	182	30	15	27	33	105	287	
1500	58	46	158	96	358	10	9	7	11	37	395	
1600	145	87	145	104	481	16	19	10	11	56	537	
1700	185	93	114	72	464	17	30	8	11	66	530	
1800	57	45	35	34	171	14	3	15	2	34	205	
1900	23	12	8	21	64	1	2	1	2	6	70	
2000	9	1	2	6	18	3	3	0	1	7	25	
2100	2	4	2	2	10	1	0	0	3	4	14	
2200	14	7	9	1	31	0	1	0	0	1	32	
2300	0	2	2	0	4	0	0	0	0	0	4	
24-Hour Totals:					2905						1377	4282

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	161	645	177		645 281
P.M.	1630	527	1315	121		1630 595
Daily	1630	527	600	216		1630 595
Truck Percentage		5.16			6.39	5.56

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	53	2463	239	27	47	64	7	0	2	2	0	0	1	0	0	150 2905
S	18	1123	148	21	31	21	0	4	11	0	0	0	0	0	0	88 1377

County: 87
 Station: 9029
 Description: NW 105th Way, south of NW South River Drive
 Start Date: 05/04/2016
 Start Time: 0000

	Direction: N					Direction: S					Combined	
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	21	0	0	0	21	0	1	0	0	1	22	
0100	0	0	0	1	1	0	0	0	1	1	2	
0200	5	0	1	0	6	0	0	0	0	0	6	
0300	0	0	1	1	2	0	0	2	1	3	5	
0400	1	19	7	2	29	1	1	10	12	24	53	
0500	0	9	3	6	18	6	5	19	42	72	90	
0600	14	19	21	14	68	31	35	55	67	188	256	
0700	44	30	21	19	114	22	35	55	60	172	286	
0800	27	23	51	37	138	38	42	28	23	131	269	
0900	35	33	18	22	108	25	16	17	14	72	180	
1000	30	32	47	35	144	10	14	29	12	65	209	
1100	39	45	69	64	217	21	23	28	29	101	318	
1200	52	35	41	33	161	22	30	26	27	105	266	
1300	34	56	51	41	182	31	28	38	20	117	299	
1400	55	51	71	58	235	32	12	26	22	92	327	
1500	57	49	157	105	368	14	21	24	15	74	442	
1600	149	77	145	157	528	28	5	26	25	84	612	
1700	185	153	141	74	553	16	8	9	8	41	594	
1800	70	44	40	18	172	4	11	2	5	22	194	
1900	19	8	11	13	51	2	1	2	3	8	59	
2000	3	2	1	1	7	3	1	1	0	5	12	
2100	2	4	1	6	13	1	0	1	2	4	17	
2200	15	3	7	1	26	1	0	1	0	2	28	
2300	0	1	10	7	18	0	0	0	0	0	18	
24-Hour Totals:					3180						1384	4564

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M. 830	156	730	195	645	288	
P.M. 1630	640	1245	124	1630	715	
Daily 1630	640	730	195	1630	715	
Truck Percentage 4.15		5.56		4.58		

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	78	2762	208	20	51	50	5	2	3	1	0	0	0	0	0	132 3180
S	15	1142	150	20	27	16	0	8	5	1	0	0	0	0	0	77 1384

County: 87
 Station: 9029
 Description: NW 105th Way, south of NW South River Drive
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	9	1	2	1	13	0	0	11	0	11	24	
0100	1	8	0	4	13	0	0	0	4	4	17	
0200	10	2	1	0	13	0	0	0	0	0	13	
0300	0	5	0	12	17	0	2	1	0	3	20	
0400	0	0	6	4	10	5	1	12	14	32	42	
0500	2	8	2	18	30	10	13	22	39	84	114	
0600	18	14	15	17	64	28	32	62	65	187	251	
0700	27	26	17	19	89	23	48	37	45	153	242	
0800	34	19	16	28	97	51	32	30	19	132	229	
0900	57	49	39	24	169	26	26	14	6	72	241	
1000	27	55	35	48	165	21	17	16	23	77	242	
1100	52	37	41	44	174	27	15	30	18	90	264	
1200	49	34	34	36	153	15	21	25	32	93	246	
1300	34	65	40	32	171	30	54	45	20	149	320	
1400	75	47	59	49	230	18	18	25	18	79	309	
1500	44	45	160	104	353	17	7	5	13	42	395	
1600	130	79	166	133	508	15	23	13	12	63	571	
1700	160	131	138	102	531	15	8	18	8	49	580	
1800	63	53	39	19	174	8	7	2	0	17	191	
1900	23	7	14	4	48	2	0	1	1	4	52	
2000	8	6	3	5	22	1	1	0	0	2	24	
2100	3	2	1	3	9	1	3	6	2	12	21	
2200	19	6	9	0	34	2	2	1	0	5	39	
2300	5	0	6	1	12	0	1	0	1	2	14	
24-Hour Totals:					3099						1362	4461

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	173	715	181		715 277
P.M.	1630	590	1245	161		1630 638
Daily	1630	590	630	198		1630 638
Truck Percentage		4.16			5.80	4.66

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	56	2697	217	31	39	45	0	1	10	1	0	0	2	0	0	129 3099
S	15	1123	145	19	21	22	0	3	14	0	0	0	0	0	0	79 1362

County: 87
Station: 9023
Description: NW SOUTH RIVER DR BTWN NW 106 ST AND NW 89TH AV
Start Date: 05/03/2016
Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	3	1	2	4	10	8	2	3	3	16	26	
0100	2	0	2	1	5	2	4	1	1	8	13	
0200	2	2	17	11	32	1	3	1	7	12	44	
0300	6	7	8	6	27	12	8	8	9	37	64	
0400	12	13	18	33	76	7	10	10	16	43	119	
0500	24	29	41	81	175	17	14	33	41	105	280	
0600	48	82	90	129	349	34	47	50	50	181	530	
0700	115	134	137	148	534	38	40	56	45	179	713	
0800	141	129	128	120	518	54	61	60	62	237	755	
0900	130	86	104	91	411	63	90	75	81	309	720	
1000	92	96	88	98	374	75	72	98	82	327	701	
1100	81	84	87	116	368	89	93	95	90	367	735	
1200	96	96	95	101	388	97	95	111	92	395	783	
1300	104	102	83	82	371	85	94	97	90	366	737	
1400	99	75	70	76	320	101	94	105	101	401	721	
1500	71	88	71	66	296	97	90	87	111	385	681	
1600	63	52	52	54	221	95	75	101	73	344	565	
1700	40	50	33	42	165	73	80	75	71	299	464	
1800	44	27	36	23	130	75	72	59	30	236	366	
1900	28	22	17	10	77	37	44	28	22	131	208	
2000	8	15	6	5	34	19	19	16	13	67	101	
2100	11	7	3	7	28	11	11	9	4	35	63	
2200	9	3	4	4	20	5	5	3	1	14	34	
2300	3	2	2	0	7	4	3	3	2	12	19	
24-Hour Totals:					4936						4506	9442

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	715	560	845	290		730 771
P.M.	1230	402	1400	401		1230 784
Daily	715	560	1400	401		1145 796

Truck Percentage 26.38 25.50 25.96

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	51	2299	1284	75	385	417	9	73	327	12	0	0	4	0	0	1302 4936
W	61	2341	955	93	296	400	1	67	280	10	0	0	2	0	0	1149 4506

County: 87
 Station: 9023
 Description: NW SOUTH RIVER DR BTWN NW 106 ST AND NW 89TH AV
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	6	3	3	4	16	3	3	6	3	15	31	
0100	7	2	1	2	12	2	5	2	1	10	22	
0200	2	4	10	13	29	0	1	6	7	14	43	
0300	10	6	11	14	41	4	8	9	5	26	67	
0400	11	16	24	36	87	10	11	14	17	52	139	
0500	28	28	39	77	172	19	27	30	48	124	296	
0600	55	70	101	128	354	36	41	52	48	177	531	
0700	94	124	144	121	483	48	43	46	57	194	677	
0800	101	101	103	114	419	50	48	57	71	226	645	
0900	129	108	100	106	443	66	81	67	85	299	742	
1000	96	102	95	97	390	69	74	76	97	316	706	
1100	102	82	86	101	371	100	85	91	84	360	731	
1200	88	95	90	81	354	85	79	81	99	344	698	
1300	105	84	111	100	400	98	74	86	67	325	725	
1400	63	98	74	75	310	85	81	58	70	294	604	
1500	78	78	67	69	292	90	81	97	63	331	623	
1600	51	66	49	55	221	92	66	83	88	329	550	
1700	49	34	39	41	163	101	80	77	71	329	492	
1800	54	28	23	25	130	71	74	50	45	240	370	
1900	30	16	15	7	68	36	18	31	28	113	181	
2000	13	10	4	11	38	14	11	13	6	44	82	
2100	13	7	3	2	25	2	4	8	5	19	44	
2200	7	4	4	7	22	2	4	6	3	15	37	
2300	4	2	2	1	9	2	3	4	1	10	19	
24-Hour Totals:					4849						4206	9055

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	645	490	845	285		845 736
P.M.	1300	400	1215	357		1245 738
Daily	645	490	1045	373		1015 743
Truck Percentage 26.34			23.70			25.11

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	49	2319	1204	73	414	369	13	77	321	9	0	0	1	0	0	1277 4849
W	53	2244	912	68	239	362	1	66	255	6	0	0	0	0	0	997 4206

County: 87
 Station: 9023
 Description: NW SOUTH RIVER DR BTWN NW 106 ST AND NW 89TH AV
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	2	3	5	3	13	5	0	4	1	10	23	23
0100	0	0	2	1	3	6	2	2	2	12	15	15
0200	2	4	7	10	23	1	1	5	6	13	36	36
0300	5	6	12	14	37	9	10	6	6	31	68	68
0400	8	8	21	40	77	6	7	14	9	36	113	113
0500	29	26	53	65	173	11	19	28	58	116	289	289
0600	54	79	103	117	353	44	37	62	67	210	563	563
0700	111	116	135	146	508	33	60	52	55	200	708	708
0800	111	141	121	125	498	20	75	73	64	232	730	730
0900	99	102	102	80	383	63	93	66	53	275	658	658
1000	81	85	82	97	345	65	73	66	82	286	631	631
1100	93	88	97	80	358	90	81	92	119	382	740	740
1200	86	92	98	99	375	92	106	111	99	408	783	783
1300	94	89	89	76	348	102	79	79	96	356	704	704
1400	50	72	62	67	251	91	98	103	93	385	636	636
1500	52	60	60	45	217	77	92	60	52	281	498	498
1600	42	36	45	34	157	65	92	78	109	344	501	501
1700	56	51	42	36	185	76	93	83	56	308	493	493
1800	37	19	30	27	113	68	48	45	47	208	321	321
1900	20	17	18	16	71	40	31	37	23	131	202	202
2000	3	2	5	9	19	13	20	14	10	57	76	76
2100	5	5	8	5	23	7	18	14	8	47	70	70
2200	5	6	2	2	15	9	2	7	6	24	39	39
2300	3	8	2	1	14	7	1	5	2	15	29	29
24-Hour Totals:					4559						4367	8926

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	730	533	830	293		815 761
P.M.	1215	383	1215	418		1215 801
Daily	730	533	1145	428		1215 801

Truck Percentage 25.07 24.66 24.87

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	47	2236	1133	74	352	333	12	71	292	6	0	0	3	0	0	1143 4559
W	48	2316	926	134	261	380	3	54	241	3	0	0	1	0	0	1077 4367

County: 87
 Station: 9022
 Description: NW SOUTH RIVER DR BTWN NW 116 WAY AND NW 106 ST
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	1	1	0	0	2	3	1	1	2	7	9	9
0100	1	1	1	0	3	1	1	1	1	4	7	7
0200	0	2	1	2	5	3	2	5	2	12	17	17
0300	1	1	1	4	7	2	4	7	2	15	22	22
0400	4	2	4	6	16	5	10	12	24	51	67	67
0500	12	4	8	25	49	23	30	41	59	153	202	202
0600	7	37	36	32	112	55	47	62	38	202	314	314
0700	32	48	34	36	150	35	46	62	56	199	349	349
0800	32	39	45	42	158	50	57	55	43	205	363	363
0900	64	50	57	58	229	49	54	60	46	209	438	438
1000	66	50	56	27	199	65	44	58	45	212	411	411
1100	37	45	40	47	169	50	72	46	45	213	382	382
1200	44	54	72	53	223	59	65	49	52	225	448	448
1300	61	45	49	63	218	48	44	47	55	194	412	412
1400	57	40	44	59	200	39	61	70	58	228	428	428
1500	62	49	97	56	264	42	39	35	28	144	408	408
1600	49	38	59	40	186	32	43	44	28	147	333	333
1700	48	23	41	20	132	28	31	21	24	104	236	236
1800	41	40	28	28	137	13	18	15	17	63	200	200
1900	27	24	21	13	85	18	8	5	10	41	126	126
2000	13	12	5	5	35	5	6	8	1	20	55	55
2100	9	3	7	9	28	3	5	7	2	17	45	45
2200	7	2	3	1	13	1	0	1	2	4	17	17
2300	1	2	1	1	5	1	2	3	1	7	12	12
24-Hour Totals:					2625						2676	5301

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	213	730	225		845 419
P.M.	1445	267	1415	231		1215 454
Daily	1445	267	1415	231		915 456

Truck Percentage 21.83 23.95 22.90

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	39	1382	631	36	164	233	13	21	99	6	0	0	1	0	0	573 2625
W	31	1291	713	28	168	293	10	30	102	5	0	0	5	0	0	641 2676

County: 87
 Station: 9022
 Description: NW SOUTH RIVER DR BTWN NW 116 WAY AND NW 106 ST
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	3	1	1	2	7	8	2	1	2	13		20
0100	6	3	0	3	12	2	0	1	1	4		16
0200	3	3	4	5	15	1	3	1	6	11		26
0300	4	2	3	1	10	3	6	7	7	23		33
0400	6	4	2	7	19	8	18	12	24	62		81
0500	12	16	14	21	63	21	35	41	48	145		208
0600	20	21	39	32	112	50	60	59	43	212		324
0700	40	43	50	29	162	36	47	43	58	184		346
0800	37	23	42	46	148	47	51	53	57	208		356
0900	56	39	53	54	202	48	52	54	43	197		399
1000	55	52	58	57	222	46	49	47	54	196		418
1100	57	50	50	52	209	57	54	55	46	212		421
1200	43	58	56	46	203	57	52	42	46	197		400
1300	54	52	54	50	210	56	54	54	47	211		421
1400	47	65	45	60	217	62	65	43	62	232		449
1500	57	58	70	49	234	51	30	36	46	163		397
1600	51	46	54	39	190	34	35	35	22	126		316
1700	54	38	50	23	165	22	32	22	32	108		273
1800	24	30	32	34	120	16	22	16	12	66		186
1900	36	18	22	11	87	12	11	11	8	42		129
2000	16	7	9	6	38	5	5	7	6	23		61
2100	5	1	7	6	19	1	3	6	3	13		32
2200	7	4	1	5	17	0	2	1	3	6		23
2300	0	5	4	2	11	2	5	2	1	10		21
24-Hour Totals:					2692						2664	5356

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	194	845	211		845 405
P.M.	1445	245	1400	232		1400 449
Daily	1445	245	1400	232		1400 449
Truck Percentage 23.44			24.36			23.90

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	42	1383	636	44	187	264	12	29	88	7	0	0	0	0	0	631 2692
W	34	1287	694	32	162	301	11	34	102	5	0	0	2	0	0	649 2664

County: 87
 Station: 9022
 Description: NW SOUTH RIVER DR BTWN NW 116 WAY AND NW 106 ST
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	1	1	3	1	6	2	2	2	1	7	13	
0100	0	2	5	0	7	2	0	0	0	2	9	
0200	0	2	5	3	10	3	7	2	6	18	28	
0300	7	2	4	1	14	5	7	8	9	29	43	
0400	0	1	6	13	20	7	13	15	25	60	80	
0500	6	4	12	14	36	25	32	47	67	171	207	
0600	15	44	26	27	112	45	49	53	46	193	305	
0700	53	44	35	49	181	36	45	48	48	177	358	
0800	39	26	31	27	123	56	49	37	54	196	319	
0900	42	43	55	38	178	49	43	42	55	189	367	
1000	35	50	50	57	192	45	57	50	61	213	405	
1100	58	44	45	50	197	66	65	47	50	228	425	
1200	34	46	22	46	148	45	57	48	42	192	340	
1300	46	46	47	42	181	51	52	47	43	193	374	
1400	36	35	31	39	141	42	40	26	39	147	288	
1500	46	30	31	15	122	36	24	35	32	127	249	
1600	38	21	43	38	140	20	27	28	31	106	246	
1700	35	32	40	20	127	28	23	22	22	95	222	
1800	22	30	25	22	99	23	23	17	14	77	176	
1900	31	19	16	11	77	7	3	11	7	28	105	
2000	4	8	4	2	18	5	4	4	4	17	35	
2100	3	2	2	4	11	3	0	0	1	4	15	
2200	0	0	0	0	0	0	0	0	5	5	5	
2300	2	3	0	0	5	0	2	2	3	7	12	
24-Hour Totals:					2145						2481	4626

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M. 700	181		730	201		715 364
P.M. 1245	185		1215	198		1245 377
Daily 1015	215		1030	242		1030 451

Truck Percentage 20.42 19.23 19.78

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	29	1147	531	26	133	163	10	20	76	8	0	0	2	0	0	438 2145
W	25	1366	613	25	128	203	6	18	81	13	0	0	3	0	0	477 2481

County: 87
 Station: 9003
 Description: NW 116TH WAY, 300 FT NE OF 106TH TER/102ND RD
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	38	23	34	21	116	19	23	17	11	70	186	
0100	26	18	22	12	78	17	12	6	13	48	126	
0200	11	14	17	9	51	7	6	11	13	37	88	
0300	6	18	17	17	58	19	27	30	22	98	156	
0400	22	33	27	39	121	18	47	74	65	204	325	
0500	39	75	100	122	336	85	100	168	130	483	819	
0600	126	158	160	206	650	234	257	314	342	1147	1797	
0700	205	209	225	228	867	328	396	402	408	1534	2401	
0800	243	198	211	253	905	132	225	382	356	1095	2000	
0900	224	153	284	235	896	302	357	234	215	1108	2004	
1000	253	231	263	236	983	242	206	187	193	828	1811	
1100	252	237	258	257	1004	206	218	225	231	880	1884	
1200	282	233	251	256	1022	217	198	254	235	904	1926	
1300	260	279	266	260	1065	275	268	268	243	1054	2119	
1400	254	271	296	265	1086	211	275	222	265	973	2059	
1500	284	277	300	271	1132	275	299	217	231	1022	2154	
1600	301	279	345	312	1237	259	270	289	269	1087	2324	
1700	352	294	320	309	1275	283	275	281	251	1090	2365	
1800	333	277	284	274	1168	237	213	187	189	826	1994	
1900	265	236	218	187	906	181	179	135	103	598	1504	
2000	174	124	121	85	504	113	95	83	92	383	887	
2100	88	67	80	66	301	95	99	68	70	332	633	
2200	67	72	75	55	269	67	50	48	46	211	480	
2300	48	50	58	27	183	60	32	49	23	164	347	
24-Hour Totals:					16213						16176	32389

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	914	700	1534		700 2401
P.M.	1630	1303	1630	1116		1630 2419
Daily	1630	1303	700	1534		1630 2419
Truck Percentage 13.32			13.02			13.17

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	141	12509	1303	327	403	447	46	120	500	228	3	2	84	0	100	2160 16213
S	192	11829	2010	329	459	477	74	156	563	36	1	0	11	0	39	2106 16176

County: 87
 Station: 9003
 Description: NW 116TH WAY, 300 FT NE OF 106TH TER/102ND RD
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	47	35	31	22	135	16	38	29	16	99	234
0100	22	17	17	11	67	15	16	14	11	56	123
0200	10	8	14	7	39	12	12	15	14	53	92
0300	12	12	13	10	47	17	21	42	45	125	172
0400	20	23	33	33	109	23	46	62	76	207	316
0500	32	65	96	121	314	90	113	138	146	487	801
0600	131	160	205	208	704	177	226	296	327	1026	1730
0700	214	215	215	253	897	337	380	407	374	1498	2395
0800	251	259	250	283	1043	380	339	333	316	1368	2411
0900	252	263	244	242	1001	260	269	228	224	981	1982
1000	278	273	245	232	1028	224	202	140	77	643	1671
1100	198	274	264	222	958	253	244	246	223	966	1924
1200	288	289	274	293	1144	234	281	280	283	1078	2222
1300	294	251	244	252	1041	270	192	351	234	1047	2088
1400	282	256	288	263	1089	240	266	245	288	1039	2128
1500	288	268	292	254	1102	275	284	278	267	1104	2206
1600	298	276	286	257	1117	299	284	323	345	1251	2368
1700	247	233	303	311	1094	361	320	332	254	1267	2361
1800	360	283	280	205	1128	254	233	216	195	898	2026
1900	181	209	166	157	713	198	176	172	137	683	1396
2000	134	133	94	117	478	145	121	97	95	458	936
2100	86	75	85	73	319	90	100	90	89	369	688
2200	67	63	69	41	240	79	69	62	54	264	504
2300	62	54	66	43	225	51	36	28	32	147	372
24-Hour Totals:					16032						17114 33146

Peak Volume Information						
Direction: N			Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1048	715	1541	730	2478
P.M.	1730	1257	1645	1358	1645	2398
Daily	1730	1257	715	1541	730	2478
Truck Percentage	13.10			14.10		13.62

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	153	12214	1415	345	375	399	43	87	513	262	2	2	72	0	150	2100 16032
S	181	12313	2145	335	448	644	94	178	634	61	0	0	19	0	62	2413 17114

County: 87
 Station: 9003
 Description: NW 116TH WAY, 300 FT NE OF 106TH TER/102ND RD
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	25	31	19	14	89	22	30	37	14	103	192	192
0100	15	12	18	11	56	16	12	7	24	59	115	115
0200	11	12	14	12	49	10	15	22	25	72	121	121
0300	15	21	15	18	69	23	19	40	59	141	210	210
0400	27	24	34	35	120	31	49	74	78	232	352	352
0500	34	44	83	94	255	93	129	193	134	549	804	804
0600	115	132	144	163	554	197	287	331	361	1176	1730	1730
0700	181	167	207	206	761	408	395	434	404	1641	2402	2402
0800	213	209	218	224	864	197	344	429	364	1334	2198	2198
0900	210	217	228	201	856	292	279	242	234	1047	1903	1903
1000	204	208	217	220	849	248	232	235	253	968	1817	1817
1100	233	207	229	224	893	199	239	221	251	910	1803	1803
1200	238	258	267	259	1022	211	232	278	285	1006	2028	2028
1300	281	233	238	232	984	313	283	296	321	1213	2197	2197
1400	223	265	248	258	994	322	318	301	314	1255	2249	2249
1500	279	271	256	271	1077	318	327	345	381	1371	2448	2448
1600	287	290	330	297	1204	307	322	301	305	1235	2439	2439
1700	311	330	322	288	1251	327	303	326	296	1252	2503	2503
1800	318	267	271	264	1120	257	255	202	187	901	2021	2021
1900	276	251	230	213	970	203	180	143	136	662	1632	1632
2000	207	181	134	122	644	144	145	145	118	552	1196	1196
2100	113	114	103	102	432	94	128	95	83	400	832	832
2200	98	79	63	70	310	81	79	78	54	292	602	602
2300	59	55	54	51	219	73	56	42	39	210	429	429
24-Hour Totals:					15642						18581	34223

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	879	700	1641		700 2402
P.M.	1630	1268	1500	1371		1645 2521
Daily	1630	1268	700	1641		1645 2521

Truck Percentage 13.51 13.41 13.46

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	139	12047	1248	311	348	413	47	103	567	253	0	0	72	0	94	2114 15642
S	172	13440	2391	326	518	617	131	188	639	57	0	1	14	0	87	2491 18581

County: 87
 Station: 9004
 Description: NW S. RIVER DR, 200' SOUTH OF NW 114 WAY
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	1	1	0	0	2	2	4	1	2	9	11	11
0100	3	0	0	1	4	0	3	0	1	4	8	8
0200	0	2	2	1	5	2	2	1	6	11	16	16
0300	0	2	6	6	14	3	2	5	7	17	31	31
0400	5	5	6	8	24	8	9	12	18	47	71	71
0500	10	15	27	41	93	16	20	19	29	84	177	177
0600	28	23	31	46	128	56	40	33	32	161	289	289
0700	54	51	47	51	203	30	32	35	30	127	330	330
0800	53	45	59	62	219	33	37	38	38	146	365	365
0900	65	57	43	68	233	36	46	54	46	182	415	415
1000	59	60	83	57	259	64	55	55	56	230	489	489
1100	68	55	57	62	242	55	65	47	59	226	468	468
1200	47	60	64	60	231	62	69	56	52	239	470	470
1300	55	50	63	64	232	50	48	47	50	195	427	427
1400	69	43	47	66	225	57	63	62	50	232	457	457
1500	77	45	63	41	226	58	43	53	56	210	436	436
1600	41	42	38	41	162	44	44	60	50	198	360	360
1700	47	26	29	20	122	60	52	35	39	186	308	308
1800	26	22	15	26	89	25	34	22	21	102	191	191
1900	23	12	12	8	55	33	20	15	14	82	137	137
2000	9	7	3	2	21	16	10	3	5	34	55	55
2100	4	0	4	8	16	4	3	5	2	14	30	30
2200	3	3	6	0	12	3	0	2	2	7	19	19
2300	0	1	1	3	5	2	2	1	1	6	11	11
24-Hour Totals:					2822						2749	5571

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	830	243	845	174		830 401
P.M.	1445	251	1200	239		1200 470
Daily	945	270	1145	246		1030 494

Truck Percentage 28.77 32.01 30.37

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	24	1274	712	43	205	360	40	53	106	5	0	0	0	0	0	812 2822
W	26	1115	728	42	209	434	4	59	127	5	0	0	0	0	0	880 2749

County: 87
 Station: 9004
 Description: NW S. RIVER DR, 200' SOUTH OF NW 114 WAY
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	3	2	2	1	8	2	5	3	1	11	19	
0100	5	0	0	5	10	1	2	0	1	4	14	
0200	1	1	2	3	7	3	2	0	6	11	18	
0300	0	3	3	8	14	3	5	4	9	21	35	
0400	7	7	5	10	29	14	11	12	17	54	83	
0500	18	15	22	36	91	18	20	27	30	95	186	
0600	27	29	37	46	139	44	51	30	34	159	298	
0700	40	50	41	50	181	20	30	29	34	113	294	
0800	46	21	36	63	166	27	32	31	36	126	292	
0900	66	52	59	56	233	43	48	39	45	175	408	
1000	50	55	54	68	227	30	48	43	63	184	411	
1100	46	54	51	53	204	46	57	60	47	210	414	
1200	38	61	56	62	217	67	53	49	46	215	432	
1300	49	62	56	51	218	59	41	49	60	209	427	
1400	51	65	41	74	231	50	73	42	55	220	451	
1500	61	58	56	34	209	63	44	46	44	197	406	
1600	47	48	38	35	168	41	46	46	54	187	355	
1700	45	20	36	26	127	40	28	36	36	140	267	
1800	22	21	15	26	84	35	45	21	20	121	205	
1900	12	7	12	10	41	21	18	11	15	65	106	
2000	8	7	7	4	26	8	13	14	6	41	67	
2100	3	3	4	5	15	6	3	6	7	22	37	
2200	2	1	0	4	7	2	2	3	2	9	16	
2300	3	6	4	2	15	2	1	1	3	7	22	
24-Hour Totals:					2667						2596	5263

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	240	845	166		845 406
P.M.	1445	249	1415	233		1415 474
Daily	1445	249	1415	233		1415 474

Truck Percentage 27.60 31.20 29.37

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	27	1241	663	47	188	310	31	55	97	8	0	0	0	0	0	736 2667
W	19	1094	673	37	186	384	7	64	127	4	0	0	1	0	0	810 2596

County: 87
 Station: 9004
 Description: NW S. RIVER DR, 200' SOUTH OF NW 114 WAY
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	0	1	2	1	4	2	4	1	2	9	13	
0100	0	2	1	0	3	0	0	2	0	2	5	
0200	2	6	0	2	10	2	5	4	5	16	26	
0300	2	4	5	4	15	7	3	8	10	28	43	
0400	3	7	7	12	29	10	7	14	17	48	77	
0500	8	15	26	34	83	20	25	24	47	116	199	
0600	39	27	27	24	117	48	39	39	23	149	266	
0700	52	38	53	71	214	29	22	20	36	107	321	
0800	43	35	49	42	169	28	38	33	35	134	303	
0900	58	54	52	41	205	39	40	44	52	175	380	
1000	56	63	57	58	234	57	56	58	70	241	475	
1100	49	63	51	65	228	40	50	45	45	180	408	
1200	53	66	58	33	210	59	46	54	57	216	426	
1300	60	55	51	42	208	39	48	34	35	156	364	
1400	52	46	42	29	169	44	37	31	37	149	318	
1500	48	31	31	37	147	42	27	53	42	164	311	
1600	25	15	15	21	76	34	27	40	45	146	222	
1700	19	11	14	5	49	45	26	26	33	130	179	
1800	6	11	17	7	41	28	31	28	20	107	148	
1900	14	13	5	8	40	11	11	8	10	40	80	
2000	5	11	5	0	21	9	6	8	2	25	46	
2100	0	5	2	1	8	5	1	1	3	10	18	
2200	0	1	2	2	5	0	0	0	6	6	11	
2300	4	3	1	1	9	2	2	1	1	6	15	
24-Hour Totals:					2294						2360	4654

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M. 700	214		845	158		845 364
P.M. 1215	217		1200	216		1200 426
Daily 1145	242		1000	241		1000 475
Truck Percentage 25.28			28.01			26.67

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	37	1144	533	36	167	233	40	27	72	4	0	0	1	0	0	580 2294
W	27	1124	548	33	132	329	5	53	98	10	0	0	1	0	0	661 2360

County: 87
 Station: 9021
 Description: NW S RIVER DR BTWN NW 116 WAY AND NW 121ST WAY
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	7	0	3	0	10	5	1	1	1	8	18	18
0100	0	0	0	0	0	1	0	0	2	3	3	3
0200	0	0	0	0	0	0	0	3	3	6	6	6
0300	1	0	3	3	7	2	5	6	5	18	25	25
0400	1	0	3	4	8	13	13	7	12	45	53	53
0500	5	2	6	12	25	10	16	9	15	50	75	75
0600	15	14	19	21	69	31	27	33	44	135	204	204
0700	29	24	34	33	120	29	31	27	33	120	240	240
0800	44	36	30	38	148	31	34	32	21	118	266	266
0900	44	21	37	37	139	25	38	42	36	141	280	280
1000	26	45	33	42	146	39	43	42	47	171	317	317
1100	40	32	32	28	132	33	44	35	54	166	298	298
1200	28	34	35	26	123	32	40	35	39	146	269	269
1300	28	36	33	35	132	40	31	32	50	153	285	285
1400	34	31	31	35	131	47	26	46	42	161	292	292
1500	40	44	19	26	129	63	59	36	40	198	327	327
1600	17	25	34	35	111	39	50	39	57	185	296	296
1700	37	29	20	17	103	72	36	32	32	172	275	275
1800	18	17	7	12	54	24	26	24	20	94	148	148
1900	11	10	7	14	42	18	20	15	15	68	110	110
2000	9	10	8	6	33	8	13	9	9	39	72	72
2100	6	7	7	2	22	6	7	3	3	19	41	41
2200	2	2	4	2	10	3	3	4	1	11	21	21
2300	4	4	4	2	14	1	3	2	5	11	25	25
24-Hour Totals:					1708						2238	3946

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	800	148	645	131		745 273
P.M.	1430	150	1615	218		1430 360
Daily	1015	160	1615	218		1430 360

Truck Percentage 35.19 34.81 34.97

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	38	763	306	35	68	259	31	55	152	1	0	0	0	0	0	601 1708
W	40	984	435	57	136	357	11	54	160	4	0	0	0	0	0	779 2238

County: 87
 Station: 9021
 Description: NW S RIVER DR BTWN NW 116 WAY AND NW 121ST WAY
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	3	1	1	2	7	2	0	1	0	3	10	
0100	3	0	0	1	4	0	1	2	2	5	9	
0200	0	1	2	0	3	1	2	4	1	8	11	
0300	1	2	1	0	4	2	9	9	9	29	33	
0400	0	5	1	3	9	10	8	20	8	46	55	
0500	5	1	6	10	22	9	10	16	18	53	75	
0600	12	12	17	16	57	33	30	38	31	132	189	
0700	29	21	30	33	113	18	24	28	21	91	204	
0800	37	35	46	55	173	24	15	26	44	109	282	
0900	43	45	32	25	145	28	30	41	24	123	268	
1000	39	25	30	30	124	35	36	33	32	136	260	
1100	36	26	27	39	128	32	37	43	36	148	276	
1200	28	37	29	31	125	38	47	48	42	175	300	
1300	32	29	34	32	127	28	49	43	39	159	286	
1400	28	45	32	37	142	32	43	42	59	176	318	
1500	27	33	31	29	120	50	43	37	32	162	282	
1600	39	13	21	15	88	35	42	38	42	157	245	
1700	24	21	29	19	93	51	47	30	43	171	264	
1800	27	14	11	17	69	33	29	20	25	107	176	
1900	18	6	15	10	49	21	16	15	8	60	109	
2000	7	2	6	5	20	3	6	11	4	24	44	
2100	6	3	5	2	16	3	7	4	3	17	33	
2200	2	3	4	5	14	3	3	2	2	10	24	
2300	3	4	0	0	7	2	3	2	2	9	16	
24-Hour Totals:					1659						2110	3769

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	830	189	845	143		845 318
P.M.	1400	142	1415	194		1415 335
Daily	830	189	1415	194		1415 335
Truck Percentage 34.30			33.18			33.67

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	33	714	343	35	89	257	18	42	123	4	0	0	1	0	0	569 1659
W	28	938	444	50	136	296	2	61	152	3	0	0	0	0	0	700 2110

County: 87
 Station: 9021
 Description: NW S RIVER DR BTWN NW 116 WAY AND NW 121ST WAY
 Start Date: 05/05/2016
 Start Time: 0000

	Direction: E					Direction: W					Combined	
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	2	2	1	3	8	0	2	2	1	5	13	
0100	1	2	3	1	7	5	2	6	3	16	23	
0200	0	1	2	0	3	3	0	3	4	10	13	
0300	0	0	0	4	4	4	4	6	8	22	26	
0400	1	1	2	7	11	13	9	7	12	41	52	
0500	1	2	8	13	24	10	9	19	16	54	78	
0600	17	16	12	25	70	59	25	44	32	160	230	
0700	32	19	31	42	124	19	34	32	35	120	244	
0800	39	37	27	35	138	30	46	25	34	135	273	
0900	19	34	24	30	107	36	19	21	26	102	209	
1000	26	27	20	42	115	31	25	40	31	127	242	
1100	50	43	36	27	156	27	56	29	50	162	318	
1200	37	37	26	30	130	35	41	36	39	151	281	
1300	43	34	27	37	141	42	22	44	24	132	273	
1400	27	21	28	22	98	27	24	24	45	120	218	
1500	20	16	14	18	68	47	32	41	37	157	225	
1600	33	11	13	17	74	40	33	32	30	135	209	
1700	11	16	19	9	55	55	47	28	28	158	213	
1800	12	11	13	10	46	36	20	12	20	88	134	
1900	13	11	12	10	46	16	8	14	12	50	96	
2000	7	8	7	4	26	9	4	4	1	18	44	
2100	5	3	2	1	11	9	2	3	3	17	28	
2200	3	2	1	3	9	2	1	3	1	7	16	
2300	0	1	0	1	2	3	2	2	1	8	10	
24-Hour Totals:					1473						1995	3468

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	730	149	730	143		730 292
P.M.	1300	141	1445	165		1215 294
Daily	1045	171	1115	170		1100 318
Truck Percentage 31.57			32.28			31.98

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	24	753	231	23	66	224	25	31	86	7	0	0	3	0	0	465 1473
W	38	953	360	30	105	310	11	54	126	7	0	0	1	0	0	644 1995

County: 87
 Station: 9002
 Description: NW 121 WAY, 200' NORTH OF S RIVER DR
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	8	6	8	7	29	1	3	10	6	20	49	
0100	6	8	6	11	31	4	1	3	6	14	45	
0200	9	8	6	8	31	1	4	5	10	20	51	
0300	14	14	5	4	37	4	5	16	14	39	76	
0400	13	17	19	9	58	19	30	23	35	107	165	
0500	22	14	24	13	73	27	46	72	83	228	301	
0600	46	41	40	28	155	100	92	107	88	387	542	
0700	46	44	47	31	168	78	80	96	84	338	506	
0800	50	49	53	38	190	82	82	67	73	304	494	
0900	41	51	40	43	175	60	55	72	61	248	423	
1000	57	62	42	50	211	62	68	64	48	242	453	
1100	59	50	52	46	207	68	61	84	60	273	480	
1200	47	50	44	34	175	58	68	67	76	269	444	
1300	45	53	41	45	184	66	71	55	71	263	447	
1400	71	52	57	49	229	74	66	50	59	249	478	
1500	67	61	63	48	239	58	65	45	59	227	466	
1600	41	45	44	55	185	62	54	57	50	223	408	
1700	69	31	57	37	194	69	39	46	38	192	386	
1800	31	33	32	28	124	38	45	35	43	161	285	
1900	26	30	31	25	112	47	31	35	32	145	257	
2000	26	21	20	19	86	16	16	18	12	62	148	
2100	15	19	20	18	72	18	16	16	17	67	139	
2200	14	12	8	8	42	13	18	13	21	65	107	
2300	11	9	14	11	45	12	8	10	6	36	81	
24-Hour Totals:					3052						4179	7231

Peak Volume Information						
Direction: N			Direction: S		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	800	190	730	344	730	521
P.M.	1445	240	1230	280	1345	486
Daily	1445	240	600	387	600	542

Truck Percentage 36.04 29.77 32.42

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	3	1612	337	36	95	701	42	36	75	100	0	0	15	0	0	1100 3052
S	0	2236	699	76	247	695	60	45	107	11	0	0	3	0	0	1244 4179

County: 87
 Station: 9002
 Description: NW 121 WAY, 200' NORTH OF S RIVER DR
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	4	10	20	5	39	6	3	1	7	17	56	56
0100	4	12	9	10	35	7	8	3	13	31	66	66
0200	13	9	9	6	37	8	10	15	9	42	79	79
0300	12	8	8	15	43	8	19	21	27	75	118	118
0400	5	18	13	16	52	29	52	34	54	169	221	221
0500	16	10	13	22	61	35	39	83	86	243	304	304
0600	29	63	60	49	201	95	98	122	90	405	606	606
0700	38	24	39	23	124	85	91	109	107	392	516	516
0800	27	18	43	44	132	67	98	60	72	297	429	429
0900	45	61	55	39	200	86	63	61	42	252	452	452
1000	55	57	43	60	215	59	84	84	59	286	501	501
1100	43	45	65	47	200	68	66	57	56	247	447	447
1200	38	42	43	44	167	52	63	75	77	267	434	434
1300	51	44	56	61	212	63	46	73	51	233	445	445
1400	51	54	52	61	218	69	57	68	57	251	469	469
1500	63	41	56	46	206	51	60	62	53	226	432	432
1600	55	51	44	47	197	52	57	48	51	208	405	405
1700	54	42	34	37	167	56	61	45	48	210	377	377
1800	43	29	27	38	137	41	46	32	39	158	295	295
1900	34	22	27	19	102	36	24	32	21	113	215	215
2000	19	28	13	24	84	16	27	10	12	65	149	149
2100	20	12	13	12	57	15	21	15	15	66	123	123
2200	10	8	9	16	43	16	21	13	23	73	116	116
2300	7	12	8	8	35	8	14	12	5	39	74	74
24-Hour Totals:					2964						4365	7329

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	205	700	392		645 525
P.M.	1415	230	1215	278		1330 472
Daily	1415	230	600	405		600 606

Truck Percentage 35.29 28.57 31.29

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	18	1554	346	32	84	669	56	40	52	91	0	0	22	0	0	1046 2964
S	0	2378	740	87	260	664	83	48	96	7	1	0	1	0	0	1247 4365

County: 87
Station: 9002
Description: NW 121 WAY, 200' NORTH OF S RIVER DR
Start Date: 05/05/2016
Start Time: 0000

	Direction: N					Direction: S					Combined	
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	10	8	13	3	34	5	4	5	7	21	55	
0100	0	19	11	11	41	6	8	5	10	29	70	
0200	15	13	6	9	43	4	14	10	17	45	88	
0300	17	14	11	15	57	10	21	16	28	75	132	
0400	10	12	8	16	46	31	53	36	49	169	215	
0500	26	27	22	21	96	40	40	80	103	263	359	
0600	57	56	50	30	193	93	98	113	97	401	594	
0700	34	47	37	73	191	87	68	105	105	365	556	
0800	48	40	49	39	176	82	65	80	65	292	468	
0900	36	55	58	52	201	63	77	72	64	276	477	
1000	50	57	52	29	188	70	55	67	46	238	426	
1100	39	47	45	48	179	65	62	87	64	278	457	
1200	35	46	35	48	164	63	55	75	89	282	446	
1300	38	50	60	31	179	67	88	74	63	292	471	
1400	58	36	49	47	190	70	77	52	62	261	451	
1500	67	34	40	34	175	60	78	40	63	241	416	
1600	29	35	37	44	145	61	58	63	46	228	373	
1700	43	38	30	38	149	55	50	44	48	197	346	
1800	41	27	35	44	147	40	38	34	31	143	290	
1900	29	12	35	16	92	48	30	40	32	150	242	
2000	25	25	15	19	84	10	16	17	20	63	147	
2100	13	13	20	17	63	28	21	14	22	85	148	
2200	14	10	13	6	43	10	17	12	19	58	101	
2300	14	13	15	7	49	15	10	10	6	41	90	
24-Hour Totals:					2925						4493	7418

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	745	210	700	365		715 565
P.M.	1315	199	1230	319		1245 514
Daily	930	217	545	407		600 594

Truck Percentage 39.45 31.40 34.58

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	13	1499	259	37	100	727	65	37	58	113	0	0	17	0	0	1154	2925
S	0	2439	643	84	223	868	62	57	101	13	1	0	2	0	0	1411	4493

County: 87
 Station: 9019
 Description: NW 121ST WAY EAST OF NW 102RD ROAD
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	14	3	17	10	44	10	1	2	5	18	62	62
0100	8	10	13	13	44	6	1	5	9	21	65	65
0200	13	8	9	16	46	7	6	3	14	30	76	76
0300	9	14	10	14	47	8	9	5	2	24	71	71
0400	15	15	17	17	64	8	15	11	15	49	113	113
0500	15	11	15	19	60	22	29	15	14	80	140	140
0600	22	37	43	24	126	22	38	38	23	121	247	247
0700	39	24	29	24	116	23	29	24	27	103	219	219
0800	25	17	31	31	104	40	23	22	26	111	215	215
0900	36	38	61	22	157	36	27	30	55	148	305	305
1000	65	33	35	49	182	26	32	40	34	132	314	314
1100	48	33	26	50	157	48	49	44	53	194	351	351
1200	53	33	38	36	160	44	46	37	49	176	336	336
1300	34	47	47	35	163	39	51	30	50	170	333	333
1400	42	39	57	33	171	41	34	34	18	127	298	298
1500	29	57	32	19	137	37	23	36	21	117	254	254
1600	27	12	25	22	86	19	8	26	19	72	158	158
1700	17	27	16	14	74	23	28	33	25	109	183	183
1800	11	13	6	15	45	40	17	23	12	92	137	137
1900	19	12	7	5	43	17	18	14	14	63	106	106
2000	1	13	22	9	45	8	7	19	8	42	87	87
2100	7	18	14	14	53	4	8	9	10	31	84	84
2200	13	13	5	13	44	9	4	1	1	15	59	59
2300	12	12	8	1	33	4	5	12	1	22	55	55
24-Hour Totals:					2201						2067	4268

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	166	715	120		845 285
P.M.	1430	176	1200	176		1315 343
Daily	915	186	1100	194		1145 354

Truck Percentage 25.40 17.85 21.74

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	9	1396	237	8	29	354	100	11	41	10	0	0	6	0	0	559 2201
W	11	1639	48	14	24	291	1	11	27	0	0	1	0	0	0	369 2067

County: 87
 Station: 9019
 Description: NW 121ST WAY EAST OF NW 102RD ROAD
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	10	2	2	3	17	4	11	4	10	29		46
0100	0	10	6	10	26	6	0	2	2	10		36
0200	14	17	9	10	50	4	12	7	9	32		82
0300	12	16	16	8	52	7	10	14	11	42		94
0400	13	18	15	13	59	5	11	8	12	36		95
0500	14	20	11	29	74	15	23	12	14	64		138
0600	18	31	43	30	122	1	7	4	26	38		160
0700	21	29	42	27	119	15	41	44	25	125		244
0800	35	51	36	48	170	41	28	38	37	144		314
0900	29	36	48	32	145	33	31	46	20	130		275
1000	51	43	38	19	151	59	33	25	20	137		288
1100	35	41	38	55	169	27	56	25	53	161		330
1200	43	46	50	52	191	46	26	28	26	126		317
1300	42	20	37	30	129	36	48	18	2	104		233
1400	35	32	36	15	118	10	23	11	14	58		176
1500	29	19	20	23	91	23	10	21	10	64		155
1600	24	24	6	10	64	14	14	12	7	47		111
1700	14	18	10	15	57	10	12	17	14	53		110
1800	17	16	11	11	55	13	11	20	13	57		112
1900	20	15	13	18	66	13	11	16	3	43		109
2000	8	7	9	6	30	5	7	16	5	33		63
2100	5	1	7	4	17	1	2	0	5	8		25
2200	1	3	5	1	10	5	7	5	2	19		29
2300	4	1	1	2	8	6	1	0	2	9		17
24-Hour Totals:					1990						1569	3559

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M. 800	170		715	151		800 314
P.M. 1200	191		1230	138		1200 317
Daily 1145	194		1115	180		1115 357

Truck Percentage 24.42 17.08 21.19

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	14	1225	265	3	21	346	51	11	51	3	0	0	0	0	0	486 1990
W	17	1227	57	11	18	197	6	13	21	2	0	0	0	0	0	268 1569

County: 87
 Station: 9019
 Description: NW 121ST WAY EAST OF NW 102RD ROAD
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	4	9	7	7	27	2	11	0	11	24	51	51
0100	12	7	9	9	37	8	7	2	5	22	59	59
0200	5	10	11	13	39	3	14	7	13	37	76	76
0300	8	24	16	15	63	6	9	9	10	34	97	97
0400	14	25	15	16	70	14	9	4	5	32	102	102
0500	23	26	13	28	90	13	20	10	10	53	143	143
0600	34	49	59	51	193	19	32	24	28	103	296	296
0700	41	26	40	30	137	26	27	5	35	93	230	230
0800	19	36	35	46	136	21	17	37	28	103	239	239
0900	50	22	65	50	187	25	15	52	39	131	318	318
1000	35	47	48	30	160	39	33	35	25	132	292	292
1100	34	41	46	51	172	27	32	32	38	129	301	301
1200	21	29	51	36	137	10	42	32	29	113	250	250
1300	43	60	70	50	223	28	21	31	25	105	328	328
1400	56	25	58	23	162	34	30	20	16	100	262	262
1500	53	43	27	15	138	14	19	26	12	71	209	209
1600	23	19	28	20	90	14	13	28	12	67	157	157
1700	27	17	11	10	65	12	8	20	13	53	118	118
1800	17	10	13	3	43	8	7	13	11	39	82	82
1900	15	9	22	16	62	1	8	9	5	23	85	85
2000	21	15	10	1	47	5	4	14	3	26	73	73
2100	3	23	11	7	44	7	4	2	6	19	63	63
2200	5	8	2	2	17	5	6	5	8	24	41	41
2300	3	2	15	5	25	1	1	1	2	5	30	30
24-Hour Totals:					2364						1538	3902

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	183	845	120		845 303
P.M.	1315	236	1215	131		1315 347
Daily	1315	236	930	163		930 360

Truck Percentage 12.94 16.06 14.17

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	21	1864	173	4	18	203	24	10	37	4	0	0	6	0	0	306 2364
W	19	1221	51	12	22	169	10	9	25	0	0	0	0	0	0	247 1538

County: 87
 Station: 9021
 Description: NW S RIVER DR BTWN NW 116 WAY AND NW 121ST WAY
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	7	0	3	0	10	5	1	1	1	8	18	18
0100	0	0	0	0	0	1	0	0	2	3	3	3
0200	0	0	0	0	0	0	0	3	3	6	6	6
0300	1	0	3	3	7	2	5	6	5	18	25	25
0400	1	0	3	4	8	13	13	7	12	45	53	53
0500	5	2	6	12	25	10	16	9	15	50	75	75
0600	15	14	19	21	69	31	27	33	44	135	204	204
0700	29	24	34	33	120	29	31	27	33	120	240	240
0800	44	36	30	38	148	31	34	32	21	118	266	266
0900	44	21	37	37	139	25	38	42	36	141	280	280
1000	26	45	33	42	146	39	43	42	47	171	317	317
1100	40	32	32	28	132	33	44	35	54	166	298	298
1200	28	34	35	26	123	32	40	35	39	146	269	269
1300	28	36	33	35	132	40	31	32	50	153	285	285
1400	34	31	31	35	131	47	26	46	42	161	292	292
1500	40	44	19	26	129	63	59	36	40	198	327	327
1600	17	25	34	35	111	39	50	39	57	185	296	296
1700	37	29	20	17	103	72	36	32	32	172	275	275
1800	18	17	7	12	54	24	26	24	20	94	148	148
1900	11	10	7	14	42	18	20	15	15	68	110	110
2000	9	10	8	6	33	8	13	9	9	39	72	72
2100	6	7	7	2	22	6	7	3	3	19	41	41
2200	2	2	4	2	10	3	3	4	1	11	21	21
2300	4	4	4	2	14	1	3	2	5	11	25	25
24-Hour Totals:					1708						2238	3946

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M. 800	148		645	131		745 273
P.M. 1430	150		1615	218		1430 360
Daily 1015	160		1615	218		1430 360

Truck Percentage 35.19 34.81 34.97

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	38	763	306	35	68	259	31	55	152	1	0	0	0	0	0	601 1708
W	40	984	435	57	136	357	11	54	160	4	0	0	0	0	0	779 2238

County: 87
Station: 9021
Description: NW S RIVER DR BTWN NW 116 WAY AND NW 121ST WAY
Start Date: 05/04/2016
Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	3	1	1	2	7	2	0	1	0	3	10	
0100	3	0	0	1	4	0	1	2	2	5	9	
0200	0	1	2	0	3	1	2	4	1	8	11	
0300	1	2	1	0	4	2	9	9	9	29	33	
0400	0	5	1	3	9	10	8	20	8	46	55	
0500	5	1	6	10	22	9	10	16	18	53	75	
0600	12	12	17	16	57	33	30	38	31	132	189	
0700	29	21	30	33	113	18	24	28	21	91	204	
0800	37	35	46	55	173	24	15	26	44	109	282	
0900	43	45	32	25	145	28	30	41	24	123	268	
1000	39	25	30	30	124	35	36	33	32	136	260	
1100	36	26	27	39	128	32	37	43	36	148	276	
1200	28	37	29	31	125	38	47	48	42	175	300	
1300	32	29	34	32	127	28	49	43	39	159	286	
1400	28	45	32	37	142	32	43	42	59	176	318	
1500	27	33	31	29	120	50	43	37	32	162	282	
1600	39	13	21	15	88	35	42	38	42	157	245	
1700	24	21	29	19	93	51	47	30	43	171	264	
1800	27	14	11	17	69	33	29	20	25	107	176	
1900	18	6	15	10	49	21	16	15	8	60	109	
2000	7	2	6	5	20	3	6	11	4	24	44	
2100	6	3	5	2	16	3	7	4	3	17	33	
2200	2	3	4	5	14	3	3	2	2	10	24	
2300	3	4	0	0	7	2	3	2	2	9	16	
24-Hour Totals:					1659						2110	3769

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	830	189	845	143		845 318
P.M.	1400	142	1415	194		1415 335
Daily	830	189	1415	194		1415 335
Truck Percentage 34.30			33.18			33.67

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	33	714	343	35	89	257	18	42	123	4	0	0	1	0	0	569 1659
W	28	938	444	50	136	296	2	61	152	3	0	0	0	0	0	700 2110

County: 87
 Station: 9021
 Description: NW S RIVER DR BTWN NW 116 WAY AND NW 121ST WAY
 Start Date: 05/05/2016
 Start Time: 0000

	Direction: E						Direction: W					Combined	
Time	1st	2nd	3rd	4th	Total		1st	2nd	3rd	4th	Total	Total	
0000	2	2	1	3	8		0	2	2	1	5	13	
0100	1	2	3	1	7		5	2	6	3	16	23	
0200	0	1	2	0	3		3	0	3	4	10	13	
0300	0	0	0	4	4		4	4	6	8	22	26	
0400	1	1	2	7	11		13	9	7	12	41	52	
0500	1	2	8	13	24		10	9	19	16	54	78	
0600	17	16	12	25	70		59	25	44	32	160	230	
0700	32	19	31	42	124		19	34	32	35	120	244	
0800	39	37	27	35	138		30	46	25	34	135	273	
0900	19	34	24	30	107		36	19	21	26	102	209	
1000	26	27	20	42	115		31	25	40	31	127	242	
1100	50	43	36	27	156		27	56	29	50	162	318	
1200	37	37	26	30	130		35	41	36	39	151	281	
1300	43	34	27	37	141		42	22	44	24	132	273	
1400	27	21	28	22	98		27	24	24	45	120	218	
1500	20	16	14	18	68		47	32	41	37	157	225	
1600	33	11	13	17	74		40	33	32	30	135	209	
1700	11	16	19	9	55		55	47	28	28	158	213	
1800	12	11	13	10	46		36	20	12	20	88	134	
1900	13	11	12	10	46		16	8	14	12	50	96	
2000	7	8	7	4	26		9	4	4	1	18	44	
2100	5	3	2	1	11		9	2	3	3	17	28	
2200	3	2	1	3	9		2	1	3	1	7	16	
2300	0	1	0	1	2		3	2	2	1	8	10	
24-Hour Totals:					1473							1995	3468

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	730	149	730	143		730 292
P.M.	1300	141	1445	165		1215 294
Daily	1045	171	1115	170		1100 318
Truck Percentage 31.57			32.28			31.98

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	24	753	231	23	66	224	25	31	86	7	0	0	3	0	0	465 1473
W	38	953	360	30	105	310	11	54	126	7	0	0	1	0	0	644 1995

County: 87
 Station: 9020
 Description: NW S RIVER DR BTWN NW 121ST WAY AND NW 127TH ST
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	1	1	1	1	4	5	2	1	0	8	12	12
0100	2	0	2	0	4	3	2	1	0	6	10	10
0200	0	1	1	0	2	0	2	0	0	2	4	4
0300	4	1	0	1	6	1	2	0	1	4	10	10
0400	0	2	0	0	2	4	9	5	6	24	26	26
0500	2	0	5	3	10	2	5	5	5	17	27	27
0600	9	8	8	4	29	11	17	11	15	54	83	83
0700	14	14	10	15	53	18	23	24	23	88	141	141
0800	12	13	17	13	55	20	4	31	33	88	143	143
0900	15	22	36	29	102	15	17	28	42	102	204	204
1000	26	18	16	14	74	27	22	25	19	93	167	167
1100	16	16	12	27	71	19	22	18	28	87	158	158
1200	24	17	25	15	81	25	29	22	32	108	189	189
1300	31	19	24	22	96	20	19	29	23	91	187	187
1400	11	14	20	20	65	15	16	22	27	80	145	145
1500	18	21	18	28	85	21	15	16	21	73	158	158
1600	22	12	19	19	72	25	13	17	10	65	137	137
1700	36	22	20	11	89	6	13	11	8	38	127	127
1800	21	7	8	12	48	13	7	8	8	36	84	84
1900	9	4	14	4	31	9	7	3	7	26	57	57
2000	7	2	4	4	17	13	4	7	9	33	50	50
2100	8	4	4	4	20	6	4	6	3	19	39	39
2200	2	8	0	0	10	4	7	4	0	15	25	25
2300	0	2	2	2	6	0	3	6	3	12	18	18
24-Hour Totals:					1032						1169	2201

Peak Volume Information							
Direction: E				Direction: W			
Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume
A.M. 845	86	830	96	845	179		
P.M. 1645	97	1200	108	1215	191		
Daily 915	113	930	119	930	228		
Truck Percentage 18.02				18.65			
				18.36			

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	8	600	238	28	68	44	2	9	34	1	0	0	0	0	0	186 1032
W	8	716	227	14	46	61	7	13	74	2	0	0	1	0	0	218 1169

County: 87
 Station: 9020
 Description: NW S RIVER DR BTWN NW 121ST WAY AND NW 127TH ST
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	0	1	2	2	5	3	2	0	1	6	11	11
0100	0	1	0	4	5	0	0	1	2	3	8	8
0200	0	1	0	1	2	1	2	1	4	8	10	10
0300	4	0	0	1	5	5	0	1	3	9	14	14
0400	1	1	2	3	7	4	12	5	4	25	32	32
0500	1	1	5	1	8	5	3	2	5	15	23	23
0600	8	9	9	2	28	7	11	13	10	41	69	69
0700	12	14	11	10	47	11	19	20	34	84	131	131
0800	6	12	9	12	39	20	11	18	24	73	112	112
0900	14	18	13	17	62	12	13	14	31	70	132	132
1000	15	11	13	16	55	21	13	18	13	65	120	120
1100	15	15	17	27	74	11	21	23	26	81	155	155
1200	27	18	12	17	74	25	14	13	11	63	137	137
1300	11	21	19	19	70	21	12	20	13	66	136	136
1400	18	7	18	8	51	21	14	13	15	63	114	114
1500	16	13	10	9	48	12	14	16	20	62	110	110
1600	12	9	19	24	64	12	7	19	12	50	114	114
1700	24	23	26	8	81	11	11	13	8	43	124	124
1800	27	6	16	6	55	10	8	7	9	34	89	89
1900	5	2	3	7	17	8	4	7	6	25	42	42
2000	1	6	6	0	13	4	2	11	2	19	32	32
2100	0	0	0	2	2	1	3	3	0	7	9	9
2200	2	0	4	1	7	5	1	4	1	11	18	18
2300	0	0	2	0	2	0	3	1	4	8	10	10
24-Hour Totals:					821						931	1752

Peak Volume Information							
Direction: E				Direction: W			
Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	57	715	93	715	134	
P.M.	1645	97	1330	68	1645	144	
Daily	1645	97	1115	95	1115	181	
Truck Percentage				18.64	17.08		17.81

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	6	502	160	17	58	44	2	5	26	1	0	0	0	0	0	153	821
W	11	592	169	10	42	42	1	22	38	3	0	0	1	0	0	159	931

County: 87
 Station: 9020
 Description: NW S RIVER DR BTWN NW 121ST WAY AND NW 127TH ST
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	1	2	0	0	3	3	0	0	0	3	6	6
0100	0	1	0	1	2	1	0	0	0	1	3	3
0200	1	1	0	0	2	2	3	0	0	5	7	7
0300	1	3	2	1	7	4	2	12	2	20	27	27
0400	1	2	1	0	4	6	8	8	2	24	28	28
0500	1	1	2	5	9	2	7	6	10	25	34	34
0600	7	7	14	5	33	8	12	14	20	54	87	87
0700	11	15	10	10	46	21	17	24	17	79	125	125
0800	12	10	13	18	53	18	9	17	16	60	113	113
0900	17	10	13	20	60	17	16	19	23	75	135	135
1000	8	14	11	11	44	20	11	7	23	61	105	105
1100	12	14	22	19	67	13	17	22	20	72	139	139
1200	25	26	19	18	88	24	18	19	21	82	170	170
1300	21	14	22	14	71	25	16	16	14	71	142	142
1400	16	14	16	12	58	11	18	16	21	66	124	124
1500	14	8	24	10	56	16	23	16	14	69	125	125
1600	28	15	36	15	94	18	14	18	15	65	159	159
1700	37	35	25	9	106	13	12	20	13	58	164	164
1800	21	7	4	7	39	10	12	6	7	35	74	74
1900	14	8	11	8	41	2	5	3	2	12	53	53
2000	3	6	1	4	14	4	2	3	3	12	26	26
2100	5	2	1	3	11	4	3	3	7	17	28	28
2200	2	2	9	1	14	10	5	1	0	16	30	30
2300	1	1	0	2	4	6	1	1	1	9	13	13
24-Hour Totals:					926						991	1917

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	815	58	645	82		845 126
P.M.	1630	123	1215	83		1630 181
Daily	1630	123	1130	84		1630 181
Truck Percentage 16.63			18.67			17.68

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	8	537	227	17	46	45	0	7	38	1	0	0	0	0	0	154	926
W	13	591	202	13	39	58	0	18	53	2	0	0	2	0	0	185	991

County: 87
 Station: 9017
 Description: NW 107TH AVENUE SOUTH OF S. RIVER DR
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	8	1	7	1	17	5	4	6	7	22	39	
0100	6	4	9	4	23	3	4	4	8	19	42	
0200	5	10	1	17	33	3	8	3	6	20	53	
0300	3	14	16	9	42	9	12	10	18	49	91	
0400	7	18	33	13	71	18	19	20	25	82	153	
0500	22	22	31	24	99	27	27	59	69	182	281	
0600	42	49	28	44	163	33	71	96	100	300	463	
0700	45	36	41	29	151	83	117	113	159	472	623	
0800	32	36	54	41	163	134	114	85	98	431	594	
0900	56	72	56	35	219	95	57	70	66	288	507	
1000	77	74	65	79	295	76	55	54	59	244	539	
1100	70	74	76	63	283	67	59	53	56	235	518	
1200	84	73	78	69	304	45	53	62	64	224	528	
1300	73	57	64	62	256	57	72	73	64	266	522	
1400	81	57	72	60	270	67	58	54	63	242	512	
1500	75	70	84	62	291	61	44	54	57	216	507	
1600	84	75	122	94	375	56	47	47	44	194	569	
1700	111	87	109	71	378	30	34	24	30	118	496	
1800	110	71	45	65	291	35	25	25	33	118	409	
1900	58	33	44	30	165	20	16	19	23	78	243	
2000	27	21	16	19	83	6	24	5	17	52	135	
2100	22	25	22	15	84	11	10	10	6	37	121	
2200	19	15	20	13	67	5	11	8	12	36	103	
2300	10	5	13	9	37	3	7	1	6	17	54	
24-Hour Totals:					4160						3942	8102

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	225	715	523		715 661
P.M.	1630	414	1315	276		1615 570
Daily	1630	414	715	523		715 661

Truck Percentage 18.99 20.19 19.58

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	31	2614	725	118	302	156	1	55	139	1	5	6	7	0	0	790 4160
S	21	2439	686	126	220	163	5	85	169	14	1	3	10	0	0	796 3942

County: 87
 Station: 9017
 Description: NW 107TH AVENUE SOUTH OF S. RIVER DR
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	8	5	4	2	19	1	3	8	3	15	34	34
0100	6	5	0	1	12	5	7	6	13	31	43	43
0200	3	13	7	10	33	7	3	5	2	17	50	50
0300	9	16	5	19	49	2	16	17	17	52	101	101
0400	9	19	10	16	54	9	15	11	26	61	115	115
0500	17	14	14	40	85	35	28	54	65	182	267	267
0600	46	45	31	31	153	49	66	82	108	305	458	458
0700	45	39	40	34	158	102	139	116	158	515	673	673
0800	31	39	39	57	166	109	105	85	96	395	561	561
0900	47	63	47	67	224	115	62	75	55	307	531	531
1000	80	73	67	56	276	63	54	55	56	228	504	504
1100	59	71	53	70	253	42	55	65	56	218	471	471
1200	95	78	71	63	307	48	53	56	57	214	521	521
1300	69	71	60	62	262	52	52	57	74	235	497	497
1400	44	74	64	56	238	70	74	60	44	248	486	486
1500	60	55	75	51	241	38	47	48	42	175	416	416
1600	66	67	111	99	343	43	44	47	44	178	521	521
1700	127	58	107	61	353	25	36	39	32	132	485	485
1800	104	67	54	48	273	32	22	29	21	104	377	377
1900	53	61	25	29	168	25	15	18	17	75	243	243
2000	33	34	23	23	113	16	9	10	11	46	159	159
2100	17	12	12	18	59	4	12	5	12	33	92	92
2200	11	19	11	16	57	9	3	6	7	25	82	82
2300	5	8	5	8	26	6	4	4	4	18	44	44
24-Hour Totals:					3922						3809	7731

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	214	715	522		700 673
P.M.	1615	404	1345	278		1615 564
Daily	1615	404	715	522		700 673

Truck Percentage 20.88 21.29 21.08

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	27	2384	692	112	292	161	1	59	167	6	4	5	12	0	0	819 3922
S	41	2320	637	110	234	176	4	85	172	17	4	4	5	0	0	811 3809

County: 87
Station: 9017
Description: NW 107TH AVENUE SOUTH OF S. RIVER DR
Start Date: 05/05/2016
Start Time: 0000

	Direction: N					Direction: S					Combined	
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	4	12	5	5	26	4	4	1	6	15	41	
0100	8	5	1	2	16	4	10	5	14	33	49	
0200	9	4	5	15	33	6	4	11	10	31	64	
0300	13	4	6	7	30	4	14	11	16	45	75	
0400	15	22	14	16	67	12	16	9	20	57	124	
0500	22	18	32	16	88	17	33	59	58	167	255	
0600	45	27	20	37	129	53	59	90	113	315	444	
0700	25	43	34	52	154	100	114	112	130	456	610	
0800	47	37	37	39	160	102	99	89	79	369	529	
0900	53	57	38	38	186	95	74	55	78	302	488	
1000	80	57	38	72	247	53	42	50	54	199	446	
1100	79	72	73	65	289	46	43	59	51	199	488	
1200	78	92	71	59	300	55	60	67	58	240	540	
1300	59	68	53	70	250	66	59	62	51	238	488	
1400	55	80	64	50	249	53	54	71	55	233	482	
1500	81	40	67	72	260	54	58	46	48	206	466	
1600	81	55	127	94	357	47	48	43	41	179	536	
1700	106	89	106	92	393	38	35	33	32	138	531	
1800	105	58	58	51	272	33	32	28	25	118	390	
1900	40	46	31	33	150	17	19	17	13	66	216	
2000	24	23	14	19	80	10	9	9	9	37	117	
2100	26	14	23	12	75	10	13	6	9	38	113	
2200	18	14	20	7	59	8	4	12	10	34	93	
2300	7	10	11	3	31	5	9	2	5	21	52	
24-Hour Totals:					3901						3736	7637

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	187	715	458		715 634
P.M.	1630	416	1215	251		1630 573
Daily	1630	416	715	458		715 634

Truck Percentage 21.43 22.00 21.71

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	23	2333	709	121	300	194	2	59	145	1	5	2	7	0	0	836	3901
S	33	2194	687	134	238	172	0	80	172	16	3	5	2	0	0	822	3736

County: 87
 Station: 0109
 Description: SR 25/US-27 OKEECHOBEE RD WEST OF NW 79TH AVENUE
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	53	20	18	13	104	45	53	18	22	138	242	242
0100	18	16	13	17	64	21	40	18	24	103	167	167
0200	21	28	18	18	85	23	23	25	39	110	195	195
0300	27	33	25	20	105	37	41	80	62	220	325	325
0400	19	32	45	68	164	65	65	101	143	374	538	538
0500	63	79	132	119	393	92	132	225	286	735	1128	1128
0600	135	206	230	320	891	286	300	460	454	1500	2391	2391
0700	352	375	378	358	1463	506	447	454	499	1906	3369	3369
0800	394	390	387	373	1544	480	394	405	325	1604	3148	3148
0900	326	306	280	284	1196	311	326	292	291	1220	2416	2416
1000	285	274	299	263	1121	249	238	266	286	1039	2160	2160
1100	285	276	303	297	1161	283	317	346	360	1306	2467	2467
1200	349	464	440	375	1628	363	363	325	329	1380	3008	3008
1300	358	372	298	274	1302	301	349	368	370	1388	2690	2690
1400	260	255	315	313	1143	384	338	339	334	1395	2538	2538
1500	307	313	394	376	1390	369	285	401	407	1462	2852	2852
1600	385	260	362	367	1374	420	421	390	420	1651	3025	3025
1700	476	460	502	474	1912	428	434	404	402	1668	3580	3580
1800	460	351	300	294	1405	401	340	371	305	1417	2822	2822
1900	244	179	137	150	710	202	212	217	201	832	1542	1542
2000	118	115	81	100	414	212	207	176	148	743	1157	1157
2100	97	86	85	86	354	154	134	128	116	532	886	886
2200	85	58	62	48	253	82	81	77	69	309	562	562
2300	73	52	53	42	220	47	52	50	43	192	412	412
24-Hour Totals:					20396						23224	43620

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	800	1544	700	1906		715 3385
P.M.	1700	1912	1645	1686		1700 3580
Daily	1700	1912	700	1906		1700 3580

Truck Percentage 11.25 12.10 11.70

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	180	14427	3353	311	542	326	113	252	505	221	2	0	23	0	141	2295 20396
W	207	16603	3460	254	581	723	134	324	655	116	2	1	20	0	144	2810 23224

County: 87
 Station: 0109
 Description: SR 25/US-27 OKEECHOBEE RD WEST OF NW 79TH AVENUE
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	45	37	20	35	137	61	31	16	20	128	265
0100	20	20	20	18	78	27	22	19	27	95	173
0200	26	24	23	22	95	21	19	35	28	103	198
0300	38	35	19	23	115	37	55	42	43	177	292
0400	30	21	26	44	121	39	58	81	122	300	421
0500	57	75	88	113	333	102	130	252	327	811	1144
0600	160	201	255	352	968	311	330	423	464	1528	2496
0700	370	378	417	455	1620	406	408	500	537	1851	3471
0800	501	518	490	505	2014	525	440	411	349	1725	3739
0900	393	352	328	272	1345	370	385	344	282	1381	2726
1000	274	269	246	237	1026	224	270	284	302	1080	2106
1100	259	246	265	330	1100	296	311	333	359	1299	2399
1200	314	293	322	309	1238	353	334	335	304	1326	2564
1300	316	268	272	245	1101	314	359	373	356	1402	2503
1400	258	269	344	312	1183	376	317	239	326	1258	2441
1500	426	401	383	389	1599	400	414	386	382	1582	3181
1600	379	373	346	434	1532	404	427	411	413	1655	3187
1700	462	489	442	328	1721	412	431	424	429	1696	3417
1800	419	352	315	244	1330	457	397	322	299	1475	2805
1900	196	205	146	133	680	222	183	162	140	707	1387
2000	151	139	118	99	507	137	163	146	111	557	1064
2100	84	72	89	66	311	137	137	142	128	544	855
2200	87	88	49	62	286	100	126	74	78	378	664
2300	56	69	74	45	244	60	46	43	37	186	430
24-Hour Totals:					20684						23244 43928

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	800	2014	730	2002		730 3893
P.M.	1645	1827	1715	1741		1645 3507
Daily	800	2014	730	2002		730 3893
Truck Percentage 10.67			10.63			10.65

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	173	15006	3146	316	525	298	141	225	495	178	4	1	25	0	151	2208 20684
W	187	17072	3337	207	579	551	133	247	579	152	1	0	22	0	177	2471 23244

County: 87
 Station: 0109
 Description: SR 25/US-27 OKEECHOBEE RD WEST OF NW 79TH AVENUE
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	53	29	26	18	126	56	48	40	15	159	285
0100	14	14	20	24	72	39	25	19	26	109	181
0200	40	19	28	12	99	26	28	33	28	115	214
0300	30	35	22	32	119	34	47	58	73	212	331
0400	35	21	56	54	166	45	63	100	133	341	507
0500	63	72	87	103	325	105	202	213	277	797	1122
0600	152	184	249	316	901	230	299	399	415	1343	2244
0700	326	331	272	427	1356	401	439	459	438	1737	3093
0800	470	442	434	491	1837	478	487	460	357	1782	3619
0900	459	339	329	271	1398	327	291	266	266	1150	2548
1000	249	278	277	310	1114	262	261	277	278	1078	2192
1100	346	311	293	304	1254	283	273	311	346	1213	2467
1200	346	328	319	289	1282	337	297	281	274	1189	2471
1300	324	281	288	293	1186	318	334	286	335	1273	2459
1400	288	295	278	285	1146	348	313	303	310	1274	2420
1500	342	343	419	401	1505	377	350	417	424	1568	3073
1600	398	354	355	424	1531	422	427	390	397	1636	3167
1700	504	492	496	449	1941	436	419	440	373	1668	3609
1800	403	332	278	242	1255	362	415	403	351	1531	2786
1900	220	194	138	130	682	297	225	187	164	873	1555
2000	132	116	141	148	537	180	175	132	119	606	1143
2100	119	98	98	89	404	122	113	89	67	391	795
2200	96	71	80	74	321	92	90	98	71	351	672
2300	90	90	91	56	327	49	66	50	59	224	551
24-Hour Totals:					20884						22620 43504

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	800	1837	745	1863	745	3636
P.M.	1700	1941	1645	1692	1700	3609
Daily	1700	1941	745	1863	745	3636

Truck Percentage 10.72 12.29 11.53

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	135	15099	3363	296	528	247	174	230	522	209	4	1	27	0	49	2238 20884
W	198	16006	3487	235	619	465	173	270	790	181	3	0	44	0	149	2780 22620

County: 87
 Station: 2537
 Description: SR 25/US-27/OKEECHOBEE RD WEST OF NW 107TH AVENUE
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	88	81	66	67	302	54	53	46	39	192	494
0100	61	49	35	46	191	28	23	29	27	107	298
0200	43	42	40	34	159	17	34	43	34	128	287
0300	38	61	69	66	234	22	37	47	58	164	398
0400	74	80	131	121	406	42	45	113	96	296	702
0500	154	210	288	337	989	94	149	204	271	718	1707
0600	349	517	580	608	2054	242	297	416	390	1345	3399
0700	587	619	577	593	2376	324	371	487	411	1593	3969
0800	673	617	590	620	2500	363	416	401	358	1538	4038
0900	590	554	547	516	2207	378	334	318	313	1343	3550
1000	560	508	513	506	2087	259	262	362	366	1249	3336
1100	472	484	475	499	1930	352	350	346	417	1465	3395
1200	453	477	487	470	1887	388	475	471	448	1782	3669
1300	438	499	503	479	1919	419	440	429	410	1698	3617
1400	482	534	528	598	2142	386	403	456	373	1618	3760
1500	582	583	580	559	2304	395	425	457	529	1806	4110
1600	502	536	491	543	2072	528	445	498	531	2002	4074
1700	567	499	576	537	2179	487	543	455	485	1970	4149
1800	469	471	418	358	1716	502	564	537	454	2057	3773
1900	397	340	346	356	1439	433	328	238	204	1203	2642
2000	294	297	271	235	1097	200	197	143	159	699	1796
2100	240	205	208	219	872	132	154	136	135	557	1429
2200	217	202	150	145	714	120	117	98	109	444	1158
2300	122	143	119	115	499	79	95	60	51	285	784
24-Hour Totals:					34275						26259 60534

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	800	2500	730	1677	730	4137
P.M.	1445	2343	1745	2088	1645	4201
Daily	800	2500	1745	2088	1645	4201

Truck Percentage 14.87 13.99 14.49

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	643	23095	4623	635	1189	1167	341	222	933	441	4	1	163	0	818	5096	34275
W	163	18325	3986	442	782	1011	125	234	910	139	0	0	31	0	111	3674	26259

County: 87
 Station: 2537
 Description: SR 25/US-27/OKEECHOBEE RD WEST OF NW 107TH AVENUE
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	87	85	59	55	286	41	31	36	35	143	429
0100	54	46	42	27	169	17	22	20	24	83	252
0200	27	29	37	34	127	26	26	17	26	95	222
0300	39	67	81	60	247	21	34	38	51	144	391
0400	61	85	116	128	390	38	55	99	104	296	686
0500	135	197	316	323	971	96	196	325	314	931	1902
0600	361	497	593	646	2097	299	349	463	424	1535	3632
0700	631	607	630	552	2420	380	448	449	391	1668	4088
0800	597	578	600	568	2343	443	395	405	435	1678	4021
0900	554	613	549	530	2246	434	352	331	314	1431	3677
1000	506	435	457	438	1836	322	399	420	407	1548	3384
1100	453	460	478	473	1864	378	402	414	433	1627	3491
1200	484	464	477	407	1832	407	443	445	413	1708	3540
1300	471	429	436	428	1764	430	438	427	474	1769	3533
1400	422	462	446	544	1874	463	468	461	524	1916	3790
1500	510	539	501	446	1996	491	468	560	562	2081	4077
1600	509	483	445	481	1918	547	523	612	553	2235	4153
1700	491	527	471	469	1958	609	595	513	567	2284	4242
1800	439	437	369	323	1568	513	583	552	476	2124	3692
1900	324	322	270	267	1183	423	341	285	245	1294	2477
2000	257	237	208	191	893	230	231	152	167	780	1673
2100	197	211	213	170	791	117	169	151	144	581	1372
2200	182	161	150	114	607	112	98	70	89	369	976
2300	109	118	115	87	429	93	69	54	48	264	693
24-Hour Totals:					31809						28584 60393

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	645	2514	715	1731	645	4215
P.M.	1445	2094	1630	2369	1630	4313
Daily	645	2514	1630	2369	1630	4313
Truck Percentage 14.84			11.48		13.25	

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	471	21583	4155	564	1100	1125	314	210	820	393	1	2	190	0	881	4719 31809
W	96	21269	3870	440	815	703	143	213	786	149	1	0	31	0	68	3281 28584

County: 87
 Station: 2537
 Description: SR 25/US-27/OKEECHOBEE RD WEST OF NW 107TH AVENUE
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	66	53	70	50	239	44	30	42	21	137	376
0100	61	79	113	65	318	34	29	29	22	114	432
0200	55	28	29	23	135	28	38	31	32	129	264
0300	43	47	58	52	200	36	31	47	40	154	354
0400	65	74	125	90	354	52	56	81	99	288	642
0500	134	194	279	319	926	98	131	215	220	664	1590
0600	346	459	588	653	2046	238	256	321	316	1131	3177
0700	575	553	527	521	2176	344	383	347	368	1442	3618
0800	510	541	474	546	2071	355	353	329	357	1394	3465
0900	535	456	501	550	2042	326	273	316	295	1210	3252
1000	486	482	494	491	1953	279	328	336	299	1242	3195
1100	511	432	476	461	1880	327	359	377	362	1425	3305
1200	475	508	473	529	1985	376	373	391	327	1467	3452
1300	515	475	457	463	1910	358	378	408	433	1577	3487
1400	503	517	538	581	2139	528	433	452	478	1891	4030
1500	494	603	567	550	2214	445	435	469	478	1827	4041
1600	475	490	555	580	2100	501	489	481	532	2003	4103
1700	522	555	552	502	2131	544	578	491	478	2091	4222
1800	461	434	436	349	1680	467	517	499	462	1945	3625
1900	358	381	312	343	1394	355	329	260	229	1173	2567
2000	288	298	282	277	1145	226	216	181	162	785	1930
2100	233	236	234	200	903	141	125	160	133	559	1462
2200	209	208	193	129	739	115	100	86	111	412	1151
2300	132	113	115	98	458	86	75	61	59	281	739
24-Hour Totals:					33138						25341 58479

Peak Volume Information						
Direction: E			Direction: W		Combined Directions	
Hour	Volume		Hour	Volume	Hour	Volume
A.M.	645	2308	715	1453	645	3698
P.M.	1445	2245	1645	2145	1645	4354
Daily	630	2369	1645	2145	1645	4354
Truck Percentage 14.62			13.88		14.30	

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	306	22938	4579	610	1215	1101	372	227	1005	251	1	0	64	0	469	4846 33138
W	175	17737	3825	453	750	1025	117	224	786	138	3	0	21	0	87	3517 25341

County: 87
 Station: 9016
 Description: NW 107TH AVENUE SOUTH OF NW 106 ST
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	5	11	4	9	29	10	8	7	7	32	61	
0100	8	3	8	2	21	4	3	3	3	13	34	
0200	5	4	4	5	18	0	2	5	6	13	31	
0300	8	4	3	6	21	5	6	6	1	18	39	
0400	7	6	22	17	52	3	3	21	7	34	86	
0500	22	30	38	43	133	15	18	22	16	71	204	
0600	45	46	60	63	214	47	45	71	69	232	446	
0700	73	95	108	103	379	109	87	99	104	399	778	
0800	95	114	101	106	416	87	97	100	104	388	804	
0900	90	74	81	73	318	45	41	97	111	294	612	
1000	95	73	77	90	335	80	80	70	60	290	625	
1100	76	87	83	67	313	74	77	83	78	312	625	
1200	86	73	95	68	322	65	57	79	77	278	600	
1300	60	81	88	79	308	78	76	70	77	301	609	
1400	75	94	98	111	378	48	66	87	71	272	650	
1500	78	103	131	111	423	77	71	72	77	297	720	
1600	104	122	129	147	502	101	90	67	92	350	852	
1700	153	174	194	209	730	105	91	102	79	377	1107	
1800	184	153	141	131	609	80	96	70	63	309	918	
1900	89	90	72	79	330	56	51	54	45	206	536	
2000	50	47	27	31	155	37	48	35	27	147	302	
2100	29	36	51	39	155	41	37	37	21	136	291	
2200	37	35	37	19	128	34	18	21	17	90	218	
2300	19	20	17	12	68	11	17	27	14	69	137	
24-Hour Totals:					6357						4928	11285

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	730	420	700	399		730 807
P.M.	1715	761	1645	390		1715 1113
Daily	1715	761	700	399		1715 1113
Truck Percentage		8.79			7.22	8.11

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	12	4845	941	103	165	149	33	26	76	3	0	0	4	0	0	559 6357
S	19	3883	670	75	116	54	27	18	61	4	0	0	1	0	0	356 4928

County: 87
 Station: 9016
 Description: NW 107TH AVENUE SOUTH OF NW 106 ST
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	10	8	5	5	28	9	8	4	7	28	56
0100	5	4	10	3	22	4	10	9	2	25	47
0200	4	0	5	2	11	5	4	4	3	16	27
0300	3	3	6	7	19	7	1	2	3	13	32
0400	4	5	20	24	53	6	5	13	13	37	90
0500	20	24	36	37	117	13	17	17	23	70	187
0600	49	46	71	68	234	44	49	74	91	258	492
0700	78	93	80	106	357	98	104	93	96	391	748
0800	109	108	85	98	400	92	107	115	82	396	796
0900	77	85	84	79	325	83	27	71	81	262	587
1000	75	76	80	74	305	79	75	88	66	308	613
1100	76	82	86	93	337	72	62	84	77	295	632
1200	94	88	90	86	358	86	89	72	71	318	676
1300	89	88	88	71	336	92	68	62	72	294	630
1400	89	99	96	120	404	63	74	69	78	284	688
1500	108	109	125	133	475	68	69	78	98	313	788
1600	122	130	134	159	545	88	78	80	90	336	881
1700	150	180	185	174	689	101	125	104	98	428	1117
1800	144	166	183	96	589	85	98	83	63	329	918
1900	104	90	58	48	300	66	49	55	42	212	512
2000	52	52	41	29	174	50	39	28	34	151	325
2100	40	46	46	40	172	39	30	39	27	135	307
2200	34	31	25	22	112	17	25	29	23	94	206
2300	28	18	16	18	80	16	16	26	14	72	152
24-Hour Totals:					6442						5065 11507

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	745	408	745	410		745 818
P.M.	1700	689	1700	428		1700 1117
Daily	1700	689	1700	428		1700 1117
Truck Percentage		9.61			7.07	8.49

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	28	4843	952	91	163	184	43	24	108	5	0	0	1	0	0	619 6442
S	29	3989	689	74	116	67	24	11	60	4	0	0	2	0	0	358 5065

County: 87
 Station: 9016
 Description: NW 107TH AVENUE SOUTH OF NW 106 ST
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	9	18	10	12	49	13	13	1	10	37		86
0100	4	3	7	5	19	3	7	4	2	16		35
0200	6	7	3	7	23	3	2	4	7	16		39
0300	5	3	7	8	23	10	5	2	5	22		45
0400	8	14	18	34	74	2	5	10	14	31		105
0500	21	36	27	34	118	13	21	22	25	81		199
0600	49	45	79	70	243	36	55	70	74	235		478
0700	77	92	88	107	364	103	90	94	56	343		707
0800	110	93	119	94	416	114	107	103	85	409		825
0900	100	83	92	75	350	90	100	82	71	343		693
1000	78	70	116	88	352	77	77	77	66	297		649
1100	104	91	94	90	379	65	65	78	76	284		663
1200	89	84	97	87	357	80	74	73	77	304		661
1300	96	89	111	93	389	82	75	61	67	285		674
1400	117	106	134	100	457	51	67	58	81	257		714
1500	109	115	106	117	447	72	76	94	75	317		764
1600	128	126	130	182	566	75	102	80	85	342		908
1700	153	195	182	185	715	93	117	109	85	404		1119
1800	169	149	128	92	538	77	104	57	60	298		836
1900	93	83	60	56	292	49	51	51	45	196		488
2000	49	42	39	42	172	40	34	27	34	135		307
2100	23	55	43	41	162	37	25	31	31	124		286
2200	29	31	20	30	110	15	25	38	22	100		210
2300	28	22	23	7	80	18	17	15	20	70		150
24-Hour Totals:					6695						4946	11641

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	745	429	800	409		800 825
P.M.	1715	731	1645	404		1700 1119
Daily	1715	731	800	409		1700 1119
Truck Percentage 10.87			7.84			9.59

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	15	5022	930	92	157	289	50	18	113	6	0	0	3	0	0	728 6695
S	23	3905	630	61	121	87	50	15	47	2	1	0	4	0	0	388 4946

County: 87
 Station: 9003
 Description: NW 116TH WAY, 300 FT NE OF 106TH TER/102ND RD
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	
0000	38	23	34	21	116	19	23	17	11	70	186	
0100	26	18	22	12	78	17	12	6	13	48	126	
0200	11	14	17	9	51	7	6	11	13	37	88	
0300	6	18	17	17	58	19	27	30	22	98	156	
0400	22	33	27	39	121	18	47	74	65	204	325	
0500	39	75	100	122	336	85	100	168	130	483	819	
0600	126	158	160	206	650	234	257	314	342	1147	1797	
0700	205	209	225	228	867	328	396	402	408	1534	2401	
0800	243	198	211	253	905	132	225	382	356	1095	2000	
0900	224	153	284	235	896	302	357	234	215	1108	2004	
1000	253	231	263	236	983	242	206	187	193	828	1811	
1100	252	237	258	257	1004	206	218	225	231	880	1884	
1200	282	233	251	256	1022	217	198	254	235	904	1926	
1300	260	279	266	260	1065	275	268	268	243	1054	2119	
1400	254	271	296	265	1086	211	275	222	265	973	2059	
1500	284	277	300	271	1132	275	299	217	231	1022	2154	
1600	301	279	345	312	1237	259	270	289	269	1087	2324	
1700	352	294	320	309	1275	283	275	281	251	1090	2365	
1800	333	277	284	274	1168	237	213	187	189	826	1994	
1900	265	236	218	187	906	181	179	135	103	598	1504	
2000	174	124	121	85	504	113	95	83	92	383	887	
2100	88	67	80	66	301	95	99	68	70	332	633	
2200	67	72	75	55	269	67	50	48	46	211	480	
2300	48	50	58	27	183	60	32	49	23	164	347	
24-Hour Totals:					16213						16176	32389

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	845	914	700	1534		700 2401
P.M.	1630	1303	1630	1116		1630 2419
Daily	1630	1303	700	1534		1630 2419
Truck Percentage 13.32			13.02			13.17

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	141	12509	1303	327	403	447	46	120	500	228	3	2	84	0	100	2160 16213
S	192	11829	2010	329	459	477	74	156	563	36	1	0	11	0	39	2106 16176

County: 87
 Station: 9003
 Description: NW 116TH WAY, 300 FT NE OF 106TH TER/102ND RD
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	47	35	31	22	135	16	38	29	16	99	234	234
0100	22	17	17	11	67	15	16	14	11	56	123	123
0200	10	8	14	7	39	12	12	15	14	53	92	92
0300	12	12	13	10	47	17	21	42	45	125	172	172
0400	20	23	33	33	109	23	46	62	76	207	316	316
0500	32	65	96	121	314	90	113	138	146	487	801	801
0600	131	160	205	208	704	177	226	296	327	1026	1730	1730
0700	214	215	215	253	897	337	380	407	374	1498	2395	2395
0800	251	259	250	283	1043	380	339	333	316	1368	2411	2411
0900	252	263	244	242	1001	260	269	228	224	981	1982	1982
1000	278	273	245	232	1028	224	202	140	77	643	1671	1671
1100	198	274	264	222	958	253	244	246	223	966	1924	1924
1200	288	289	274	293	1144	234	281	280	283	1078	2222	2222
1300	294	251	244	252	1041	270	192	351	234	1047	2088	2088
1400	282	256	288	263	1089	240	266	245	288	1039	2128	2128
1500	288	268	292	254	1102	275	284	278	267	1104	2206	2206
1600	298	276	286	257	1117	299	284	323	345	1251	2368	2368
1700	247	233	303	311	1094	361	320	332	254	1267	2361	2361
1800	360	283	280	205	1128	254	233	216	195	898	2026	2026
1900	181	209	166	157	713	198	176	172	137	683	1396	1396
2000	134	133	94	117	478	145	121	97	95	458	936	936
2100	86	75	85	73	319	90	100	90	89	369	688	688
2200	67	63	69	41	240	79	69	62	54	264	504	504
2300	62	54	66	43	225	51	36	28	32	147	372	372
24-Hour Totals:					16032						17114	33146

Peak Volume Information						
Direction: N			Direction: S			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	830	1048	715	1541		730 2478
P.M.	1730	1257	1645	1358		1645 2398
Daily	1730	1257	715	1541		730 2478
Truck Percentage 13.10			14.10			13.62

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	153	12214	1415	345	375	399	43	87	513	262	2	2	72	0	150	2100 16032
S	181	12313	2145	335	448	644	94	178	634	61	0	0	19	0	62	2413 17114

County: 87
 Station: 9003
 Description: NW 116TH WAY, 300 FT NE OF 106TH TER/102ND RD
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	25	31	19	14	89	22	30	37	14	103	192	192
0100	15	12	18	11	56	16	12	7	24	59	115	115
0200	11	12	14	12	49	10	15	22	25	72	121	121
0300	15	21	15	18	69	23	19	40	59	141	210	210
0400	27	24	34	35	120	31	49	74	78	232	352	352
0500	34	44	83	94	255	93	129	193	134	549	804	804
0600	115	132	144	163	554	197	287	331	361	1176	1730	1730
0700	181	167	207	206	761	408	395	434	404	1641	2402	2402
0800	213	209	218	224	864	197	344	429	364	1334	2198	2198
0900	210	217	228	201	856	292	279	242	234	1047	1903	1903
1000	204	208	217	220	849	248	232	235	253	968	1817	1817
1100	233	207	229	224	893	199	239	221	251	910	1803	1803
1200	238	258	267	259	1022	211	232	278	285	1006	2028	2028
1300	281	233	238	232	984	313	283	296	321	1213	2197	2197
1400	223	265	248	258	994	322	318	301	314	1255	2249	2249
1500	279	271	256	271	1077	318	327	345	381	1371	2448	2448
1600	287	290	330	297	1204	307	322	301	305	1235	2439	2439
1700	311	330	322	288	1251	327	303	326	296	1252	2503	2503
1800	318	267	271	264	1120	257	255	202	187	901	2021	2021
1900	276	251	230	213	970	203	180	143	136	662	1632	1632
2000	207	181	134	122	644	144	145	145	118	552	1196	1196
2100	113	114	103	102	432	94	128	95	83	400	832	832
2200	98	79	63	70	310	81	79	78	54	292	602	602
2300	59	55	54	51	219	73	56	42	39	210	429	429
24-Hour Totals:					15642						18581	34223

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	845	879	700	1641	700	2402
P.M.	1630	1268	1500	1371	1645	2521
Daily	1630	1268	700	1641	1645	2521

Truck Percentage 13.51 13.41 13.46

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
N	139	12047	1248	311	348	413	47	103	567	253	0	0	72	0	94	2114 15642
S	172	13440	2391	326	518	617	131	188	639	57	0	1	14	0	87	2491 18581

County: 87
 Station: 9030
 Description: NW 116th Way, west of NW 107th Ave
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	27	26	18	18	89	16	7	12	17	52	141
0100	9	11	11	16	47	6	9	7	17	39	86
0200	10	11	14	20	55	6	5	4	12	27	82
0300	18	18	32	31	99	12	19	23	19	73	172
0400	26	29	46	55	156	19	20	32	41	112	268
0500	51	86	121	140	398	32	45	88	103	268	666
0600	157	181	216	223	777	94	150	184	212	640	1417
0700	199	189	229	229	846	211	243	258	281	993	1839
0800	211	226	258	195	890	308	331	319	301	1259	2149
0900	205	152	179	183	719	239	200	176	177	792	1511
1000	165	157	141	159	622	191	152	150	164	657	1279
1100	154	154	183	182	673	128	140	173	167	608	1281
1200	191	206	216	180	793	192	180	206	146	724	1517
1300	203	194	199	158	754	273	229	219	187	908	1662
1400	177	202	198	185	762	213	214	251	222	900	1662
1500	195	195	215	222	827	193	200	287	271	951	1778
1600	234	210	260	195	899	303	305	345	367	1320	2219
1700	272	244	230	218	964	403	353	305	290	1351	2315
1800	195	175	148	130	648	264	268	216	176	924	1572
1900	125	88	92	84	389	149	105	91	83	428	817
2000	79	73	63	66	281	80	81	50	65	276	557
2100	57	61	57	54	229	41	37	44	48	170	399
2200	61	44	50	43	198	30	39	31	36	136	334
2300	37	25	24	25	111	31	30	30	26	117	228
24-Hour Totals:					12226						13725 25951

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	745	924	800	1259		745 2163
P.M.	1630	971	1630	1468		1630 2439
Daily	1630	971	1630	1468		1630 2439
Truck Percentage 19.78			16.33			17.95

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	294	7880	1285	355	415	575	63	106	483	276	0	1	144	0	349	2418 12226
W	169	9192	2073	375	521	507	70	170	546	44	1	1	6	0	50	2241 13725

County: 87
 Station: 9030
 Description: NW 116th Way, west of NW 107th Ave
 Start Date: 05/04/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	37	13	16	21	87	5	20	12	18	55	142	
0100	10	10	11	20	51	9	10	7	6	32	83	
0200	11	12	15	15	53	10	5	13	14	42	95	
0300	18	13	30	27	88	16	23	22	18	79	167	
0400	24	30	46	51	151	16	20	41	34	111	262	
0500	63	61	115	153	392	44	54	99	106	303	695	
0600	137	166	214	233	750	111	135	201	220	667	1417	
0700	193	192	225	240	850	226	260	251	326	1063	1913	
0800	236	211	222	203	872	322	69	202	412	1005	1877	
0900	203	183	176	190	752	304	225	234	203	966	1718	
1000	177	171	135	157	640	171	162	165	152	650	1290	
1100	181	152	172	196	701	165	159	166	204	694	1395	
1200	218	196	195	197	806	212	185	186	199	782	1588	
1300	196	192	173	178	739	211	206	226	206	849	1588	
1400	187	178	196	175	736	202	204	211	217	834	1570	
1500	201	171	205	180	757	210	248	318	251	1027	1784	
1600	227	172	296	213	908	335	305	360	387	1387	2295	
1700	292	245	244	212	993	512	343	377	328	1560	2553	
1800	227	188	171	142	728	275	277	237	204	993	1721	
1900	147	110	94	77	428	177	145	108	92	522	950	
2000	81	68	56	40	245	77	59	42	48	226	471	
2100	54	48	62	71	235	46	55	35	52	188	423	
2200	41	45	54	52	192	33	36	17	47	133	325	
2300	48	43	33	26	150	21	21	17	27	86	236	
24-Hour Totals:					12304						14254	26558

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	730	912	845	1175		715 2052
P.M.	1630	1046	1645	1619		1630 2648
Daily	1630	1046	1645	1619		1630 2648
Truck Percentage		20.08			16.42	18.12

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	385	7789	1242	374	421	547	29	114	539	317	3	2	125	0	417	2471 12304
W	182	9581	2089	429	557	443	113	208	526	45	2	0	17	0	62	2340 14254

County: 87
 Station: 9030
 Description: NW 116th Way, west of NW 107th Ave
 Start Date: 05/05/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	40	33	32	30	135	26	14	15	25	80	215	215
0100	27	16	12	10	65	7	13	11	3	34	99	99
0200	13	13	22	12	60	9	5	18	6	38	98	98
0300	12	7	28	30	77	4	20	15	16	55	132	132
0400	23	30	35	48	136	18	15	33	32	98	234	234
0500	53	65	98	143	359	40	60	46	50	196	555	555
0600	140	151	205	226	722	177	142	214	215	748	1470	1470
0700	208	195	218	261	882	210	258	270	316	1054	1936	1936
0800	230	223	226	246	925	287	276	294	294	1151	2076	2076
0900	218	140	173	161	692	254	194	229	196	873	1565	1565
1000	173	175	187	171	706	168	158	156	161	643	1349	1349
1100	135	189	162	183	669	143	163	202	182	690	1359	1359
1200	227	177	173	200	777	180	198	199	186	763	1540	1540
1300	173	191	177	190	731	216	212	218	201	847	1578	1578
1400	147	193	205	185	730	179	218	241	218	856	1586	1586
1500	202	209	224	220	855	227	239	295	302	1063	1918	1918
1600	221	207	267	200	895	317	311	354	340	1322	2217	2217
1700	281	259	253	201	994	417	367	364	275	1423	2417	2417
1800	221	185	179	151	736	269	226	227	174	896	1632	1632
1900	153	111	99	73	436	169	127	118	88	502	938	938
2000	86	80	68	77	311	80	64	63	58	265	576	576
2100	61	64	60	55	240	60	60	54	50	224	464	464
2200	59	44	61	42	206	37	43	31	26	137	343	343
2300	52	24	35	35	146	33	8	57	21	119	265	265
24-Hour Totals:					12485						14077	26562

Peak Volume Information						
Direction: E			Direction: W			Combined Directions
Hour	Volume		Hour	Volume		Hour Volume
A.M.	745	940	745	1173		745 2113
P.M.	1630	1007	1645	1488		1630 2485
Daily	1630	1007	1645	1488		1630 2485
Truck Percentage 19.46			16.05			17.66

Classification Summary Database																
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk TotVol
E	375	8024	1213	370	380	554	36	117	522	334	0	4	113	0	443	2430 12485
W	194	9483	2082	439	522	470	82	187	495	55	0	1	9	0	58	2260 14077

Appendix B

TMC Report

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 1. NW South River Dr at NW 79th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 79th Ave Northbound					NW 79th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	37	10	56	1	34	97	35	167	0	32	74	4	110	0	12	55	12	79	412
07:15 AM	0	9	41	17	67	0	32	105	57	194	0	45	68	4	117	0	17	54	13	84	462
07:30 AM	0	13	32	13	58	0	38	95	55	188	0	24	85	4	113	0	18	54	18	90	449
07:45 AM	0	9	23	13	45	0	29	120	69	218	0	46	89	4	139	0	16	67	9	92	494
Total	0	40	133	53	226	1	133	417	216	767	0	147	316	16	479	0	63	230	52	345	1817
08:00 AM	0	13	37	7	57	0	32	122	39	193	0	46	74	4	124	0	20	73	19	112	486
08:15 AM	0	5	36	8	49	0	18	127	43	188	0	40	54	3	97	0	17	83	10	110	444
08:30 AM	0	18	32	14	64	0	20	116	46	182	0	41	60	6	107	0	23	80	17	120	473
08:45 AM	0	14	36	10	60	0	28	122	41	191	0	33	68	3	104	0	21	56	14	91	446
Total	0	50	141	39	230	0	98	487	169	754	0	160	256	16	432	0	81	292	60	433	1849
09:00 AM	0	11	32	13	56	0	18	74	18	110	0	31	72	8	111	0	31	74	19	124	401
09:15 AM	0	16	37	12	65	0	23	110	23	156	0	25	50	9	84	0	19	62	13	94	399
09:30 AM	0	14	41	6	61	1	21	69	30	121	0	16	69	5	90	0	24	76	10	110	382
09:45 AM	0	20	33	18	71	0	26	58	29	113	0	14	65	3	82	0	36	82	11	129	395
Total	0	61	143	49	253	1	88	311	100	500	0	86	256	25	367	0	110	294	53	457	1577
*** BREAK ***																					
04:00 PM	0	14	112	9	135	0	13	21	21	55	0	23	21	23	67	0	54	63	6	123	380
04:15 PM	0	13	144	8	165	0	14	39	20	73	0	13	26	14	53	0	47	78	9	134	425
04:30 PM	0	13	173	7	193	0	10	35	20	65	0	10	25	21	56	0	52	60	7	119	433
04:45 PM	0	8	146	5	159	0	12	19	21	52	0	15	25	10	50	0	43	59	3	105	366
Total	0	48	575	29	652	0	49	114	82	245	0	61	97	68	226	0	196	260	25	481	1604
05:00 PM	0	8	130	5	143	0	11	31	9	51	0	14	28	12	54	0	38	74	9	121	369
05:15 PM	0	10	149	8	167	0	15	28	10	53	0	11	24	15	50	0	33	75	7	115	385
05:30 PM	0	7	136	6	149	0	12	18	9	39	0	6	25	11	42	0	44	92	12	148	378
05:45 PM	0	13	138	8	159	0	15	32	12	59	0	14	15	32	61	0	24	63	7	94	373
Total	0	38	553	27	618	0	53	109	40	202	0	45	92	70	207	0	139	304	35	478	1505
06:00 PM	0	13	136	9	158	0	6	14	3	23	0	8	21	14	43	0	12	44	3	59	283
06:15 PM	0	3	120	6	129	0	5	18	9	32	0	9	19	14	42	0	29	44	6	79	282
06:30 PM	0	8	129	5	142	0	8	17	7	32	0	8	19	10	37	0	25	30	5	60	271
06:45 PM	0	6	92	1	99	1	9	25	6	41	0	5	8	6	19	0	17	42	4	63	222
Total	0	30	477	21	528	1	28	74	25	128	0	30	67	44	141	0	83	160	18	261	1058
Grand Total	0	267	2022	218	2507	3	449	1512	632	2596	0	529	1084	239	1852	0	672	1540	243	2455	9410
Apprch %	0	10.7	80.7	8.7		0.1	17.3	58.2	24.3		0	28.6	58.5	12.9		0	27.4	62.7	9.9		
Total %	0	2.8	21.5	2.3	26.6	0	4.8	16.1	6.7	27.6	0	5.6	11.5	2.5	19.7	0	7.1	16.4	2.6	26.1	
Auto	0	206	1839	191	2236	3	433	1375	536	2347	0	478	873	233	1584	0	610	1281	185	2076	8243
% Auto	0	77.2	90.9	87.6	89.2	100	96.4	90.9	84.8	90.4	0	90.4	80.5	97.5	85.5	0	90.8	83.2	76.1	84.6	87.6
Heavy Vehicles	0	61	183	27	271	0	16	137	96	249	0	51	211	6	268	0	62	259	58	379	1167
% Heavy Vehicles	0	22.8	9.1	12.4	10.8	0	3.6	9.1	15.2	9.6	0	9.6	19.5	2.5	14.5	0	9.2	16.8	23.9	15.4	12.4

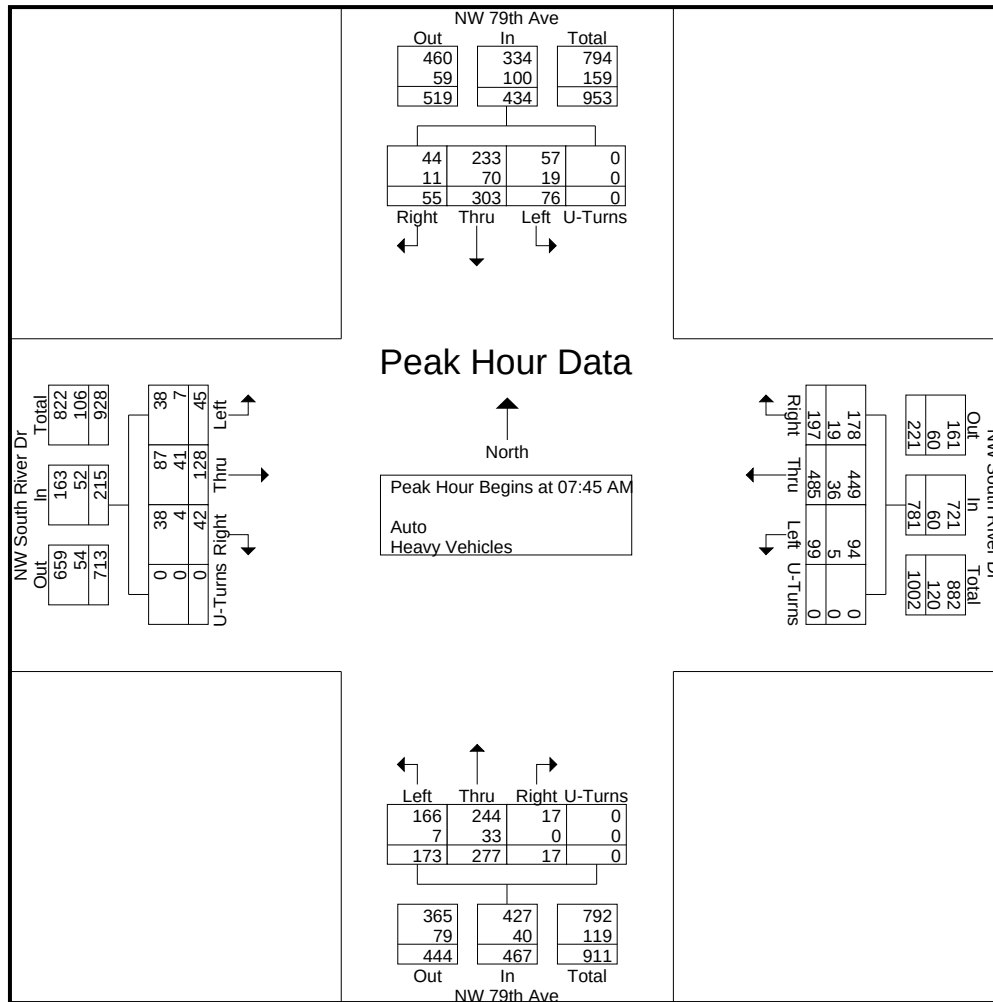
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 1. NW South River Dr at NW 79th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 2

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 79th Ave Northbound					NW 79th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	9	23	13	45	0	29	120	69	218	0	46	89	4	139	0	16	67	9	92	494
08:00 AM	0	13	37	7	57	0	32	122	39	193	0	46	74	4	124	0	20	73	19	112	486
08:15 AM	0	5	36	8	49	0	18	127	43	188	0	40	54	3	97	0	17	83	10	110	444
08:30 AM	0	18	32	14	64	0	20	116	46	182	0	41	60	6	107	0	23	80	17	120	473
Total Volume	0	45	128	42	215	0	99	485	197	781	0	173	277	17	467	0	76	303	55	434	1897
% App. Total	0	20.9	59.5	19.5		0	12.7	62.1	25.2		0	37	59.3	3.6		0	17.5	69.8	12.7		
PHF	.000	.625	.865	.750	.840	.000	.773	.955	.714	.896	.000	.940	.778	.708	.840	.000	.826	.913	.724	.904	.960
Auto	0	38	87	38	163	0	94	449	178	721	0	166	244	17	427	0	57	233	44	334	1645
% Auto	0	84.4	68.0	90.5	75.8	0	94.9	92.6	90.4	92.3	0	96.0	88.1	100	91.4	0	75.0	76.9	80.0	77.0	86.7
Heavy Vehicles	0	7	41	4	52	0	5	36	19	60	0	7	33	0	40	0	19	70	11	100	252
% Heavy Vehicles	0	15.6	32.0	9.5	24.2	0	5.1	7.4	9.6	7.7	0	4.0	11.9	0	8.6	0	25.0	23.1	20.0	23.0	13.3



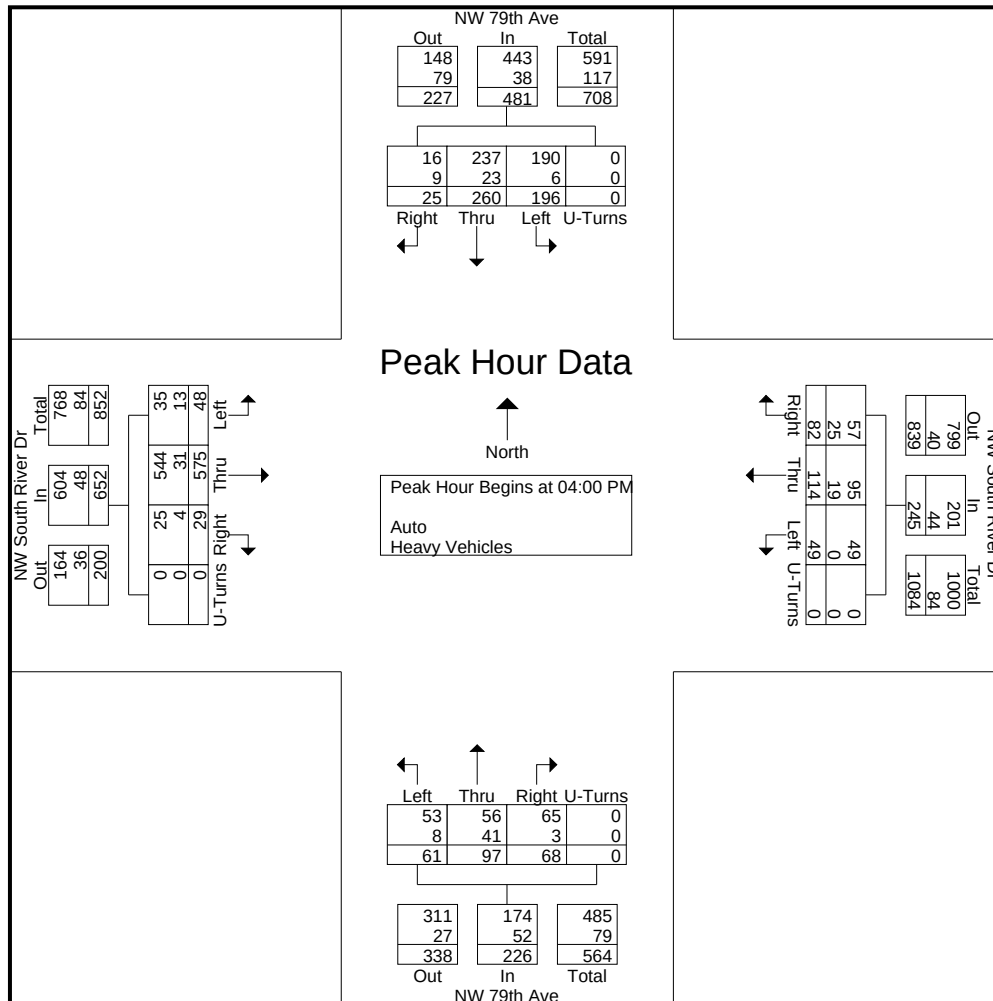
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 1. NW South River Dr at NW 79th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 3

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 79th Ave Northbound					NW 79th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	14	112	9	135	0	13	21	21	55	0	23	21	23	67	0	54	63	6	123	380
04:15 PM	0	13	144	8	165	0	14	39	20	73	0	13	26	14	53	0	47	78	9	134	425
04:30 PM	0	13	173	7	193	0	10	35	20	65	0	10	25	21	56	0	52	60	7	119	433
04:45 PM	0	8	146	5	159	0	12	19	21	52	0	15	25	10	50	0	43	59	3	105	366
Total Volume	0	48	575	29	652	0	49	114	82	245	0	61	97	68	226	0	196	260	25	481	1604
% App. Total	0	7.4	88.2	4.4		0	20	46.5	33.5		0	27	42.9	30.1		0	40.7	54.1	5.2		
PHF	.000	.857	.831	.806	.845	.000	.875	.731	.976	.839	.000	.663	.933	.739	.843	.000	.907	.833	.694	.897	.926
Auto	0	35	544	25	604	0	49	95	57	201	0	53	56	65	174	0	190	237	16	443	1422
% Auto	0	72.9	94.6	86.2	92.6	0	100	83.3	69.5	82.0	0	86.9	57.7	95.6	77.0	0	96.9	91.2	64.0	92.1	88.7
Heavy Vehicles	0	13	31	4	48	0	0	19	25	44	0	8	41	3	52	0	6	23	9	38	182
% Heavy Vehicles	0	27.1	5.4	13.8	7.4	0	0	16.7	30.5	18.0	0	13.1	42.3	4.4	23.0	0	3.1	8.8	36.0	7.9	11.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 1. NW South River Dr at NW 79th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 79th Ave Northbound					NW 79th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	4	2	7	0	0	1	2	3	0	2	6	1	9	0	1	23	2	26	45
07:15 AM	0	4	11	5	20	0	4	4	4	12	0	4	12	0	16	0	4	21	0	25	73
07:30 AM	0	1	5	1	7	0	0	2	4	6	0	1	8	1	10	0	6	16	8	30	53
07:45 AM	0	1	5	2	8	0	0	8	4	12	0	2	9	0	11	0	5	15	3	23	54
Total	0	7	25	10	42	0	4	15	14	33	0	9	35	2	46	0	16	75	13	104	225
08:00 AM	0	1	14	0	15	0	3	6	3	12	0	0	1	0	1	0	4	15	4	23	51
08:15 AM	0	0	15	0	15	0	2	14	8	24	0	1	10	0	11	0	4	24	2	30	80
08:30 AM	0	5	7	2	14	0	0	8	4	12	0	4	13	0	17	0	6	16	2	24	67
08:45 AM	0	4	11	1	16	0	1	10	3	14	0	4	17	0	21	0	4	17	3	24	75
Total	0	10	47	3	60	0	6	38	18	62	0	9	41	0	50	0	18	72	11	101	273
09:00 AM	0	5	10	1	16	0	1	7	4	12	0	3	16	0	19	0	3	17	4	24	71
09:15 AM	0	5	13	1	19	0	3	17	4	24	0	3	9	1	13	0	3	11	3	17	73
09:30 AM	0	5	19	0	24	0	2	13	7	22	0	3	15	0	18	0	2	15	4	21	85
09:45 AM	0	5	14	1	20	0	0	8	7	15	0	1	9	0	10	0	6	7	5	18	63
Total	0	20	56	3	79	0	6	45	22	73	0	10	49	1	60	0	14	50	16	80	292
*** BREAK ***																					
04:00 PM	0	5	4	2	11	0	0	3	5	8	0	1	10	1	12	0	1	4	1	6	37
04:15 PM	0	4	11	1	16	0	0	12	6	18	0	0	9	0	9	0	2	8	5	15	58
04:30 PM	0	3	6	0	9	0	0	3	5	8	0	2	9	1	12	0	2	8	2	12	41
04:45 PM	0	1	10	1	12	0	0	1	9	10	0	5	13	1	19	0	1	3	1	5	46
Total	0	13	31	4	48	0	0	19	25	44	0	8	41	3	52	0	6	23	9	38	182
05:00 PM	0	0	2	1	3	0	0	4	3	7	0	2	4	0	6	0	1	7	1	9	25
05:15 PM	0	4	3	1	8	0	0	4	2	6	0	3	7	0	10	0	2	5	2	9	33
05:30 PM	0	1	2	2	5	0	0	2	2	4	0	3	10	0	13	0	2	7	1	10	32
05:45 PM	0	4	2	1	7	0	0	3	2	5	0	3	6	0	9	0	2	5	2	9	30
Total	0	9	9	5	23	0	0	13	9	22	0	11	27	0	38	0	7	24	6	37	120
06:00 PM	0	0	6	1	7	0	0	1	1	2	0	0	6	0	6	0	1	3	1	5	20
06:15 PM	0	0	3	1	4	0	0	0	3	3	0	3	3	0	6	0	0	2	0	2	15
06:30 PM	0	1	6	0	7	0	0	2	2	4	0	1	6	0	7	0	0	3	1	4	22
06:45 PM	0	1	0	0	1	0	0	4	2	6	0	0	3	0	3	0	0	7	1	8	18
Total	0	2	15	2	19	0	0	7	8	15	0	4	18	0	22	0	1	15	3	19	75
Grand Total	0	61	183	27	271	0	16	137	96	249	0	51	211	6	268	0	62	259	58	379	1167
Apprch %	0	22.5	67.5	10		0	6.4	55	38.6		0	19	78.7	2.2		0	16.4	68.3	15.3		
Total %	0	5.2	15.7	2.3	23.2	0	1.4	11.7	8.2	21.3	0	4.4	18.1	0.5	23	0	5.3	22.2	5	32.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 1. NW South River Dr at NW 79th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Peds

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 79th Ave Northbound					NW 79th Ave Southbound					
Start Time	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5	0	0	0	5	9
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	44.4	0	0	0	44.4	55.6	0	0	0	55.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 2. NW South River Dr at NW 105th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 105th Way Northbound					NW 105th Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	24	0	33	0	1	17	17	35	0	1	14	2	17	0	84	40	58	182	267
07:15 AM	0	13	26	4	43	0	1	15	19	35	0	0	8	3	11	0	60	25	62	147	236
07:30 AM	0	21	32	0	53	0	2	21	9	32	0	0	12	4	16	0	91	29	73	193	294
07:45 AM	0	12	33	0	45	0	1	20	16	37	0	1	19	6	26	0	87	29	65	181	289
Total	0	55	115	4	174	0	5	73	61	139	0	2	53	15	70	0	322	123	258	703	1086
08:00 AM	0	11	39	1	51	0	5	23	20	48	0	0	3	4	7	0	57	39	94	190	296
08:15 AM	0	21	26	0	47	0	0	18	17	35	0	1	8	3	12	0	93	28	68	189	283
08:30 AM	0	21	33	0	54	0	4	18	25	47	0	2	13	2	17	0	82	30	87	199	317
08:45 AM	0	17	31	0	48	0	1	28	21	50	0	0	12	1	13	0	95	23	55	173	284
Total	0	70	129	1	200	0	10	87	83	180	0	3	36	10	49	0	327	120	304	751	1180
09:00 AM	0	16	32	1	49	0	2	27	29	58	0	0	12	2	14	0	70	31	73	174	295
09:15 AM	0	23	35	2	60	0	0	19	24	43	0	1	15	1	17	0	55	22	47	124	244
09:30 AM	0	18	35	1	54	0	2	22	36	60	0	1	16	3	20	0	46	8	34	88	222
09:45 AM	0	25	46	1	72	0	1	26	42	69	0	1	12	1	14	0	50	11	45	106	261
Total	0	82	148	5	235	0	5	94	131	230	0	3	55	7	65	0	221	72	199	492	1022
*** BREAK ***																					
04:00 PM	0	53	21	2	76	0	1	19	40	60	0	1	66	0	67	0	26	4	22	52	255
04:15 PM	0	65	13	1	79	0	3	17	58	78	0	1	73	0	74	0	24	11	15	50	281
04:30 PM	0	32	11	2	45	0	3	11	73	87	0	2	52	2	56	0	22	8	19	49	237
04:45 PM	0	62	13	1	76	0	1	15	76	92	0	1	110	1	112	0	23	8	30	61	341
Total	0	212	58	6	276	0	8	62	247	317	0	5	301	3	309	0	95	31	86	212	1114
05:00 PM	0	45	17	0	62	0	0	20	65	85	0	0	96	1	97	0	17	8	21	46	290
05:15 PM	0	40	14	0	54	0	4	15	85	104	0	0	122	0	122	0	19	11	23	53	333
05:30 PM	0	31	16	0	47	0	1	12	49	62	0	1	61	0	62	0	19	2	12	33	204
05:45 PM	0	42	15	0	57	0	1	12	60	73	0	0	69	0	69	0	18	4	9	31	230
Total	0	158	62	0	220	0	6	59	259	324	0	1	348	1	350	0	73	25	65	163	1057
06:00 PM	0	43	4	0	47	0	0	12	44	56	0	1	47	3	51	0	18	10	18	46	200
06:15 PM	0	49	14	0	63	0	1	11	57	69	0	0	50	1	51	0	10	3	19	32	215
06:30 PM	0	38	11	1	50	0	0	8	50	58	0	0	42	0	42	0	8	3	13	24	174
06:45 PM	0	26	12	0	38	0	0	8	28	36	0	0	17	0	17	3	2	6	3	14	105
Total	0	156	41	1	198	0	1	39	179	219	0	1	156	4	161	3	38	22	53	116	694
Grand Total	0	733	553	17	1303	0	35	414	960	1409	0	15	949	40	1004	3	1076	393	965	2437	6153
Apprch %	0	56.3	42.4	1.3		0	2.5	29.4	68.1		0	1.5	94.5	4		0.1	44.2	16.1	39.6		
Total %	0	11.9	9	0.3	21.2	0	0.6	6.7	15.6	22.9	0	0.2	15.4	0.7	16.3	0	17.5	6.4	15.7	39.6	
Auto	0	650	431	10	1091	0	26	332	790	1148	0	11	892	27	930	0	879	358	796	2033	5202
% Auto	0	88.7	77.9	58.8	83.7	0	74.3	80.2	82.3	81.5	0	73.3	94	67.5	92.6	0	81.7	91.1	82.5	83.4	84.5
Heavy Vehicles	0	83	122	7	212	0	9	82	170	261	0	4	57	13	74	3	197	35	169	404	951
% Heavy Vehicles	0	11.3	22.1	41.2	16.3	0	25.7	19.8	17.7	18.5	0	26.7	6	32.5	7.4	100	18.3	8.9	17.5	16.6	15.5

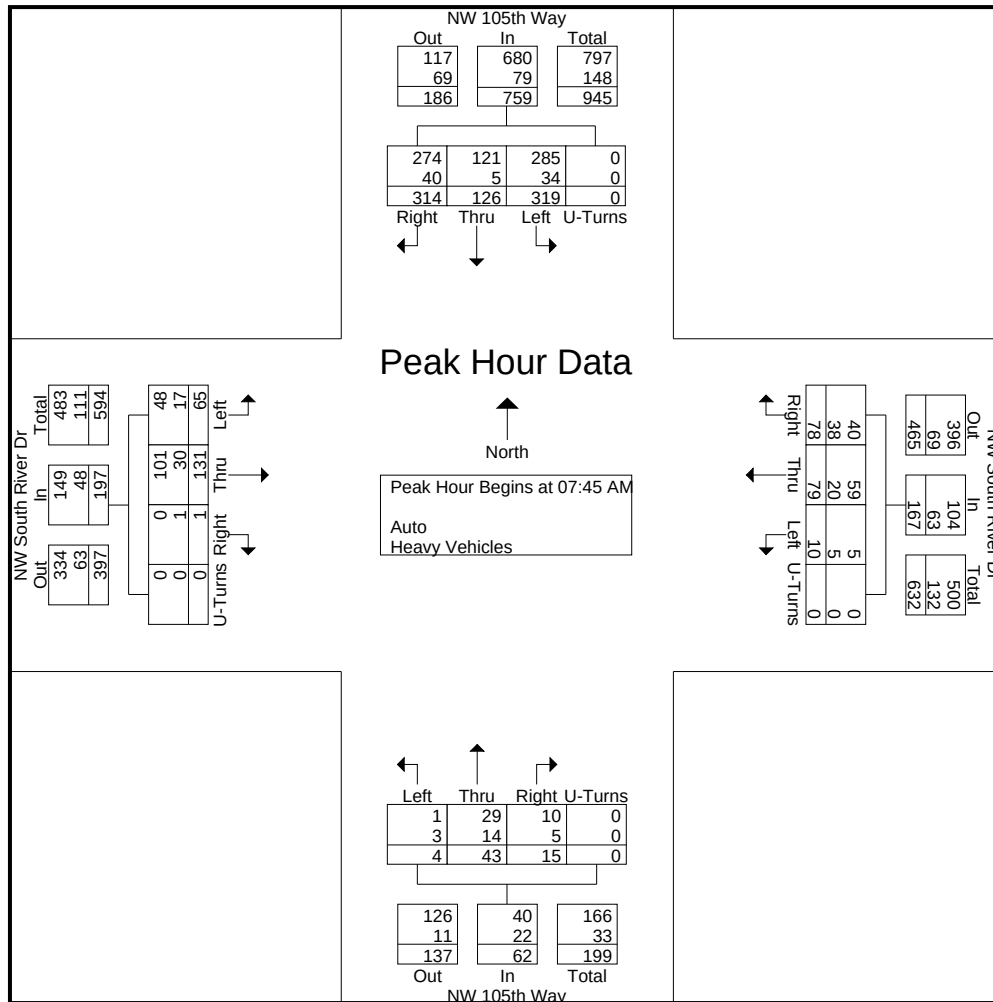
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 2. NW South River Dr at NW 105th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 2

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 105th Way Northbound					NW 105th Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	12	33	0	45	0	1	20	16	37	0	1	19	6	26	0	87	29	65	181	289
08:00 AM	0	11	39	1	51	0	5	23	20	48	0	0	3	4	7	0	57	39	94	190	296
08:15 AM	0	21	26	0	47	0	0	18	17	35	0	1	8	3	12	0	93	28	68	189	283
08:30 AM	0	21	33	0	54	0	4	18	25	47	0	2	13	2	17	0	82	30	87	199	317
Total Volume	0	65	131	1	197	0	10	79	78	167	0	4	43	15	62	0	319	126	314	759	1185
% App. Total	0	33	66.5	0.5		0	6	47.3	46.7		0	6.5	69.4	24.2		0	42	16.6	41.4		
PHF	.000	.774	.840	.250	.912	.000	.500	.859	.780	.870	.000	.500	.566	.625	.596	.000	.858	.808	.835	.954	.935
Auto	0	48	101	0	149	0	5	59	40	104	0	1	29	10	40	0	285	121	274	680	973
% Auto	0	73.8	77.1	0	75.6	0	50.0	74.7	51.3	62.3	0	25.0	67.4	66.7	64.5	0	89.3	96.0	87.3	89.6	82.1
Heavy Vehicles	0	17	30	1	48	0	5	20	38	63	0	3	14	5	22	0	34	5	40	79	212
% Heavy Vehicles	0	26.2	22.9	100	24.4	0	50.0	25.3	48.7	37.7	0	75.0	32.6	33.3	35.5	0	10.7	4.0	12.7	10.4	17.9



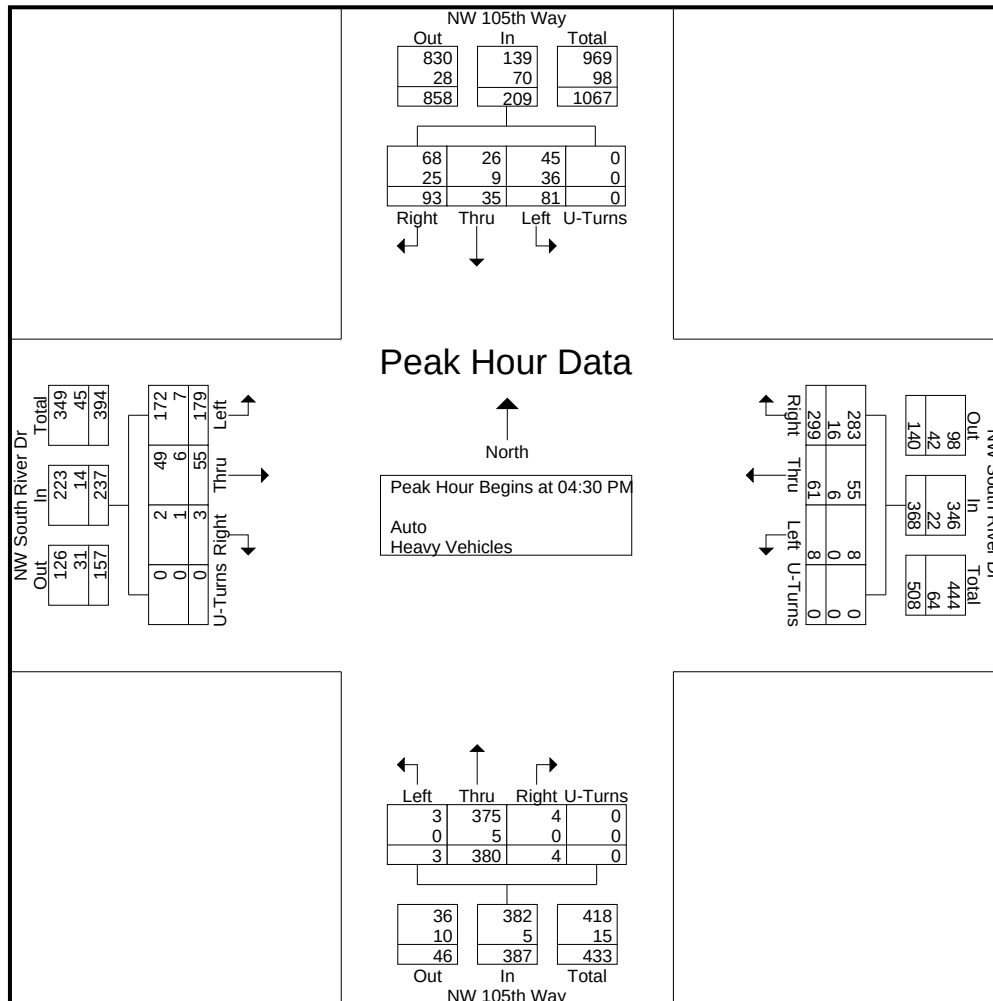
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 2. NW South River Dr at NW 105th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 3

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 105th Way Northbound					NW 105th Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	32	11	2	45	0	3	11	73	87	0	2	52	2	56	0	22	8	19	49	237
04:45 PM	0	62	13	1	76	0	1	15	76	92	0	1	110	1	112	0	23	8	30	61	341
05:00 PM	0	45	17	0	62	0	0	20	65	85	0	0	96	1	97	0	17	8	21	46	290
05:15 PM	0	40	14	0	54	0	4	15	85	104	0	0	122	0	122	0	19	11	23	53	333
Total Volume	0	179	55	3	237	0	8	61	299	368	0	3	380	4	387	0	81	35	93	209	1201
% App. Total	0	75.5	23.2	1.3		0	2.2	16.6	81.2		0	0.8	98.2	1		0	38.8	16.7	44.5		
PHF	.000	.722	.809	.375	.780	.000	.500	.763	.879	.885	.000	.375	.779	.500	.793	.000	.880	.795	.775	.857	.880
Auto	0	172	49	2	223	0	8	55	283	346	0	3	375	4	382	0	45	26	68	139	1090
% Auto	0	96.1	89.1	66.7	94.1	0	100	90.2	94.6	94.0	0	100	98.7	100	98.7	0	55.6	74.3	73.1	66.5	90.8
Heavy Vehicles	0	7	6	1	14	0	0	6	16	22	0	0	5	0	5	0	36	9	25	70	111
% Heavy Vehicles	0	3.9	10.9	33.3	5.9	0	0	9.8	5.4	6.0	0	0	1.3	0	1.3	0	44.4	25.7	26.9	33.5	9.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 2. NW South River Dr at NW 105th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 105th Way Northbound					NW 105th Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	11	0	17	0	0	6	14	20	0	0	3	1	4	0	8	1	7	16	57
07:15 AM	0	8	8	2	18	0	0	7	12	19	0	0	0	1	1	0	3	1	5	9	47
07:30 AM	0	7	10	0	17	0	0	2	4	6	0	0	4	3	7	0	7	1	6	14	44
07:45 AM	0	4	10	0	14	0	0	4	6	10	0	0	8	1	9	0	8	1	6	15	48
Total	0	25	39	2	66	0	0	19	36	55	0	0	15	6	21	0	26	4	24	54	196
08:00 AM	0	4	7	1	12	0	3	5	13	21	0	0	1	2	3	0	6	0	13	19	55
08:15 AM	0	3	8	0	11	0	0	9	10	19	0	1	4	1	6	0	7	1	9	17	53
08:30 AM	0	6	5	0	11	0	2	2	9	13	0	2	1	1	4	0	13	3	12	28	56
08:45 AM	0	5	8	0	13	0	0	6	5	11	0	0	4	1	5	0	11	1	2	14	43
Total	0	18	28	1	47	0	5	22	37	64	0	3	10	5	18	0	37	5	36	78	207
09:00 AM	0	3	6	0	9	0	0	5	10	15	0	0	2	1	3	0	17	1	16	34	61
09:15 AM	0	8	5	0	13	0	0	6	7	13	0	0	5	0	5	0	12	3	5	20	51
09:30 AM	0	4	6	1	11	0	1	5	14	20	0	0	4	0	4	0	8	2	11	21	56
09:45 AM	0	1	6	0	7	0	1	5	13	19	0	0	3	1	4	0	11	2	21	34	64
Total	0	16	23	1	40	0	2	21	44	67	0	0	14	2	16	0	48	8	53	109	232
*** BREAK ***																					
04:00 PM	0	4	6	2	12	0	0	3	3	6	0	1	5	0	6	0	10	2	7	19	43
04:15 PM	0	2	7	0	9	0	1	1	7	9	0	0	5	0	5	0	7	2	2	11	34
04:30 PM	0	1	1	1	3	0	0	2	7	9	0	0	3	0	3	0	10	1	4	15	30
04:45 PM	0	4	4	0	8	0	0	2	2	4	0	0	1	0	1	0	13	2	8	23	36
Total	0	11	18	3	32	0	1	8	19	28	0	1	14	0	15	0	40	7	21	68	143
05:00 PM	0	0	1	0	1	0	0	2	5	7	0	0	0	0	0	0	8	3	7	18	26
05:15 PM	0	2	0	0	2	0	0	0	2	2	0	0	1	0	1	0	5	3	6	14	19
05:30 PM	0	3	3	0	6	0	0	0	5	5	0	0	1	0	1	0	9	1	3	13	25
05:45 PM	0	2	4	0	6	0	1	1	7	9	0	0	1	0	1	0	4	1	5	10	26
Total	0	7	8	0	15	0	1	3	19	23	0	0	3	0	3	0	26	8	21	55	96
06:00 PM	0	3	1	0	4	0	0	3	4	7	0	0	0	0	0	0	10	0	7	17	28
06:15 PM	0	1	1	0	2	0	0	2	2	4	0	0	0	0	0	0	7	0	4	11	17
06:30 PM	0	2	2	0	4	0	0	2	4	6	0	0	1	0	1	0	2	1	2	5	16
06:45 PM	0	0	2	0	2	0	0	2	5	7	0	0	0	0	0	3	1	2	1	7	16
Total	0	6	6	0	12	0	0	9	15	24	0	0	1	0	1	3	20	3	14	40	77
Grand Total	0	83	122	7	212	0	9	82	170	261	0	4	57	13	74	3	197	35	169	404	951
Apprch %	0	39.2	57.5	3.3		0	3.4	31.4	65.1		0	5.4	77	17.6		0.7	48.8	8.7	41.8		
Total %	0	8.7	12.8	0.7	22.3	0	0.9	8.6	17.9	27.4	0	0.4	6	1.4	7.8	0.3	20.7	3.7	17.8	42.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 2. NW South River Dr at NW 105th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Peds

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 105th Way Northbound					NW 105th Way Southbound					
Start Time	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
*** BREAK ***																					
06:00 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Total	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	5	0	0	0	5	9
Grand Total	0	0	0	0	0	2	0	0	0	2	4	0	0	0	4	7	0	0	0	7	13
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	15.4	0	0	0	15.4	30.8	0	0	0	30.8	53.8	0	0	0	53.8	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 3. NW South River Dr at NW 116th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 116th Way Northbound					NW 116th Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	12	12	29	0	18	4	11	33	0	7	143	13	163	0	39	322	11	372	597
07:15 AM	0	2	9	8	19	1	9	10	11	31	6	16	99	11	132	0	36	377	22	435	617
07:30 AM	0	2	8	10	20	0	7	9	7	23	2	13	109	16	140	1	39	387	16	443	626
07:45 AM	0	4	17	6	27	0	13	12	4	29	1	9	142	19	171	0	46	366	17	429	656
Total	0	13	46	36	95	1	47	35	33	116	9	45	493	59	606	1	160	1452	66	1679	2496
08:00 AM	0	1	10	8	19	0	11	8	7	26	1	11	128	10	150	0	34	383	6	423	618
08:15 AM	0	0	8	8	16	0	7	8	9	24	2	14	109	5	130	0	22	365	10	397	567
08:30 AM	0	1	11	11	23	0	14	5	4	23	1	13	130	2	146	0	29	317	16	362	554
08:45 AM	0	4	6	7	17	0	14	11	8	33	0	13	154	4	171	1	37	359	20	417	638
Total	0	6	35	34	75	0	46	32	28	106	4	51	521	21	597	1	122	1424	52	1599	2377
09:00 AM	0	3	9	4	16	0	9	14	13	36	1	7	130	11	149	0	25	301	10	336	537
09:15 AM	0	5	6	14	25	0	8	11	5	24	4	10	116	9	139	0	32	221	12	265	453
09:30 AM	0	7	14	9	30	0	12	3	9	24	1	8	130	27	166	0	32	229	12	273	493
09:45 AM	0	10	9	9	28	0	10	11	23	44	2	14	83	7	106	1	23	206	14	244	422
Total	0	25	38	36	99	0	39	39	50	128	8	39	459	54	560	1	112	957	48	1118	1905
*** BREAK ***																					
04:00 PM	0	6	10	9	25	0	15	11	11	37	0	17	191	7	215	0	21	196	9	226	503
04:15 PM	0	5	5	9	19	0	15	10	8	33	0	8	146	5	159	0	26	187	9	222	433
04:30 PM	0	4	7	7	18	0	13	11	9	33	1	9	229	5	244	0	16	230	6	252	547
04:45 PM	0	2	8	6	16	0	18	9	11	38	1	10	205	5	221	0	19	210	13	242	517
Total	0	17	30	31	78	0	61	41	39	141	2	44	771	22	839	0	82	823	37	942	2000
05:00 PM	0	5	8	13	26	0	26	11	16	53	0	7	198	4	209	0	21	214	4	239	527
05:15 PM	0	6	1	8	15	0	16	11	10	37	0	17	218	1	236	0	19	211	10	240	528
05:30 PM	0	2	1	11	14	0	20	1	15	36	0	14	180	1	195	0	21	218	6	245	490
05:45 PM	0	2	2	10	14	0	18	6	12	36	0	14	248	3	265	0	15	197	8	220	535
Total	0	15	12	42	69	0	80	29	53	162	0	52	844	9	905	0	76	840	28	944	2080
06:00 PM	0	8	8	4	20	0	9	9	9	27	1	9	237	2	249	0	12	119	8	139	435
06:15 PM	0	2	3	9	14	0	12	3	4	19	0	12	263	4	279	0	5	99	3	107	419
06:30 PM	0	4	2	10	16	0	13	4	7	24	2	7	260	3	272	0	4	101	6	111	423
06:45 PM	0	5	3	6	14	0	9	2	10	21	3	6	196	2	207	0	9	101	5	115	357
Total	0	19	16	29	64	0	43	18	30	91	6	34	956	11	1007	0	30	420	22	472	1634
Grand Total	0	95	177	208	480	1	316	194	233	744	29	265	4044	176	4514	3	582	5916	253	6754	12492
Apprch %	0	19.8	36.9	43.3		0.1	42.5	26.1	31.3		0.6	5.9	89.6	3.9		0	8.6	87.6	3.7		
Total %	0	0.8	1.4	1.7	3.8	0	2.5	1.6	1.9	6	0.2	2.1	32.4	1.4	36.1	0	4.7	47.4	2	54.1	
Auto	0	85	130	154	369	0	230	142	183	555	29	206	3713	135	4083	3	478	5473	221	6175	11182
% Auto	0	89.5	73.4	74	76.9	0	72.8	73.2	78.5	74.6	100	77.7	91.8	76.7	90.5	100	82.1	92.5	87.4	91.4	89.5
Heavy Vehicles																					
% Heavy Vehicles	0	10.5	26.6	26	23.1	100	27.2	26.8	21.5	25.4	0	22.3	8.2	23.3	9.5	0	17.9	7.5	12.6	8.6	10.5

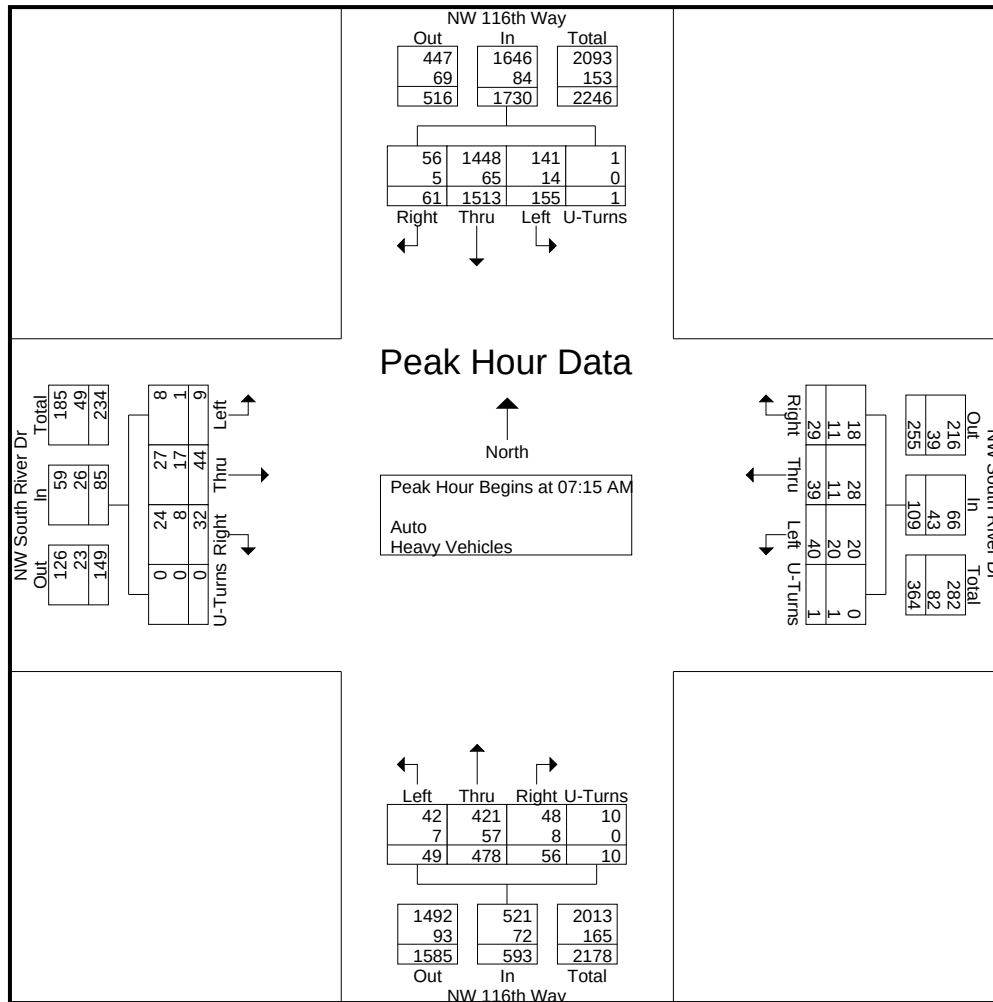
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 3. NW South River Dr at NW 116th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 2

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 116th Way Northbound					NW 116th Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	2	9	8	19	1	9	10	11	31	6	16	99	11	132	0	36	377	22	435	617
07:30 AM	0	2	8	10	20	0	7	9	7	23	2	13	109	16	140	1	39	387	16	443	626
07:45 AM	0	4	17	6	27	0	13	12	4	29	1	9	142	19	171	0	46	366	17	429	656
08:00 AM	0	1	10	8	19	0	11	8	7	26	1	11	128	10	150	0	34	383	6	423	618
Total Volume	0	9	44	32	85	1	40	39	29	109	10	49	478	56	593	1	155	1513	61	1730	2517
% App. Total	0	10.6	51.8	37.6		0.9	36.7	35.8	26.6		1.7	8.3	80.6	9.4		0.1	9	87.5	3.5		
PHF	.000	.563	.647	.800	.787	.250	.769	.813	.659	.879	.417	.766	.842	.737	.867	.250	.842	.977	.693	.976	.959
Auto	0	8	27	24	59	0	20	28	18	66	10	42	421	48	521	1	141	1448	56	1646	2292
% Auto	0	88.9	61.4	75.0	69.4	0	50.0	71.8	62.1	60.6	100	85.7	88.1	85.7	87.9	100	91.0	95.7	91.8	95.1	91.1
Heavy Vehicles	0	1	17	8	26	1	20	11	11	43	0	7	57	8	72	0	14	65	5	84	225
% Heavy Vehicles	0	11.1	38.6	25.0	30.6	100	50.0	28.2	37.9	39.4	0	14.3	11.9	14.3	12.1	0	9.0	4.3	8.2	4.9	8.9



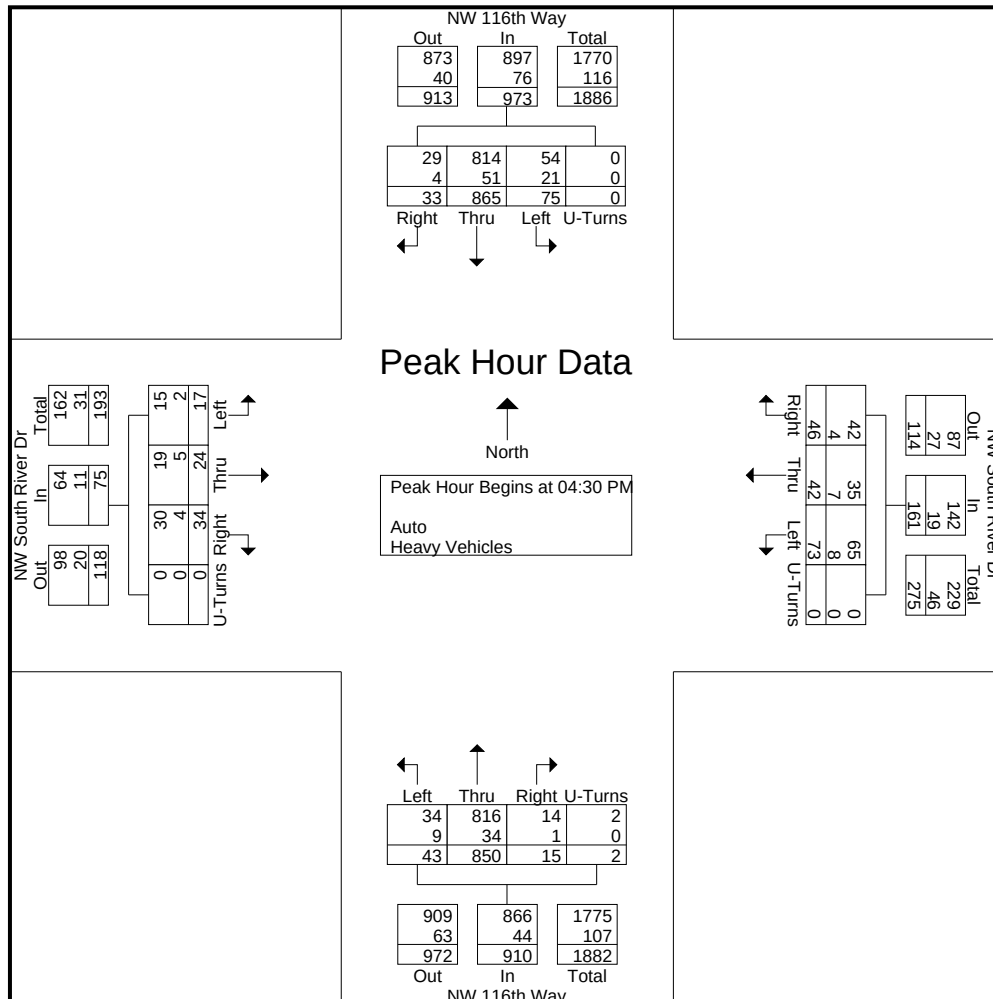
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 3. NW South River Dr at NW 116th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 3

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 116th Way Northbound					NW 116th Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	4	7	7	18	0	13	11	9	33	1	9	229	5	244	0	16	230	6	252	547
04:45 PM	0	2	8	6	16	0	18	9	11	38	1	10	205	5	221	0	19	210	13	242	517
05:00 PM	0	5	8	13	26	0	26	11	16	53	0	7	198	4	209	0	21	214	4	239	527
05:15 PM	0	6	1	8	15	0	16	11	10	37	0	17	218	1	236	0	19	211	10	240	528
Total Volume	0	17	24	34	75	0	73	42	46	161	2	43	850	15	910	0	75	865	33	973	2119
% App. Total	0	22.7	32	45.3		0	45.3	26.1	28.6		0.2	4.7	93.4	1.6		0	7.7	88.9	3.4		
PHF	.000	.708	.750	.654	.721	.000	.702	.955	.719	.759	.500	.632	.928	.750	.932	.000	.893	.940	.635	.965	.968
Auto	0	15	19	30	64	0	65	35	42	142	2	34	816	14	866	0	54	814	29	897	1969
% Auto	0	88.2	79.2	88.2	85.3	0	89.0	83.3	91.3	88.2	100	79.1	96.0	93.3	95.2	0	72.0	94.1	87.9	92.2	92.9
Heavy Vehicles	0	2	5	4	11	0	8	7	4	19	0	9	34	1	44	0	21	51	4	76	150
% Heavy Vehicles	0	11.8	20.8	11.8	14.7	0	11.0	16.7	8.7	11.8	0	20.9	4.0	6.7	4.8	0	28.0	5.9	12.1	7.8	7.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 3. NW South River Dr at NW 116th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 116th Way Northbound					NW 116th Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	4	8	0	15	4	6	25	0	0	25	6	31	0	2	20	0	22	86
07:15 AM	0	1	5	3	9	1	5	4	3	13	0	3	13	1	17	0	3	12	1	16	55
07:30 AM	0	0	3	2	5	0	5	2	3	10	0	3	13	2	18	0	4	13	0	17	50
07:45 AM	0	0	5	3	8	0	6	4	3	13	0	1	17	3	21	0	3	12	3	18	60
Total	0	3	15	12	30	1	31	14	15	61	0	7	68	12	87	0	12	57	4	73	251
08:00 AM	0	0	4	0	4	0	4	1	2	7	0	0	14	2	16	0	4	28	1	33	60
08:15 AM	0	0	2	5	7	0	2	3	7	12	0	1	19	0	20	0	6	23	3	32	71
08:30 AM	0	0	2	5	7	0	9	1	3	13	0	3	22	2	27	0	2	29	6	37	84
08:45 AM	0	0	2	3	5	0	6	3	1	10	0	4	20	1	25	0	5	29	1	35	75
Total	0	0	10	13	23	0	21	8	13	42	0	8	75	5	88	0	17	109	11	137	290
09:00 AM	0	1	1	1	3	0	5	3	2	10	0	0	18	1	19	0	5	32	1	38	70
09:15 AM	0	0	1	3	4	0	4	4	0	8	0	2	20	1	23	0	4	33	0	37	72
09:30 AM	0	2	2	5	9	0	4	1	3	8	0	1	22	7	30	0	6	33	0	39	86
09:45 AM	0	1	3	4	8	0	5	3	6	14	0	1	17	3	21	0	2	31	2	35	78
Total	0	4	7	13	24	0	18	11	11	40	0	4	77	12	93	0	17	129	3	149	306
*** BREAK ***																					
04:00 PM	0	0	2	3	5	0	0	1	0	1	0	5	15	3	23	0	8	20	1	29	58
04:15 PM	0	1	2	0	3	0	3	0	5	8	0	7	11	3	21	0	11	15	1	27	59
04:30 PM	0	1	2	3	6	0	1	2	0	3	0	2	12	0	14	0	7	17	0	24	47
04:45 PM	0	0	1	0	1	0	1	2	1	4	0	1	11	0	12	0	6	13	1	20	37
Total	0	2	7	6	15	0	5	5	6	16	0	15	49	6	70	0	32	65	3	100	201
05:00 PM	0	0	1	1	2	0	3	0	2	5	0	2	7	1	10	0	7	9	0	16	33
05:15 PM	0	1	1	0	2	0	3	3	1	7	0	4	4	0	8	0	1	12	3	16	33
05:30 PM	0	0	0	3	3	0	0	0	0	0	0	3	6	0	9	0	4	7	0	11	23
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	11	2	16	0	4	12	2	18	35
Total	0	1	3	4	8	0	6	3	3	12	0	12	28	3	43	0	16	40	5	61	124
06:00 PM	0	0	2	2	4	0	1	6	0	7	0	2	8	0	10	0	5	15	2	22	43
06:15 PM	0	0	1	2	3	0	4	1	1	6	0	6	9	0	15	0	3	13	1	17	41
06:30 PM	0	0	1	0	1	0	0	3	0	3	0	2	10	2	14	0	1	7	1	9	27
06:45 PM	0	0	1	2	3	0	0	1	1	2	0	3	7	1	11	0	1	8	2	11	27
Total	0	0	5	6	11	0	5	11	2	18	0	13	34	3	50	0	10	43	6	59	138
Grand Total	0	10	47	54	111	1	86	52	50	189	0	59	331	41	431	0	104	443	32	579	1310
Apprch %	0	9	42.3	48.6		0.5	45.5	27.5	26.5		0	13.7	76.8	9.5		0	18	76.5	5.5		
Total %	0	0.8	3.6	4.1	8.5	0.1	6.6	4	3.8	14.4	0	4.5	25.3	3.1	32.9	0	7.9	33.8	2.4	44.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 3. NW South River Dr at NW 116th Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Peds

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 116th Way Northbound					NW 116th Way Southbound					
Start Time	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 5. NW South River Dr at NW 121st Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 121st Way Northbound					NW 121st Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	13	0	26	0	4	3	11	18	0	0	25	2	27	0	16	31	43	90	161
07:15 AM	0	21	6	0	27	0	4	11	18	33	0	1	25	1	27	0	14	40	38	92	179
07:30 AM	0	17	8	0	25	0	1	13	19	33	0	0	22	3	25	0	19	31	53	103	186
07:45 AM	0	23	9	1	33	0	4	26	13	43	0	1	22	1	24	0	22	34	68	124	224
Total	0	74	36	1	111	0	13	53	61	127	0	2	94	7	103	0	71	136	202	409	750
08:00 AM	0	14	13	1	28	0	2	10	19	31	0	1	23	3	27	0	22	29	62	113	199
08:15 AM	0	19	11	2	32	0	2	8	24	34	0	0	19	0	19	0	25	18	30	73	158
08:30 AM	0	23	8	0	31	0	5	12	13	30	0	0	29	3	32	0	15	29	27	71	164
08:45 AM	0	30	9	2	41	0	0	18	20	38	0	1	29	4	34	0	21	29	28	78	191
Total	0	86	41	5	132	0	9	48	76	133	0	2	100	10	112	0	83	105	147	335	712
09:00 AM	0	19	8	0	27	0	8	12	20	40	0	1	30	5	36	0	9	25	39	73	176
09:15 AM	0	40	11	1	52	0	3	7	7	17	0	0	22	2	24	0	18	28	17	63	156
09:30 AM	0	37	9	3	49	0	1	8	15	24	0	3	33	2	38	0	11	23	29	63	174
09:45 AM	0	36	15	0	51	0	4	16	7	27	0	1	27	1	29	0	13	18	29	60	167
Total	0	132	43	4	179	0	16	43	49	108	0	5	112	10	127	0	51	94	114	259	673
*** BREAK ***																					
04:00 PM	0	20	11	1	32	0	2	12	25	39	0	2	29	7	38	0	10	12	19	41	150
04:15 PM	0	20	6	2	28	0	1	12	26	39	0	1	24	2	27	0	5	3	31	39	133
04:30 PM	0	44	10	0	54	0	2	8	18	28	0	0	24	3	27	0	0	11	42	53	162
04:45 PM	0	45	11	1	57	0	2	9	14	25	0	1	25	1	27	0	7	9	35	51	160
Total	0	129	38	4	171	0	7	41	83	131	0	4	102	13	119	0	22	35	127	184	605
05:00 PM	0	44	12	1	57	0	2	10	45	57	0	1	33	0	34	0	4	6	30	40	188
05:15 PM	0	47	8	1	56	0	2	14	19	35	0	0	18	2	20	0	5	11	20	36	147
05:30 PM	0	40	13	1	54	0	3	8	25	36	0	0	13	1	14	0	5	15	30	50	154
05:45 PM	0	32	7	2	41	0	3	17	12	32	0	0	26	2	28	0	3	12	25	40	141
Total	0	163	40	5	208	0	10	49	101	160	0	1	90	5	96	0	17	44	105	166	630
06:00 PM	0	36	6	1	43	0	5	8	16	29	0	1	17	2	20	0	4	23	23	50	142
06:15 PM	0	30	11	1	42	0	5	9	9	23	0	0	15	3	18	0	3	23	21	47	130
06:30 PM	0	39	10	0	49	0	1	7	6	14	0	0	16	0	16	0	1	10	23	34	113
06:45 PM	0	33	10	1	44	0	2	6	7	15	0	0	20	4	24	0	1	13	29	43	126
Total	0	138	37	3	178	0	13	30	38	81	0	1	68	9	78	0	9	69	96	174	511
Grand Total	0	722	235	22	979	0	68	264	408	740	0	15	566	54	635	0	253	483	791	1527	3881
Apprch %	0	73.7	24	2.2		0	9.2	35.7	55.1		0	2.4	89.1	8.5		0	16.6	31.6	51.8		
Total %	0	18.6	6.1	0.6	25.2	0	1.8	6.8	10.5	19.1	0	0.4	14.6	1.4	16.4	0	6.5	12.4	20.4	39.3	
Auto	0	620	192	14	826	0	32	204	283	519	0	13	245	28	286	0	155	173	695	1023	2654
% Auto	0	85.9	81.7	63.6	84.4	0	47.1	77.3	69.4	70.1	0	86.7	43.3	51.9	45	0	61.3	35.8	87.9	67	68.4
Heavy Vehicles	0	102	43	8	153	0	36	60	125	221	0	2	321	26	349	0	98	310	96	504	1227
% Heavy Vehicles	0	14.1	18.3	36.4	15.6	0	52.9	22.7	30.6	29.9	0	13.3	56.7	48.1	55	0	38.7	64.2	12.1	33	31.6

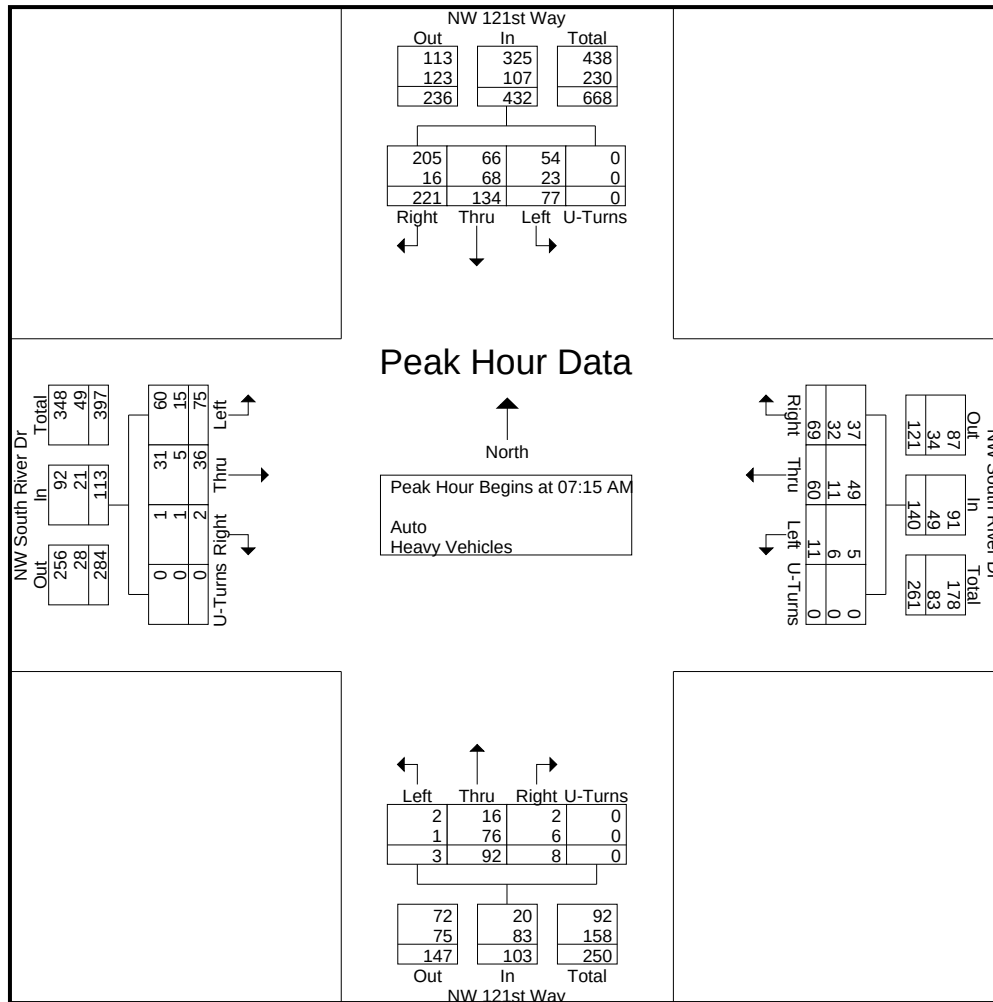
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 5. NW South River Dr at NW 121st Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 2

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 121st Way Northbound					NW 121st Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	21	6	0	27	0	4	11	18	33	0	1	25	1	27	0	14	40	38	92	179
07:30 AM	0	17	8	0	25	0	1	13	19	33	0	0	22	3	25	0	19	31	53	103	186
07:45 AM	0	23	9	1	33	0	4	26	13	43	0	1	22	1	24	0	22	34	68	124	224
08:00 AM	0	14	13	1	28	0	2	10	19	31	0	1	23	3	27	0	22	29	62	113	199
Total Volume	0	75	36	2	113	0	11	60	69	140	0	3	92	8	103	0	77	134	221	432	788
% App. Total	0	66.4	31.9	1.8		0	7.9	42.9	49.3		0	2.9	89.3	7.8		0	17.8	31	51.2		
PHF	.000	.815	.692	.500	.856	.000	.688	.577	.908	.814	.000	.750	.920	.667	.954	.000	.875	.838	.813	.871	.879
Auto	0	60	31	1	92	0	5	49	37	91	0	2	16	2	20	0	54	66	205	325	528
% Auto	0	80.0	86.1	50.0	81.4	0	45.5	81.7	53.6	65.0	0	66.7	17.4	25.0	19.4	0	70.1	49.3	92.8	75.2	67.0
Heavy Vehicles	0	15	5	1	21	0	6	11	32	49	0	1	76	6	83	0	23	68	16	107	260
% Heavy Vehicles	0	20.0	13.9	50.0	18.6	0	54.5	18.3	46.4	35.0	0	33.3	82.6	75.0	80.6	0	29.9	50.7	7.2	24.8	33.0



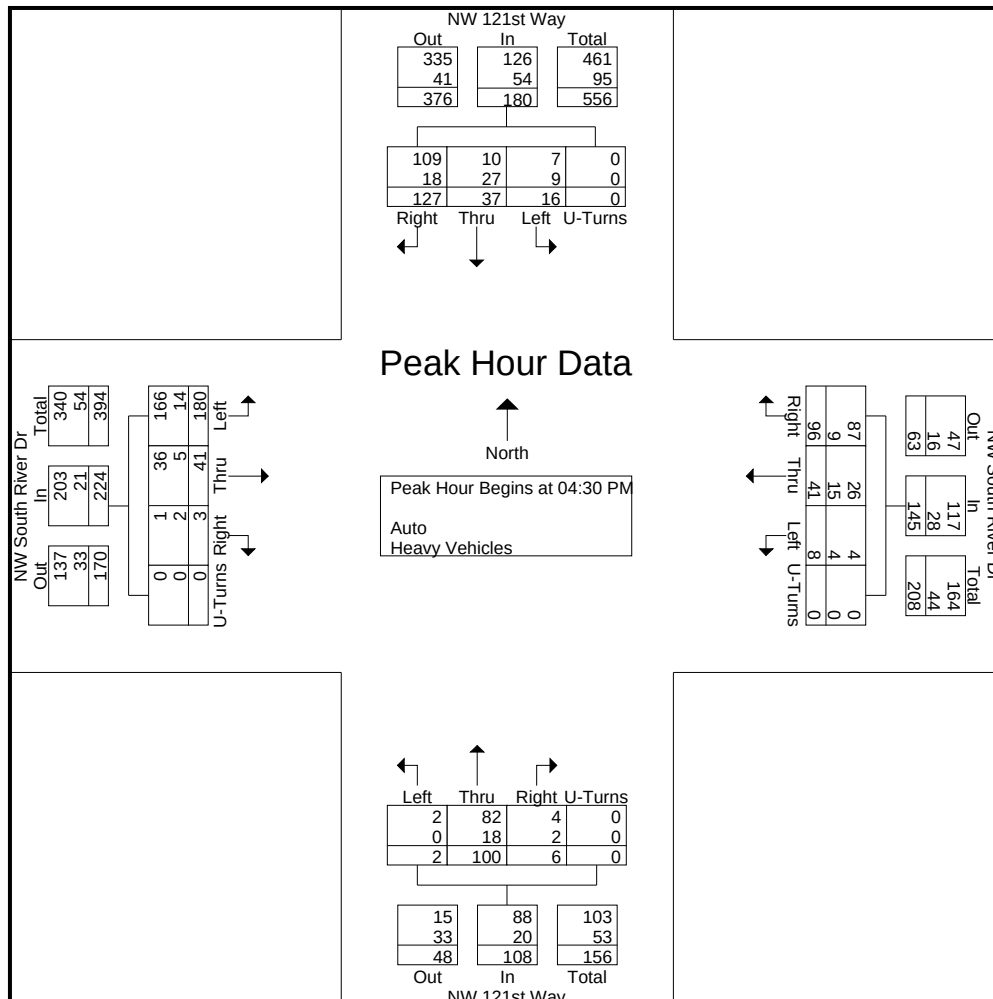
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 5. NW South River Dr at NW 121st Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 3

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 121st Way Northbound					NW 121st Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	44	10	0	54	0	2	8	18	28	0	0	24	3	27	0	0	11	42	53	162
04:45 PM	0	45	11	1	57	0	2	9	14	25	0	1	25	1	27	0	7	9	35	51	160
05:00 PM	0	44	12	1	57	0	2	10	45	57	0	1	33	0	34	0	4	6	30	40	188
05:15 PM	0	47	8	1	56	0	2	14	19	35	0	0	18	2	20	0	5	11	20	36	147
Total Volume	0	180	41	3	224	0	8	41	96	145	0	2	100	6	108	0	16	37	127	180	657
% App. Total	0	80.4	18.3	1.3		0	5.5	28.3	66.2		0	1.9	92.6	5.6		0	8.9	20.6	70.6		
PHF	.000	.957	.854	.750	.982	.000	1.00	.732	.533	.636	.000	.500	.758	.500	.794	.000	.571	.841	.756	.849	.874
Auto	0	166	36	1	203	0	4	26	87	117	0	2	82	4	88	0	7	10	109	126	534
% Auto	0	92.2	87.8	33.3	90.6	0	50.0	63.4	90.6	80.7	0	100	82.0	66.7	81.5	0	43.8	27.0	85.8	70.0	81.3
Heavy Vehicles	0	14	5	2	21	0	4	15	9	28	0	0	18	2	20	0	9	27	18	54	123
% Heavy Vehicles	0	7.8	12.2	66.7	9.4	0	50.0	36.6	9.4	19.3	0	0	18.0	33.3	18.5	0	56.3	73.0	14.2	30.0	18.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 5. NW South River Dr at NW 121st Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 121st Way Northbound					NW 121st Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	3	0	6	9	0	0	19	1	20	0	4	17	2	23	53
07:15 AM	0	5	2	0	7	0	3	3	11	17	0	0	19	1	20	0	10	22	3	35	79
07:30 AM	0	5	1	0	6	0	0	4	8	12	0	0	18	3	21	0	3	16	3	22	61
07:45 AM	0	3	1	1	5	0	2	3	6	11	0	1	20	1	22	0	4	16	3	23	61
Total	0	14	4	1	19	0	8	10	31	49	0	1	76	6	83	0	21	71	11	103	254
08:00 AM	0	2	1	0	3	0	1	1	7	9	0	0	19	1	20	0	6	14	7	27	59
08:15 AM	0	2	3	0	5	0	0	0	16	16	0	0	14	0	14	0	7	7	1	15	50
08:30 AM	0	4	2	0	6	0	2	3	8	13	0	0	21	1	22	0	4	19	1	24	65
08:45 AM	0	7	1	0	8	0	0	2	7	9	0	0	26	3	29	0	7	20	1	28	74
Total	0	15	7	0	22	0	3	6	38	47	0	0	80	5	85	0	24	60	10	94	248
09:00 AM	0	5	0	0	5	0	3	2	13	18	0	0	27	1	28	0	4	17	6	27	78
09:15 AM	0	7	3	1	11	0	2	2	2	6	0	0	14	1	15	0	7	15	5	27	59
09:30 AM	0	7	1	1	9	0	0	3	8	11	0	1	28	2	31	0	6	18	9	33	84
09:45 AM	0	12	6	0	18	0	0	0	3	3	0	0	23	0	23	0	10	10	5	25	69
Total	0	31	10	2	43	0	5	7	26	38	0	1	92	4	97	0	27	60	25	112	290
*** BREAK ***																					
04:00 PM	0	1	5	1	7	0	0	3	7	10	0	0	14	5	19	0	8	6	4	18	54
04:15 PM	0	3	1	1	5	0	1	6	5	12	0	0	4	0	4	0	2	3	2	7	28
04:30 PM	0	6	4	0	10	0	1	2	0	3	0	0	5	1	6	0	0	7	6	13	32
04:45 PM	0	3	0	0	3	0	1	3	3	7	0	0	6	1	7	0	3	6	2	11	28
Total	0	13	10	2	25	0	3	14	15	32	0	0	29	7	36	0	13	22	14	49	142
05:00 PM	0	2	1	1	4	0	1	3	5	9	0	0	2	0	2	0	2	5	6	13	28
05:15 PM	0	3	0	1	4	0	1	7	1	9	0	0	5	0	5	0	4	9	4	17	35
05:30 PM	0	4	1	0	5	0	2	1	2	5	0	0	4	0	4	0	2	11	6	19	33
05:45 PM	0	4	1	0	5	0	2	3	0	5	0	0	5	1	6	0	1	10	6	17	33
Total	0	13	3	2	18	0	6	14	8	28	0	0	16	1	17	0	9	35	22	66	129
06:00 PM	0	7	2	1	10	0	4	3	1	8	0	0	5	1	6	0	3	21	4	28	52
06:15 PM	0	4	4	0	8	0	4	0	3	7	0	0	7	0	7	0	1	23	2	26	48
06:30 PM	0	2	0	0	2	0	1	3	2	6	0	0	5	0	5	0	0	8	6	14	27
06:45 PM	0	3	3	0	6	0	2	3	1	6	0	0	11	2	13	0	0	10	2	12	37
Total	0	16	9	1	26	0	11	9	7	27	0	0	28	3	31	0	4	62	14	80	164
Grand Total	0	102	43	8	153	0	36	60	125	221	0	2	321	26	349	0	98	310	96	504	1227
Apprch %	0	66.7	28.1	5.2		0	16.3	27.1	56.6		0	0.6	92	7.4		0	19.4	61.5	19		
Total %	0	8.3	3.5	0.7	12.5	0	2.9	4.9	10.2	18	0	0.2	26.2	2.1	28.4	0	8	25.3	7.8	41.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 5. NW South River Dr at NW 121st Way
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Peds

	NW South River Dr Eastbound					NW South River Dr Westbound					NW 121st Way Northbound					NW 121st Way Southbound					
Start Time	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
*** BREAK ***																					
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
Grand Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	3	2	0	0	5	9
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		60	40	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	44.4	0	0	0	44.4	33.3	22.2	0	0	55.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 4. N Okeechobee Rd at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	N Okeechobee Rd Eastbound					N Okeechobee Rd Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	222	34	257	1	53	133	0	187	0	11	0	10	21	0	0	0	0	0	465
07:15 AM	0	0	194	31	225	0	55	137	0	192	0	17	0	27	44	0	0	0	0	0	461
07:30 AM	0	0	232	34	266	0	84	135	0	219	0	9	0	28	37	0	0	0	0	0	522
07:45 AM	0	0	260	39	299	0	83	120	0	203	0	17	0	23	40	0	0	0	0	0	542
Total	1	0	908	138	1047	1	275	525	0	801	0	54	0	88	142	0	0	0	0	0	1990
08:00 AM	0	0	251	48	299	0	60	136	0	196	0	12	0	23	35	0	0	0	0	0	530
08:15 AM	0	0	204	32	236	0	42	112	0	154	0	13	0	17	30	0	0	0	0	0	420
08:30 AM	0	0	214	32	246	1	41	101	0	143	0	17	0	22	39	0	0	0	0	0	428
08:45 AM	0	0	218	37	255	1	50	117	0	168	0	16	0	23	39	0	0	0	0	0	462
Total	0	0	887	149	1036	2	193	466	0	661	0	58	0	85	143	0	0	0	0	0	1840
09:00 AM	0	0	178	41	219	0	33	102	0	135	0	15	0	14	29	0	0	0	0	0	383
09:15 AM	0	0	181	27	208	0	22	108	0	130	0	21	0	25	46	0	0	0	0	0	384
09:30 AM	0	0	183	19	202	0	24	105	0	129	0	23	0	25	48	0	0	0	0	0	379
09:45 AM	0	0	153	21	174	0	27	89	0	116	0	21	0	24	45	0	0	0	0	0	335
Total	0	0	695	108	803	0	106	404	0	510	0	80	0	88	168	0	0	0	0	0	1481
*** BREAK ***																					
04:00 PM	0	0	156	11	167	0	23	185	0	208	0	42	0	33	75	0	0	0	0	0	450
04:15 PM	0	13	152	8	173	0	19	188	0	207	0	30	0	30	60	0	0	0	0	0	440
04:30 PM	0	0	149	14	163	0	21	195	0	216	0	49	0	35	84	0	0	0	0	0	463
04:45 PM	0	0	111	18	129	1	23	168	0	192	0	48	0	55	103	0	0	0	0	0	424
Total	0	13	568	51	632	1	86	736	0	823	0	169	0	153	322	0	0	0	0	0	1777
05:00 PM	0	0	144	17	161	1	16	204	0	221	0	55	0	49	104	0	0	0	0	0	486
05:15 PM	0	0	122	11	133	0	14	162	0	176	0	44	0	30	74	0	0	0	0	0	383
05:30 PM	0	0	112	11	123	0	16	195	0	211	0	37	0	42	79	0	0	0	0	0	413
05:45 PM	0	0	142	6	148	0	6	164	0	170	0	32	0	56	88	0	0	0	0	0	406
Total	0	0	520	45	565	1	52	725	0	778	0	168	0	177	345	0	0	0	0	0	1688
06:00 PM	0	0	99	13	112	0	12	129	0	141	0	30	0	30	60	0	0	0	0	0	313
06:15 PM	0	0	112	13	125	0	13	120	0	133	0	48	0	36	84	0	0	0	0	0	342
06:30 PM	0	0	110	19	129	0	9	139	0	148	0	42	0	39	81	0	0	0	0	0	358
06:45 PM	1	0	96	12	109	0	22	131	0	153	0	25	0	33	58	0	0	0	0	0	320
Total	1	0	417	57	475	0	56	519	0	575	0	145	0	138	283	0	0	0	0	0	1333
Grand Total	2	13	3995	548	4558	5	768	3375	0	4148	0	674	0	729	1403	0	0	0	0	0	10109
Apprch %	0	0.3	87.6	12		0.1	18.5	81.4	0		0	48	0	52		0	0	0	0		
Total %	0	0.1	39.5	5.4	45.1	0	7.6	33.4	0	41	0	6.7	0	7.2	13.9	0	0	0	0	0	
Auto	2	0	3337	459	3798	5	619	2842	0	3466	0	584	0	614	1198	0	0	0	0	0	8462
% Auto	100	0	83.5	83.8	83.3	100	80.6	84.2	0	83.6	0	86.6	0	84.2	85.4	0	0	0	0	0	83.7
Heavy Vehicles	0	13	658	89	760	0	149	533	0	682	0	90	0	115	205	0	0	0	0	0	1647
% Heavy Vehicles	0	100	16.5	16.2	16.7	0	19.4	15.8	0	16.4	0	13.4	0	15.8	14.6	0	0	0	0	0	16.3

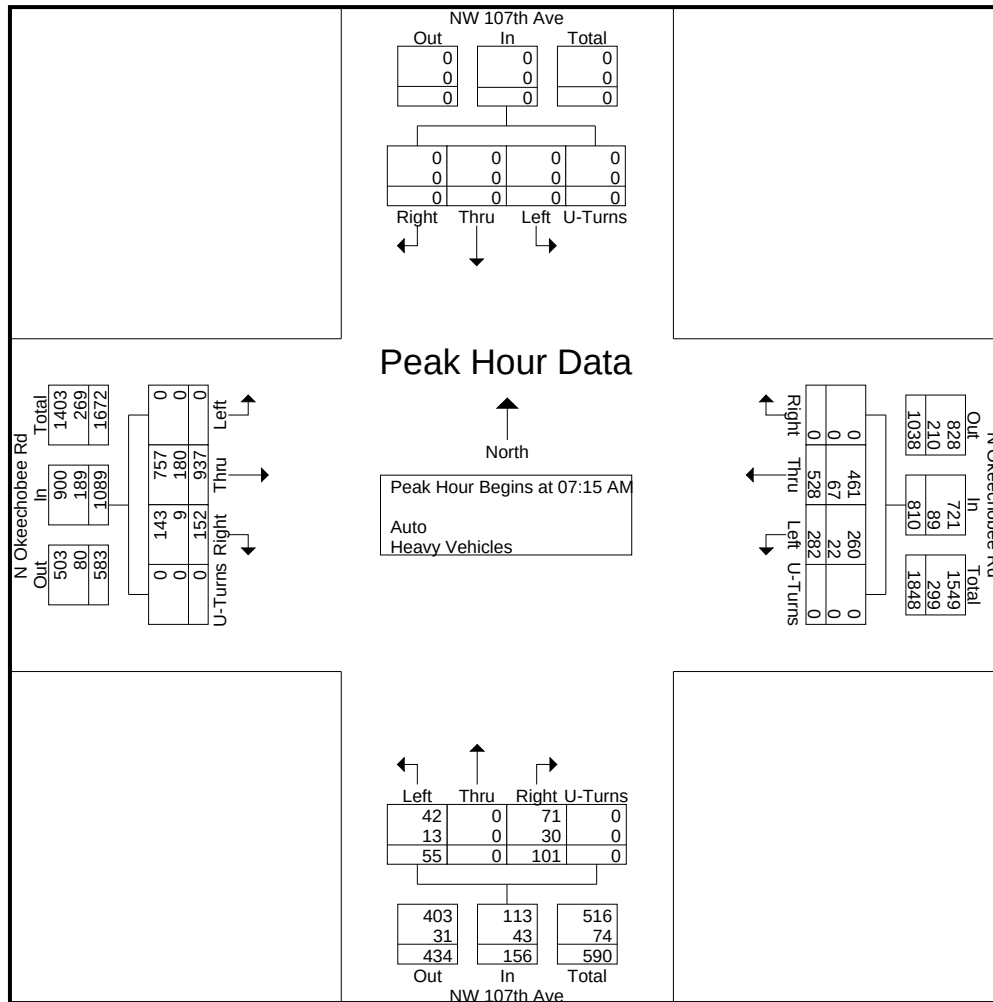
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 4. N Okeechobee Rd at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 2

	N Okeechobee Rd Eastbound					N Okeechobee Rd Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	194	31	225	0	55	137	0	192	0	17	0	27	44	0	0	0	0	0	461
07:30 AM	0	0	232	34	266	0	84	135	0	219	0	9	0	28	37	0	0	0	0	0	522
07:45 AM	0	0	260	39	299	0	83	120	0	203	0	17	0	23	40	0	0	0	0	0	542
08:00 AM	0	0	251	48	299	0	60	136	0	196	0	12	0	23	35	0	0	0	0	0	530
Total Volume	0	0	937	152	1089	0	282	528	0	810	0	55	0	101	156	0	0	0	0	0	2055
% App. Total	0	0	86	14		0	34.8	65.2	0		0	35.3	0	64.7		0	0	0	0		
PHF	.000	.000	.901	.792	.911	.000	.839	.964	.000	.925	.000	.809	.000	.902	.886	.000	.000	.000	.000	.000	.948
Auto	0	0	757	143	900	0	260	461	0	721	0	42	0	71	113	0	0	0	0	0	1734
% Auto	0	0	80.8	94.1	82.6	0	92.2	87.3	0	89.0	0	76.4	0	70.3	72.4	0	0	0	0	0	84.4
Heavy Vehicles	0	0	180	9	189	0	22	67	0	89	0	13	0	30	43	0	0	0	0	0	321
% Heavy Vehicles	0	0	19.2	5.9	17.4	0	7.8	12.7	0	11.0	0	23.6	0	29.7	27.6	0	0	0	0	0	15.6



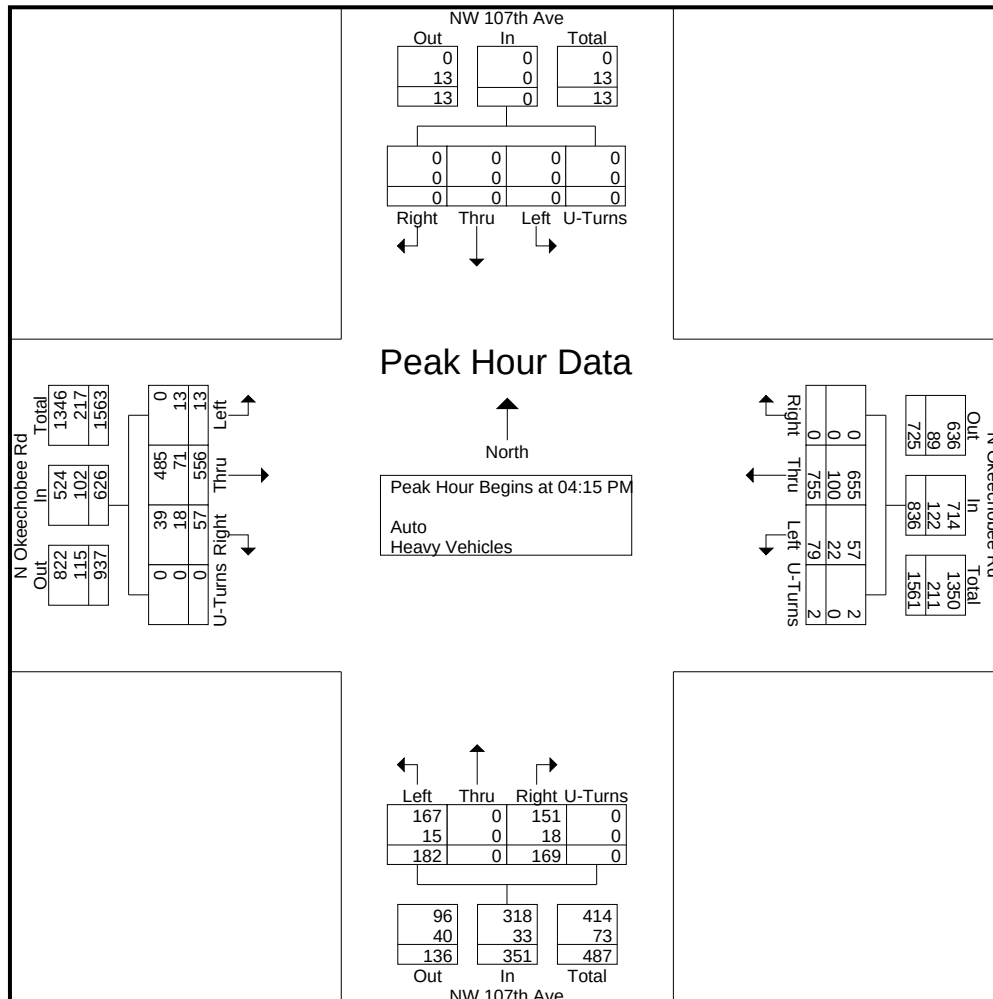
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 4. N Okeechobee Rd at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 3

	N Okeechobee Rd Eastbound					N Okeechobee Rd Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	13	152	8	173	0	19	188	0	207	0	30	0	30	60	0	0	0	0	0	440
04:30 PM	0	0	149	14	163	0	21	195	0	216	0	49	0	35	84	0	0	0	0	0	463
04:45 PM	0	0	111	18	129	1	23	168	0	192	0	48	0	55	103	0	0	0	0	0	424
05:00 PM	0	0	144	17	161	1	16	204	0	221	0	55	0	49	104	0	0	0	0	0	486
Total Volume	0	13	556	57	626	2	79	755	0	836	0	182	0	169	351	0	0	0	0	0	1813
% App. Total	0	2.1	88.8	9.1		0.2	9.4	90.3	0		0	51.9	0	48.1		0	0	0	0	0	
PHF	.000	.250	.914	.792	.905	.500	.859	.925	.000	.946	.000	.827	.000	.768	.844	.000	.000	.000	.000	.000	.933
Auto	0	0	485	39	524	2	57	655	0	714	0	167	0	151	318	0	0	0	0	0	1556
% Auto	0	0	87.2	68.4	83.7	100	72.2	86.8	0	85.4	0	91.8	0	89.3	90.6	0	0	0	0	0	85.8
Heavy Vehicles	0	13	71	18	102	0	22	100	0	122	0	15	0	18	33	0	0	0	0	0	257
% Heavy Vehicles	0	100	12.8	31.6	16.3	0	27.8	13.2	0	14.6	0	8.2	0	10.7	9.4	0	0	0	0	0	14.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 4. N Okeechobee Rd at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Heavy Vehicles

	N Okeechobee Rd Eastbound					N Okeechobee Rd Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	45	2	47	0	4	21	0	25	0	5	0	2	7	0	0	0	0	0	79
07:15 AM	0	0	50	1	51	0	6	16	0	22	0	3	0	7	10	0	0	0	0	0	83
07:30 AM	0	0	37	5	42	0	2	13	0	15	0	3	0	10	13	0	0	0	0	0	70
07:45 AM	0	0	40	1	41	0	5	12	0	17	0	2	0	7	9	0	0	0	0	0	67
Total	0	0	172	9	181	0	17	62	0	79	0	13	0	26	39	0	0	0	0	0	299
08:00 AM	0	0	53	2	55	0	9	26	0	35	0	5	0	6	11	0	0	0	0	0	101
08:15 AM	0	0	34	4	38	0	8	33	0	41	0	2	0	3	5	0	0	0	0	0	84
08:30 AM	0	0	15	3	18	0	10	22	0	32	0	6	0	6	12	0	0	0	0	0	62
08:45 AM	0	0	29	4	33	0	12	22	0	34	0	6	0	5	11	0	0	0	0	0	78
Total	0	0	131	13	144	0	39	103	0	142	0	19	0	20	39	0	0	0	0	0	325
09:00 AM	0	0	39	5	44	0	10	35	0	45	0	4	0	5	9	0	0	0	0	0	98
09:15 AM	0	0	35	4	39	0	7	17	0	24	0	5	0	9	14	0	0	0	0	0	77
09:30 AM	0	0	34	3	37	0	7	35	0	42	0	4	0	5	9	0	0	0	0	0	88
09:45 AM	0	0	37	2	39	0	13	35	0	48	0	8	0	12	20	0	0	0	0	0	107
Total	0	0	145	14	159	0	37	122	0	159	0	21	0	31	52	0	0	0	0	0	370
*** BREAK ***																					
04:00 PM	0	0	28	3	31	0	5	27	0	32	0	1	0	3	4	0	0	0	0	0	67
04:15 PM	0	13	13	3	29	0	6	28	0	34	0	4	0	4	8	0	0	0	0	0	71
04:30 PM	0	0	15	1	16	0	6	29	0	35	0	2	0	0	2	0	0	0	0	0	53
04:45 PM	0	0	23	6	29	0	7	21	0	28	0	5	0	7	12	0	0	0	0	0	69
Total	0	13	79	13	105	0	24	105	0	129	0	12	0	14	26	0	0	0	0	0	260
05:00 PM	0	0	20	8	28	0	3	22	0	25	0	4	0	7	11	0	0	0	0	0	64
05:15 PM	0	0	13	5	18	0	3	17	0	20	0	3	0	4	7	0	0	0	0	0	45
05:30 PM	0	0	10	4	14	0	4	18	0	22	0	5	0	2	7	0	0	0	0	0	43
05:45 PM	0	0	28	0	28	0	3	21	0	24	0	1	0	3	4	0	0	0	0	0	56
Total	0	0	71	17	88	0	13	78	0	91	0	13	0	16	29	0	0	0	0	0	208
06:00 PM	0	0	16	5	21	0	6	18	0	24	0	4	0	2	6	0	0	0	0	0	51
06:15 PM	0	0	18	4	22	0	5	11	0	16	0	1	0	1	2	0	0	0	0	0	40
06:30 PM	0	0	16	10	26	0	2	16	0	18	0	3	0	4	7	0	0	0	0	0	51
06:45 PM	0	0	10	4	14	0	6	18	0	24	0	4	0	1	5	0	0	0	0	0	43
Total	0	0	60	23	83	0	19	63	0	82	0	12	0	8	20	0	0	0	0	0	185
Grand Total	0	13	658	89	760	0	149	533	0	682	0	90	0	115	205	0	0	0	0	0	1647
Apprch %	0	1.7	86.6	11.7		0	21.8	78.2	0		0	43.9	0	56.1		0	0	0	0		
Total %	0	0.8	40	5.4	46.1	0	9	32.4	0	41.4	0	5.5	0	7	12.4	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 4. N Okeechobee Rd at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Peds

	N Okeechobee Rd Eastbound					N Okeechobee Rd Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Peds	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Grand Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Apprch %	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	50	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 6. NW 116th Way at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	NW 106th St Eastbound					NW 106th St Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	188	12	200	0	77	156	0	233	0	7	0	50	57	0	0	0	0	0	490
07:15 AM	0	0	142	12	154	0	66	137	0	203	0	6	0	62	68	0	0	0	0	0	425
07:30 AM	0	0	178	11	189	0	83	177	0	260	0	18	0	68	86	0	0	0	0	0	535
07:45 AM	0	0	212	15	227	0	72	191	0	263	0	12	0	73	85	0	0	0	0	0	575
Total	0	0	720	50	770	0	298	661	0	959	0	43	0	253	296	0	0	0	0	0	2025
08:00 AM	0	0	212	9	221	0	83	184	0	267	0	16	0	76	92	0	0	0	0	0	580
08:15 AM	0	0	212	13	225	0	65	141	0	206	0	21	0	75	96	0	0	0	0	0	527
08:30 AM	0	0	160	9	169	0	83	198	0	281	0	15	0	69	84	0	0	0	0	0	534
08:45 AM	0	0	155	10	165	0	75	150	0	225	0	12	0	94	106	0	0	0	0	0	496
Total	0	0	739	41	780	0	306	673	0	979	0	64	0	314	378	0	0	0	0	0	2137
09:00 AM	0	0	174	12	186	0	56	142	0	198	0	15	0	65	80	0	0	0	0	0	464
09:15 AM	0	0	155	15	170	0	57	135	0	192	0	9	0	68	77	0	0	0	0	0	439
09:30 AM	0	0	168	12	180	0	57	125	0	182	0	16	0	73	89	0	0	0	0	0	451
09:45 AM	0	0	144	18	162	0	54	121	0	175	0	13	0	74	87	0	0	0	0	0	424
Total	0	0	641	57	698	0	224	523	0	747	0	53	0	280	333	0	0	0	0	0	1778
*** BREAK ***																					
04:00 PM	0	0	130	4	134	0	79	216	0	295	0	27	0	85	112	0	0	0	0	0	541
04:15 PM	0	0	150	9	159	0	53	156	0	209	0	39	0	121	160	0	0	0	0	0	528
04:30 PM	0	0	193	10	203	0	42	132	0	174	0	63	0	95	158	0	0	0	0	0	535
04:45 PM	0	0	145	6	151	0	51	211	0	262	0	71	0	116	187	0	0	0	0	0	600
Total	0	0	618	29	647	0	225	715	0	940	0	200	0	417	617	0	0	0	0	0	2204
05:00 PM	0	0	166	10	176	0	85	235	0	320	0	65	0	103	168	0	0	0	0	0	664
05:15 PM	0	0	146	9	155	0	77	217	0	294	0	75	0	92	167	0	0	0	0	0	616
05:30 PM	0	0	131	3	134	0	77	198	0	275	0	58	0	107	165	0	0	0	0	0	574
05:45 PM	0	0	136	10	146	0	66	176	0	242	0	58	0	94	152	0	0	0	0	0	540
Total	0	0	579	32	611	0	305	826	0	1131	0	256	0	396	652	0	0	0	0	0	2394
06:00 PM	0	0	126	9	135	0	51	135	0	186	0	42	0	84	126	0	0	0	0	0	447
06:15 PM	0	0	146	7	153	0	51	119	0	170	0	35	0	92	127	0	0	0	0	0	450
06:30 PM	0	0	132	5	137	0	38	113	0	151	0	42	0	89	131	0	0	0	0	0	419
06:45 PM	0	0	114	3	117	0	32	91	0	123	0	25	0	82	107	0	0	0	0	0	347
Total	0	0	518	24	542	0	172	458	0	630	0	144	0	347	491	0	0	0	0	0	1663
Grand Total	0	0	3815	233	4048	0	1530	3856	0	5386	0	760	0	2007	2767	0	0	0	0	0	12201
Apprch %	0	0	94.2	5.8		0	28.4	71.6	0		0	27.5	0	72.5		0	0	0	0		
Total %	0	0	31.3	1.9	33.2	0	12.5	31.6	0	44.1	0	6.2	0	16.4	22.7	0	0	0	0	0	
Auto	0	0	3211	200	3411	0	1417	3430	0	4847	0	708	0	1860	2568	0	0	0	0	0	10826
% Auto	0	0	84.2	85.8	84.3	0	92.6	89	0	90	0	93.2	0	92.7	92.8	0	0	0	0	0	88.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	15.8	14.2	15.7	0	7.4	11	0	10	0	6.8	0	7.3	7.2	0	0	0	0	0	11.3

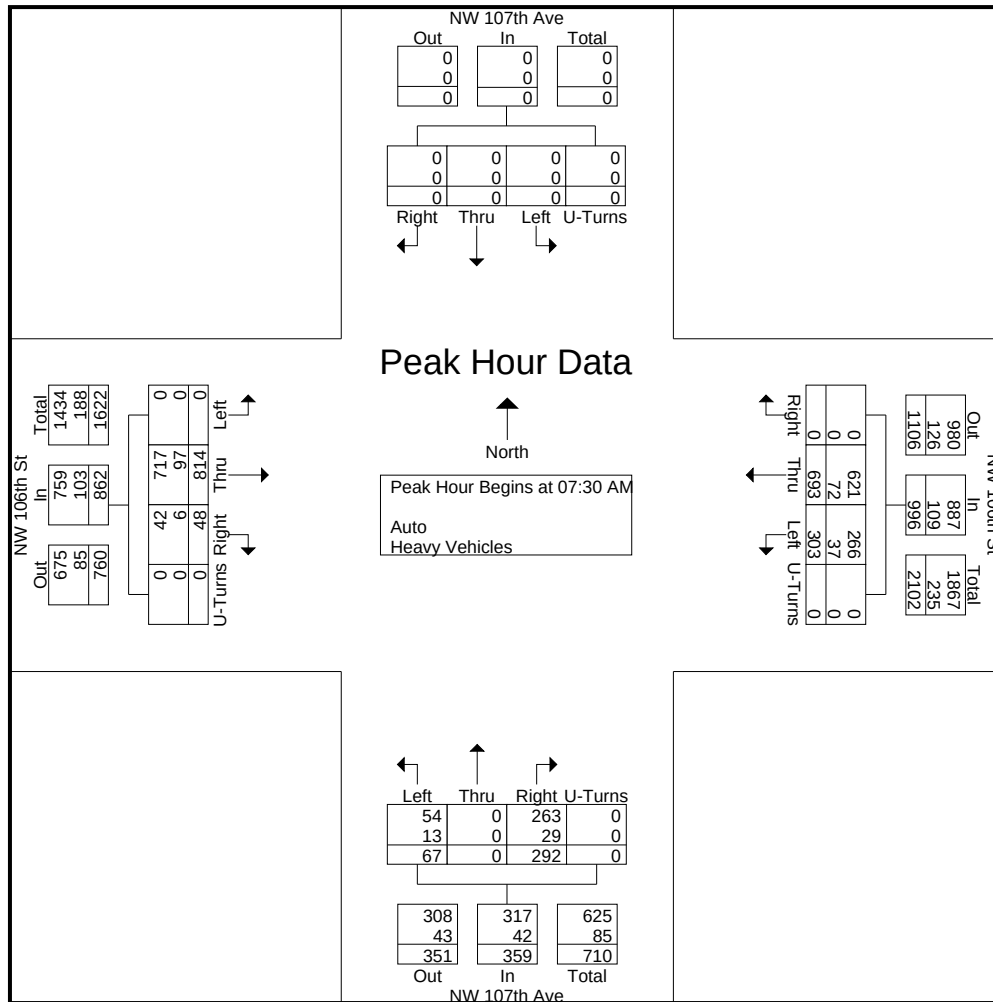
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 6. NW 116th Way at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 2

	NW 106th St Eastbound					NW 106th St Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	178	11	189	0	83	177	0	260	0	18	0	68	86	0	0	0	0	0	535
07:45 AM	0	0	212	15	227	0	72	191	0	263	0	12	0	73	85	0	0	0	0	0	575
08:00 AM	0	0	212	9	221	0	83	184	0	267	0	16	0	76	92	0	0	0	0	0	580
08:15 AM	0	0	212	13	225	0	65	141	0	206	0	21	0	75	96	0	0	0	0	0	527
Total Volume	0	0	814	48	862	0	303	693	0	996	0	67	0	292	359	0	0	0	0	0	2217
% App. Total	0	0	94.4	5.6		0	30.4	69.6	0		0	18.7	0	81.3		0	0	0	0		
PHF	.000	.000	.960	.800	.949	.000	.913	.907	.000	.933	.000	.798	.000	.961	.935	.000	.000	.000	.000	.000	.956
Auto	0	0	717	42	759	0	266	621	0	887	0	54	0	263	317	0	0	0	0	0	1963
% Auto	0	0	88.1	87.5	88.1	0	87.8	89.6	0	89.1	0	80.6	0	90.1	88.3	0	0	0	0	0	88.5
Heavy Vehicles	0	0	97	6	103	0	37	72	0	109	0	13	0	29	42	0	0	0	0	0	254
% Heavy Vehicles	0	0	11.9	12.5	11.9	0	12.2	10.4	0	10.9	0	19.4	0	9.9	11.7	0	0	0	0	0	11.5



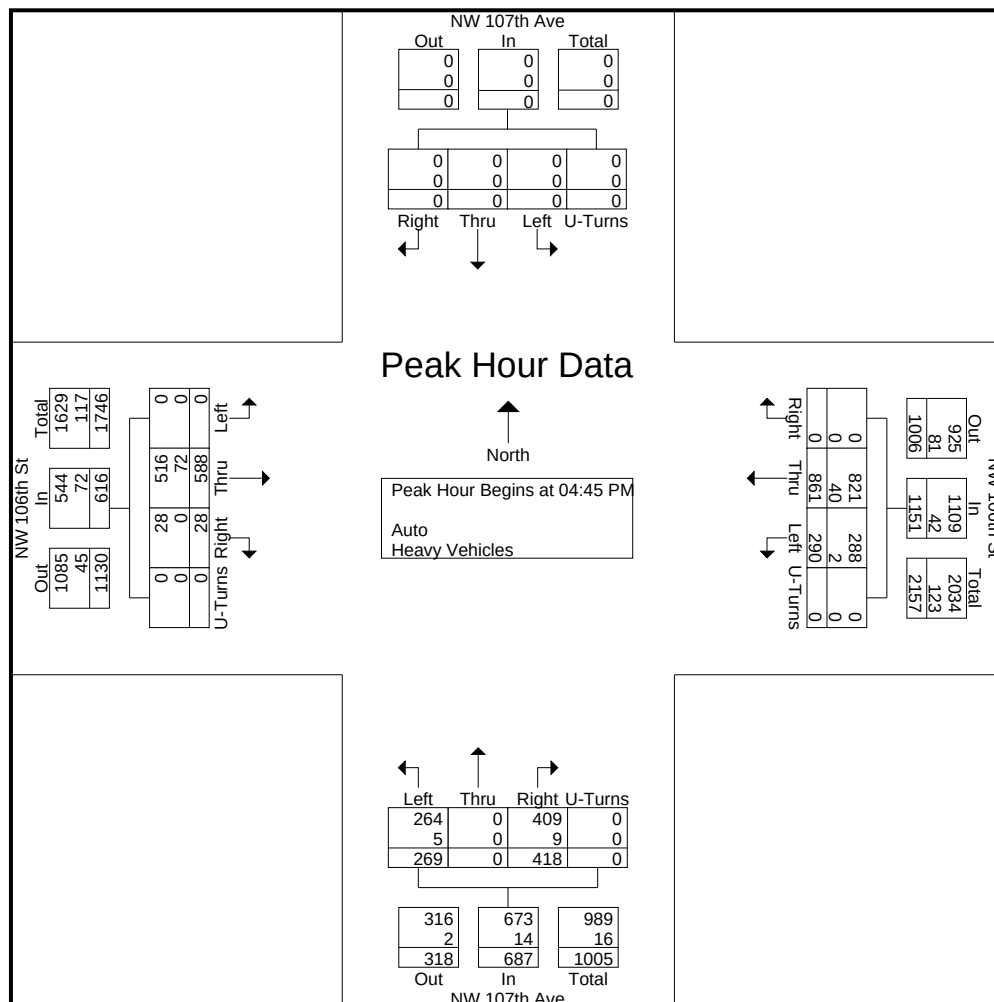
CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 6. NW 116th Way at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 3

	NW 106th St Eastbound					NW 106th St Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	145	6	151	0	51	211	0	262	0	71	0	116	187	0	0	0	0	0	600
05:00 PM	0	0	166	10	176	0	85	235	0	320	0	65	0	103	168	0	0	0	0	0	664
05:15 PM	0	0	146	9	155	0	77	217	0	294	0	75	0	92	167	0	0	0	0	0	616
05:30 PM	0	0	131	3	134	0	77	198	0	275	0	58	0	107	165	0	0	0	0	0	574
Total Volume	0	0	588	28	616	0	290	861	0	1151	0	269	0	418	687	0	0	0	0	0	2454
% App. Total	0	0	95.5	4.5		0	25.2	74.8	0		0	39.2	0	60.8		0	0	0	0	0	
PHF	.000	.000	.886	.700	.875	.000	.853	.916	.000	.899	.000	.897	.000	.901	.918	.000	.000	.000	.000	.000	.924
Auto	0	0	516	28	544	0	288	821	0	1109	0	264	0	409	673	0	0	0	0	0	2326
% Auto	0	0	87.8	100	88.3	0	99.3	95.4	0	96.4	0	98.1	0	97.8	98.0	0	0	0	0	0	94.8
Heavy Vehicles	0	0	72	0	72	0	2	40	0	42	0	5	0	9	14	0	0	0	0	0	128
% Heavy Vehicles	0	0	12.2	0	11.7	0	0.7	4.6	0	3.6	0	1.9	0	2.2	2.0	0	0	0	0	0	5.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 6. NW 116th Way at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Heavy Vehicles

	NW 106th St Eastbound					NW 106th St Westbound					NW 107th Ave Northbound					NW 107th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	22	0	22	0	9	31	0	40	0	1	0	3	4	0	0	0	0	0	66
07:15 AM	0	0	17	3	20	0	6	28	0	34	0	0	0	6	6	0	0	0	0	0	60
07:30 AM	0	0	14	1	15	0	8	22	0	30	0	4	0	9	13	0	0	0	0	0	58
07:45 AM	0	0	28	2	30	0	8	9	0	17	0	2	0	4	6	0	0	0	0	0	53
Total	0	0	81	6	87	0	31	90	0	121	0	7	0	22	29	0	0	0	0	0	237
08:00 AM	0	0	21	2	23	0	10	19	0	29	0	2	0	8	10	0	0	0	0	0	62
08:15 AM	0	0	34	1	35	0	11	22	0	33	0	5	0	8	13	0	0	0	0	0	81
08:30 AM	0	0	35	4	39	0	8	23	0	31	0	4	0	13	17	0	0	0	0	0	87
08:45 AM	0	0	22	1	23	0	11	21	0	32	0	2	0	12	14	0	0	0	0	0	69
Total	0	0	112	8	120	0	40	85	0	125	0	13	0	41	54	0	0	0	0	0	299
09:00 AM	0	0	47	2	49	0	8	24	0	32	0	6	0	9	15	0	0	0	0	0	96
09:15 AM	0	0	40	6	46	0	9	38	0	47	0	4	0	12	16	0	0	0	0	0	109
09:30 AM	0	0	42	4	46	0	7	44	0	51	0	5	0	13	18	0	0	0	0	0	115
09:45 AM	0	0	47	6	53	0	5	44	0	49	0	4	0	24	28	0	0	0	0	0	130
Total	0	0	176	18	194	0	29	150	0	179	0	19	0	58	77	0	0	0	0	0	450
*** BREAK ***																					
04:00 PM	0	0	31	0	31	0	1	19	0	20	0	2	0	3	5	0	0	0	0	0	56
04:15 PM	0	0	34	0	34	0	4	10	0	14	0	2	0	6	8	0	0	0	0	0	56
04:30 PM	0	0	29	1	30	0	0	10	0	10	0	1	0	1	2	0	0	0	0	0	42
04:45 PM	0	0	19	0	19	0	1	16	0	17	0	3	0	2	5	0	0	0	0	0	41
Total	0	0	113	1	114	0	6	55	0	61	0	8	0	12	20	0	0	0	0	0	195
05:00 PM	0	0	20	0	20	0	0	8	0	8	0	2	0	2	4	0	0	0	0	0	32
05:15 PM	0	0	21	0	21	0	1	7	0	8	0	0	0	1	1	0	0	0	0	0	30
05:30 PM	0	0	12	0	12	0	0	9	0	9	0	0	0	4	4	0	0	0	0	0	25
05:45 PM	0	0	13	0	13	0	0	3	0	3	0	0	0	3	3	0	0	0	0	0	19
Total	0	0	66	0	66	0	1	27	0	28	0	2	0	10	12	0	0	0	0	0	106
06:00 PM	0	0	11	0	11	0	1	6	0	7	0	1	0	1	2	0	0	0	0	0	20
06:15 PM	0	0	21	0	21	0	3	7	0	10	0	1	0	1	2	0	0	0	0	0	33
06:30 PM	0	0	13	0	13	0	2	4	0	6	0	1	0	1	2	0	0	0	0	0	21
06:45 PM	0	0	11	0	11	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	14
Total	0	0	56	0	56	0	6	19	0	25	0	3	0	4	7	0	0	0	0	0	88
Grand Total	0	0	604	33	637	0	113	426	0	539	0	52	0	147	199	0	0	0	0	0	1375
Apprch %	0	0	94.8	5.2		0	21	79	0		0	26.1	0	73.9		0	0	0	0		
Total %	0	0	43.9	2.4	46.3	0	8.2	31	0	39.2	0	3.8	0	10.7	14.5	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 115
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2016005
PROJECT: Medley Freight Study
COUNTY : Miami-Dade

File Name : 6. NW 116th Way at NW 107th Ave
Site Code : 00000000
Start Date : 5/4/2016
Page No : 1

Groups Printed- Peds

[illegible]

Appendix C

TM Turns Report



TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2040
 INTERSECTION: NW 79th Ave at NW South River Drive
 PREPARED BY:
 FILE: Version 1

DATE: 2/22/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2016	12,000	12,000	12,000	12,000
24 HR EST. AADT	2020	12,200	12,200	12,200	12,200
24 HR EST. AADT	2030	12,900	12,900	12,900	12,900
24 HR EST. AADT	2040	13,500	13,500	13,500	13,500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		<u>FROM NORTH LEG</u>			<u>FROM EAST LEG</u>			<u>FROM SOUTH LEG</u>			<u>FROM WEST LEG</u>		
2016	2-WAY ADT		12,000			12,000			12,000			12,000	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
2020	2-WAY ADT	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
			12,200			12,200			12,200			12,200	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2030	2-WAY ADT	12,200	12,200	12,200	12,200	12,200	12,200	12,200	12,200	12,200	12,200	12,200	12,200
		33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
			12,900			12,900			12,900			12,900	
2040	2-WAY ADT	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		12,900	12,900	12,900	12,900	12,900	12,900	12,900	12,900	12,900	12,900	12,900	12,900
		33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
			13,500			13,500			13,500			13,500	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		13,500	13,500	13,500	13,500	13,500	13,500	13,500	13,500	13,500	13,500	13,500	13,500
		33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%

		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
A.M. DESIGN HR. TURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	EST. TURNS	55	302	75	195	486	98	17	276	174	42	127	45
2020	EST. TURNS	68	303	78	206	491	114	28	277	177	48	129	52
2030	EST. TURNS	77	305	84	217	502	122	33	280	190	51	131	56
2040	EST. TURNS	87	310	89	232	514	131	38	289	197	54	132	62
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	25	257	196	83	143	48	67	98	60	29	572	49
2020	EST. TURNS	36	258	211	84	144	55	78	99	61	44	578	57
2030	EST. TURNS	40	260	226	87	146	62	86	100	63	51	593	62
2040	EST. TURNS	46	262	242	93	147	66	92	101	64	58	607	69

LINK VOLUME CHECK		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
DESIGN HOUR A.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		434	516	950	781	219	1,000	467	443	910	215	715	930
2016	TURN SUMMARY	433	516	949	779	219	998	466	443	909	214	715	929
CONTROL LINK VOLUMES		441	529	970	794	226	1,020	475	455	930	219	721	940
2020	TURN SUMMARY	450	535	985	811	236	1,047	482	464	946	229	736	965
CONTROL LINK VOLUMES		467	553	1,020	840	240	1,080	502	478	980	231	769	1,000
2030	TURN SUMMARY	466	553	1,019	841	247	1,088	503	478	981	237	769	1,006
CONTROL LINK VOLUMES		488	582	1,070	879	251	1,130	525	495	1,020	242	798	1,040
2040	TURN SUMMARY	485	582	1,067	877	259	1,136	524	495	1,019	248	798	1,046
DESIGN HOUR P.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		481	229	710	275	835	1,110	226	334	560	652	228	880
2016	TURN SUMMARY	479	229	708	274	835	1,109	225	334	559	649	228	877
CONTROL LINK VOLUMES		489	231	720	280	850	1,130	230	340	570	663	237	900
2020	TURN SUMMARY	505	240	745	283	866	1,149	237	357	594	679	241	920
CONTROL LINK VOLUMES		517	243	760	296	904	1,200	243	367	610	701	249	950
2030	TURN SUMMARY	525	249	774	295	904	1,199	249	373	622	705	249	954
CONTROL LINK VOLUMES		541	259	800	309	941	1,250	254	376	630	734	256	990
2040	TURN SUMMARY	550	264	814	306	941	1,247	257	386	643	734	256	990

Note: Boxed number indicates manual adjustment.

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2040
 INTERSECTION: NW 105th Way at NW South River Drive
 PREPARED BY:
 FILE: Version 1

DATE: 2/22/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2016	4,300	8,800	4,300	4,900
24 HR EST. AADT	2020	4,400	9,000	4,400	5,000
24 HR EST. AADT	2030	4,600	9,400	4,600	5,300
24 HR EST. AADT	2040	4,800	9,900	4,800	5,500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		<u>FROM NORTH LEG</u>			<u>FROM EAST LEG</u>			<u>FROM SOUTH LEG</u>			<u>FROM WEST LEG</u>		
2016	2-WAY ADT		4,300		8,800			4,300			4,900		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		4,900	4,300	8,800	4,300	4,900	4,300	8,800	4,300	4,900	4,300	8,800	4,300
2020	2-WAY ADT	27%	24%	49%	32%	36%	32%	49%	24%	27%	25%	51%	25%
			4,400		9,000			4,400			5,000		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2030	2-WAY ADT	5,000	4,400	9,000	4,400	5,000	4,400	9,000	4,400	5,000	4,400	9,000	4,400
		27%	24%	49%	32%	36%	32%	49%	24%	27%	25%	51%	25%
			4,600		9,400			4,600			5,300		
2040	2-WAY ADT	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		5,300	4,600	9,400	4,600	5,300	4,600	9,400	4,600	5,300	4,600	9,400	4,600
		27%	24%	49%	32%	37%	32%	49%	24%	27%	25%	51%	25%
			4,800		9,900			4,800			5,500		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		5,500	4,800	9,900	4,800	5,500	4,800	9,900	4,800	5,500	4,800	9,900	4,800
		27%	24%	49%	32%	36%	32%	49%	24%	27%	25%	51%	25%

		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
A.M. DESIGN HR. TURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	EST. TURNS	312	127	319	80	77	10	15	44	4	1	129	67
2020	EST. TURNS	325	128	335	81	78	12	16	45	5	5	131	69
2030	EST. TURNS	339	129	350	83	82	14	17	46	6	6	135	72
2040	EST. TURNS	355	130	365	85	87	16	19	48	7	8	139	74
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	92	33	83	302	58	7	4	380	3	3	55	179
2020	EST. TURNS	96	37	84	313	60	11	15	382	10	5	56	191
2030	EST. TURNS	105	38	86	325	61	13	18	386	12	6	58	205
2040	EST. TURNS	106	39	90	346	63	15	21	397	14	7	60	214

LINK VOLUME CHECK		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
DESIGN HOUR A.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		759	191	950	167	463	630	62	138	200	197	393	590
2016	TURN SUMMARY	759	191	950	167	463	630	62	138	200	197	393	590
CONTROL LINK VOLUMES		777	193	970	171	479	650	63	137	200	201	409	610
2020	TURN SUMMARY	788	196	984	172	482	654	66	145	211	205	409	614
CONTROL LINK VOLUMES		812	198	1,010	178	502	680	66	144	210	213	427	640
2030	TURN SUMMARY	818	201	1,019	178	502	680	69	149	218	213	427	640
CONTROL LINK VOLUMES		847	203	1,050	188	522	710	69	151	220	221	449	670
2040	TURN SUMMARY	850	207	1,057	188	522	710	73	154	227	221	449	670
DESIGN HOUR P.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		209	861	1,070	368	142	510	387	43	430	237	153	390
2016	TURN SUMMARY	208	861	1,069	368	142	510	387	43	430	237	153	390
CONTROL LINK VOLUMES		214	876	1,090	376	144	520	396	44	440	242	158	400
2020	TURN SUMMARY	217	886	1,103	383	155	538	407	53	460	252	166	418
CONTROL LINK VOLUMES		224	916	1,140	393	147	540	414	46	460	256	174	430
2030	TURN SUMMARY	229	916	1,145	399	161	560	416	57	473	268	178	446
CONTROL LINK VOLUMES		233	957	1,190	414	156	570	432	48	480	266	174	440
2040	TURN SUMMARY	235	957	1,192	423	171	594	432	61	493	281	182	463

Note: Boxed number indicates manual adjustment.

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO.: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2040
 INTERSECTION: NW 116th Way at NW South River Drive
 PREPARED BY:
 FILE: Version 1

DATE: 2/22/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2016	32,000	5,000	32,000	3,600
24 HR EST. AADT	2020	32,600	5,100	32,600	3,700
24 HR EST. AADT	2030	34,300	5,400	34,300	3,900
24 HR EST. AADT	2040	36,100	5,600	36,100	4,100

Percent Turns Calculated From Base Year AADTs:

<u>JKTURNS</u>		<u>FROM NORTH LEG</u>			<u>FROM EAST LEG</u>			<u>FROM SOUTH LEG</u>			<u>FROM WEST LEG</u>		
2016	2-WAY ADT		32,000			5,000			32,000			3,600	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		3,600	32,000	5,000	32,000	3,600	32,000	5,000	32,000	3,600	32,000	5,000	32,000
2020	2-WAY ADT	9%	79%	12%	47%	5%	47%	12%	79%	9%	46%	7%	46%
			32,600			5,100			32,600			3,700	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2030	2-WAY ADT	3,700	32,600	5,100	32,600	3,700	32,600	5,100	32,600	3,700	32,600	5,100	32,600
		9%	79%	12%	47%	5%	47%	12%	79%	9%	46%	7%	46%
			34,300			5,400			34,300			3,900	
2040	2-WAY ADT	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		3,900	34,300	5,400	34,300	3,900	34,300	5,400	34,300	3,900	34,300	5,400	34,300
		9%	79%	12%	47%	5%	47%	12%	79%	9%	46%	7%	46%
			36,100			5,600			36,100			4,100	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		4,100	36,100	5,600	36,100	4,100	36,100	5,600	36,100	4,100	36,100	5,600	36,100
		9%	79%	12%	47%	5%	47%	12%	79%	9%	46%	7%	46%

		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
<u>A.M. DESIGN HR. TURNS</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	EST. TURNS	60	1,514	160	30	38	41	57	481	57	32	45	9
2020	EST. TURNS	69	1,538	162	31	39	44	59	484	59	34	46	12
2030	EST. TURNS	72	1,619	168	34	41	48	63	509	60	37	47	13
2040	EST. TURNS	81	1,701	178	35	42	50	68	528	66	40	49	15
<u>P.M. DESIGN HR. TURNS</u>													
2016	EST. TURNS	35	864	79	46	44	72	16	854	47	34	25	17
2020	EST. TURNS	38	871	80	51	45	76	22	858	48	36	27	20
2030	EST. TURNS	40	926	81	55	47	81	26	901	50	38	29	21
2040	EST. TURNS	44	970	83	59	49	83	29	949	53	40	30	24

<u>LINK VOLUME CHECK</u>		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
<u>DESIGN HOUR A.M.:</u>		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		1,730	520	2,250	109	261	370	593	1,587	2,180	85	155	240
2016	TURN SUMMARY	1,733	520	2,253	109	261	370	595	1,587	2,182	85	155	240
CONTROL LINK VOLUMES		1,762	528	2,290	111	259	370	604	1,616	2,220	87	163	250
2020	TURN SUMMARY	1,768	528	2,296	114	266	380	602	1,616	2,218	92	166	258
CONTROL LINK VOLUMES		1,854	556	2,410	118	272	390	636	1,704	2,340	92	168	260
2030	TURN SUMMARY	1,859	556	2,415	123	277	400	632	1,704	2,336	97	173	270
CONTROL LINK VOLUMES		1,952	578	2,530	122	288	410	669	1,791	2,460	97	183	280
2040	TURN SUMMARY	1,959	578	2,537	128	295	423	662	1,791	2,453	104	189	293
<u>DESIGN HOUR P.M.:</u>		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		973	917	1,890	161	119	280	910	970	1,880	75	125	200
2016	TURN SUMMARY	978	917	1,895	162	119	281	916	970	1,886	75	125	200
CONTROL LINK VOLUMES		991	929	1,920	164	116	280	927	993	1,920	77	123	200
2020	TURN SUMMARY	988	929	1,917	171	129	300	929	983	1,912	83	131	214
CONTROL LINK VOLUMES		1,043	977	2,020	174	126	300	975	1,045	2,020	81	129	210
2030	TURN SUMMARY	1,047	977	2,024	182	136	318	977	1,045	2,022	88	137	225
CONTROL LINK VOLUMES		1,098	1,032	2,130	180	130	310	1,027	1,093	2,120	85	135	220
2040	TURN SUMMARY	1,098	1,032	2,130	191	142	333	1,031	1,093	2,124	94	146	240

Note: Boxed number indicates manual adjustment.

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2040
 INTERSECTION: NW 121th Way at NW South River Drive
 PREPARED BY:
 FILE: Version 1

DATE: 2/22/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2016	7,000	3,600	3,800	1,900
24 HR EST. AADT	2020	7,100	3,700	3,900	1,900
24 HR EST. AADT	2030	7,500	3,900	4,100	2,000
24 HR EST. AADT	2040	7,900	4,100	4,300	2,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS		<u>FROM NORTH LEG</u>			<u>FROM EAST LEG</u>			<u>FROM SOUTH LEG</u>			<u>FROM WEST LEG</u>		
2016	2-WAY ADT		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
			1,900	3,800	3,600		7,000	1,900	3,800		3,800	3,600	7,000
			20%	41%	39%		55%	15%	30%		29%	56%	15%
2020	2-WAY ADT		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
			1,900	3,900	3,700		7,100	1,900	3,900		3,900	3,700	7,100
			20%	41%	39%		55%	15%	30%		29%	56%	15%
2030	2-WAY ADT		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
			2,000	4,100	3,900		7,500	2,000	4,100		4,100	3,900	7,500
			20%	41%	39%		55%	15%	30%		29%	56%	15%
2040	2-WAY ADT		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
			2,100	4,300	4,100		7,900	2,100	4,300		4,300	4,100	7,900
			20%	41%	39%		55%	15%	30%		29%	56%	15%

		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
A.M. DESIGN HR. TURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	EST. TURNS	224	134	76	69	60	11	8	93	3	2	36	76
2020	EST. TURNS	227	136	83	73	61	14	10	94	5	5	37	78
2030	EST. TURNS	236	140	86	78	62	15	11	97	6	6	39	82
2040	EST. TURNS	246	141	95	80	63	17	12	99	7	7	40	83
P.M. DESIGN HR. TURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	EST. TURNS	124	40	17	98	40	9	6	101	2	3	42	181
2020	EST. TURNS	125	41	19	99	41	10	7	102	3	6	43	184
2030	EST. TURNS	131	43	25	109	42	11	9	106	4	7	44	191
2040	EST. TURNS	143	44	26	113	44	12	10	111	5	10	46	203

LINK VOLUME CHECK		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
DESIGN HOUR A.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		432	238	670	140	120	260	103	147	250	113	287	400
2016	TURN SUMMARY	434	238	672	141	120	261	104	147	251	114	287	401
CONTROL LINK VOLUMES		438	242	680	144	126	270	106	154	260	113	287	400
2020	TURN SUMMARY	446	245	691	148	130	278	108	154	262	120	293	413
CONTROL LINK VOLUMES		463	257	720	152	128	280	111	159	270	119	301	420
2030	TURN SUMMARY	462	257	719	155	136	291	114	161	275	127	304	431
CONTROL LINK VOLUMES		488	262	750	159	141	300	117	163	280	125	315	440
2040	TURN SUMMARY	483	262	745	160	147	307	118	166	284	130	316	446

DESIGN HOUR P.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		180	380	560	145	65	210	108	52	160	224	166	390
2016	TURN SUMMARY	181	380	561	146	65	211	109	52	161	226	166	392
CONTROL LINK VOLUMES		183	377	560	149	61	210	111	49	160	224	166	390
2020	TURN SUMMARY	185	385	570	150	69	219	112	58	170	233	169	402
CONTROL LINK VOLUMES		193	407	600	157	73	230	117	53	170	236	174	410
2030	TURN SUMMARY	199	407	606	162	77	239	118	61	179	243	177	420
CONTROL LINK VOLUMES		203	427	630	165	75	240	122	58	180	248	192	440
2040	TURN SUMMARY	214	427	641	169	83	252	126	66	192	259	192	451

Note: Boxed number indicates manual adjustment.

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2040
 INTERSECTION: NW 107th Ave at Okeechobee Road
 PREPARED BY:
 FILE: Version 1

DATE: 2/22/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2016	-	42,000	7,500	57,000
24 HR EST. AADT	2020	-	42,800	7,700	58,100
24 HR EST. AADT	2030	-	45,000	8,000	61,100
24 HR EST. AADT	2040	-	47,300	8,500	64,200

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM <u>NORTH LEG</u>			FROM <u>EAST LEG</u>			FROM <u>SOUTH LEG</u>			FROM <u>WEST LEG</u>		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	2-WAY ADT		-			42,000			7,500			57,000	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		-	-	-	-	57,000	7,500	42,000	-	57,000	7,500	42,000	-
2020	2-WAY ADT		-			88%	12%	42%	-	58%	15%	85%	-
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		-	-	-	-	42,800	7,700	42,800	-	58,100	7,700	42,800	-
2030	2-WAY ADT		-			58,100	7,700	42,800	-	58,100	7,700	42,800	-
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		-	-	-	-	88%	12%	42%	-	58%	15%	85%	-
2040	2-WAY ADT		-			45,000			8,000			61,100	
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		-	-	-	-	61,100	8,000	45,000	-	61,100	8,000	45,000	-
2040	2-WAY ADT		-			88%	12%	42%	-	58%	15%	85%	-
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		-	-	-	-	47,300	8,500	47,300	-	64,200	8,500	47,300	-
		-	-	-	-	64,200	8,500	47,300	-	64,200	8,500	47,300	-
		-	-	-	-	88%	12%	42%	-	58%	15%	85%	-

		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
A.M. DESIGN HR. TURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	EST. TURNS	-	-	-	-	525	282	101	-	54	150	937	-
2020	EST. TURNS	-	-	-	-	541	287	103	-	57	161	960	-
2030	EST. TURNS	-	-	-	-	563	297	107	-	58	165	1,003	-
2040	EST. TURNS	-	-	-	-	597	311	112	-	64	180	1,053	-
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	-	-	-	-	754	80	168	-	181	57	554	-
2020	EST. TURNS	-	-	-	-	767	81	172	-	186	58	564	-
2030	EST. TURNS	-	-	-	-	807	83	178	-	194	61	594	-
2040	EST. TURNS	-	-	-	-	850	92	191	-	207	68	625	-

LINK VOLUME CHECK		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
DESIGN HOUR A.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		-	-	-	811	1,039	1,850	157	433	590	1,090	580	1,670
2016	TURN SUMMARY	-	-	-	809	1,039	1,848	157	433	590	1,090	580	1,670
CONTROL LINK VOLUMES		-	-	-	826	1,064	1,890	161	449	610	1,111	599	1,710
2020	TURN SUMMARY	-	-	-	830	1,064	1,894	162	449	611	1,123	599	1,722
CONTROL LINK VOLUMES		-	-	-	869	1,111	1,980	167	463	630	1,168	622	1,790
2030	TURN SUMMARY	-	-	-	862	1,111	1,973	167	463	630	1,171	622	1,793
CONTROL LINK VOLUMES		-	-	-	913	1,167	2,080	178	492	670	1,228	662	1,890
2040	TURN SUMMARY	-	-	-	910	1,167	2,077	179	492	671	1,236	662	1,898
DESIGN HOUR P.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		-	-	-	837	723	1,560	352	138	490	614	936	1,550
2016	TURN SUMMARY	-	-	-	836	723	1,559	352	138	490	613	936	1,549
CONTROL LINK VOLUMES		-	-	-	853	737	1,590	361	139	500	626	954	1,580
2020	TURN SUMMARY	-	-	-	850	737	1,587	360	140	500	625	954	1,579
CONTROL LINK VOLUMES		-	-	-	897	773	1,670	375	145	520	658	1,002	1,660
2030	TURN SUMMARY	-	-	-	893	773	1,666	374	145	519	657	1,002	1,659
CONTROL LINK VOLUMES		-	-	-	943	817	1,760	399	161	560	692	1,058	1,750
2040	TURN SUMMARY	-	-	-	944	817	1,761	400	161	561	695	1,058	1,753

Note: Boxed number indicates manual adjustment.

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2040
 INTERSECTION: NW 107th Ave at NW 106th Street
 PREPARED BY:
 FILE: Version 1

DATE: 2/22/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2016	-	32,000	11,000	25,000
24 HR EST. AADT	2020	-	32,600	11,200	25,500
24 HR EST. AADT	2030	-	34,300	11,800	26,800
24 HR EST. AADT	2040	-	36,100	12,400	28,200

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM <u>NORTH LEG</u>			FROM <u>EAST LEG</u>			FROM <u>SOUTH LEG</u>			FROM <u>WEST LEG</u>		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	2-WAY ADT		-			32,000			11,000			25,000	
2020	2-WAY ADT												
2030	2-WAY ADT												
2040	2-WAY ADT												

		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
A.M. DESIGN HR. TURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2016	EST. TURNS	-	-	-	-	690	302	291	-	66	48	811	-
2020	EST. TURNS	-	-	-	-	708	305	296	-	71	58	827	-
2030	EST. TURNS	-	-	-	-	740	311	315	-	74	62	875	-
2040	EST. TURNS	-	-	-	-	777	324	328	-	79	69	915	-
P.M. DESIGN HR. TURNS													
2016	EST. TURNS	-	-	-	-	862	293	418	-	270	28	589	-
2020	EST. TURNS	-	-	-	-	880	295	432	-	273	38	593	-
2030	EST. TURNS	-	-	-	-	926	299	454	-	282	42	619	-
2040	EST. TURNS	-	-	-	-	979	316	485	-	294	48	654	-

LINK VOLUME CHECK		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
DESIGN HOUR A.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		-	-	-	997	1,103	2,100	360	350	710	863	757	1,620
2016	TURN SUMMARY	-	-	-	994	1,103	2,097	359	350	709	861	757	1,618
CONTROL LINK VOLUMES		-	-	-	1,016	1,124	2,140	367	353	720	880	780	1,660
2020	TURN SUMMARY	-	-	-	1,016	1,124	2,140	369	364	733	887	780	1,667
CONTROL LINK VOLUMES		-	-	-	1,069	1,191	2,260	386	374	760	925	815	1,740
2030	TURN SUMMARY	-	-	-	1,054	1,191	2,245	390	374	764	939	815	1,754
CONTROL LINK VOLUMES		-	-	-	1,125	1,245	2,370	406	394	800	973	857	1,830
2040	TURN SUMMARY	-	-	-	1,103	1,245	2,348	410	394	804	987	857	1,844
DESIGN HOUR P.M.:		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES		-	-	-	1,152	1,008	2,160	688	322	1,010	617	1,133	1,750
2016	TURN SUMMARY	-	-	-	1,157	1,008	2,165	691	322	1,013	619	1,133	1,752
CONTROL LINK VOLUMES		-	-	-	1,174	1,026	2,200	701	329	1,030	629	1,151	1,780
2020	TURN SUMMARY	-	-	-	1,178	1,026	2,204	707	334	1,041	633	1,154	1,787
CONTROL LINK VOLUMES		-	-	-	1,235	1,075	2,310	738	342	1,080	661	1,209	1,870
2030	TURN SUMMARY	-	-	-	1,228	1,075	2,303	738	342	1,080	663	1,209	1,872
CONTROL LINK VOLUMES		-	-	-	1,300	1,140	2,440	776	364	1,140	696	1,274	1,970
2040	TURN SUMMARY	-	-	-	1,297	1,140	2,437	781	364	1,145	703	1,274	1,977

Note: Boxed number indicates manual adjustment.

Appendix D

Signal Timing Report



TOD Schedule Report

for 5910: South River Dr&NW 79 Av

Print Date:
8/17/2013

Print Time:
6:38 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD</u> <u>Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD</u> <u>Setting</u>	<u>Active</u> <u>PhaseBank</u>	<u>Active</u> <u>Maximum</u>
5910	South River Dr&NW 79 Av	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
SBL	NBT	WBL	EBT	NBL	SBT	EBL	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	SBL	0	-	0	-	0	0	-	0	-	0	5	-	5	-	5	5	-	5	-	5
2	NBT	0	-	0	-	0	0	-	0	-	0	16	-	16	-	16	1	-	1	-	1
3	WBL	0	-	0	-	0	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2
4	EBT	0	-	0	-	0	0	-	0	-	0	7	-	7	-	7	5	-	5	-	5
5	NBL	0	-	0	-	0	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2
6	SBT	0	-	0	-	0	0	-	0	-	0	16	-	16	-	16	1	-	1	-	1
7	EBL	0	-	0	-	0	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2
8	WBT	0	-	0	-	0	0	-	0	-	0	7	-	7	-	7	5	-	5	-	5
		10	-	10	-	8						30	-	25	-	20					
		0	-	28	-	56						13	-	10	-	13					
		3										60	-	25	-	56					
		4										28	-	22	-	18					
		3										10	-	10	-	10					
		0										32	-	10	-	32					
		4										0	-	28	-	56					
		3										18	-	10	-	13					
		4										60	-	25	-	56					
		0																			

Last In Service Date: unknown

Permitted Phases

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

Green Time												
<u>Current</u> TOD Schedule	<u>Plan</u>	<u>Cycle</u>	1 SBL	2 NBT	3 WBL	4 EBT	5 NBL	6 SBT	7 EBL	8 WBT	<u>Ring Offset</u>	<u>Offset</u>
1		110	18	17	9	50	10	25	9	50	0	59
2		170	63	41	10	40	63	41	10	40	0	139
3		160	47	28	9	60	20	55	18	51	0	58
4		170	53	51	15	35	53	51	15	35	0	145
5		140	31	29	9	55	15	45	9	55	0	23
8		130	25	34	9	46	20	39	9	46	0	119
11		150	24	36	15	59	24	36	15	59	0	62
12		150	28	41	15	50	28	41	15	50	0	14
13		170	32	48	16	58	32	48	16	58	0	54
15		130	17	46	12	39	17	46	12	39	0	25
17		160	47	28	9	60	20	55	18	51	0	73
20		100	15	16	7	46	9	22	7	46	0	80

Local TOD Schedule		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Free	Su M T W Th F S
0500	Free	M T W Th F
0600	1	M T W Th F
0630	Free	Su S
0700	17	M T W Th F
0900	Free	Su S
0900	5	M T W Th F
1000	8	Su S
1000	8	M T W Th F
1515	12	M T W Th F
1600	13	M T W Th F
1915	15	M T W Th F
1930	Free	Su S
2000	Free	M T W Th F
2030	Free	Su S
2130	Free	M T W Th F

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	---5----	Su M T W ThF S
0630	TOD OUTPUTS	-----1	Su S
0900	TOD OUTPUTS	-----2-	Su S
1000	TOD OUTPUTS	-----	Su S
1930	TOD OUTPUTS	-----2-	Su S
2030	TOD OUTPUTS	---5---1	Su S

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	---5----	Su M T W ThF S
0500	TOD OUTPUTS	-----	M T W ThF
0600	TOD OUTPUTS	-----	M T W ThF
0630	TOD OUTPUTS	-----1	Su S
0900	TOD OUTPUTS	-----2-	Su S
1000	TOD OUTPUTS	-----	Su S
1930	TOD OUTPUTS	-----2-	Su S
2000	TOD OUTPUTS	---5--2-	M T W ThF
2030	TOD OUTPUTS	---5---1	Su S
2130	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 5108: South River Dr&NW 105 Way

Print Date:
3/5/2014

Print Time:
8:34 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
5108	South River Dr&NW 105 Way	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SWT	-	-	SWL	NET	NWT	SET
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	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
2	SWT	0	-	0	-	0	-	0	-	0	-	16	-	16	-	16	-	1	-	1	2
3	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
4	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
5	SWL	0	-	0	-	0	-	0	-	0	-	5	-	5	-	5	-	3	-	3	2
6	NET	0	-	0	-	0	-	0	-	0	-	16	-	16	-	16	-	1	-	1	2
7	NWT	0	-	0	-	0	-	0	-	0	-	7	-	7	-	7	-	4	-	4	2.9
8	SET	0	-	0	-	0	-	0	-	0	-	7	-	7	-	7	-	6	-	5	2.9

Last In Service Date: unknown

Permitted Phases

12345678

Default	-2--5678
External Permit 0	-2---678
External Permit 1	-2---678
External Permit 2	-2---678

		<u>Green Time</u>										
<u>Current</u>			1	2	3	4	5	6	7	8		
<u>TOD Schedule</u>	<u>Plan</u>	<u>Cycle</u>	-	SWT	-	-	SWL	NET	NWT	SET	<u>Ring Offset</u>	<u>Offset</u>
	4	120	0	60	0	0	38	16	19	21	0	98
	5	150	0	47	0	0	25	16	40	43	0	96
	6	120	0	50	0	0	28	16	24	26	0	98
	8	120	0	28	0	0	6	16	21	51	0	2
	10	120	0	45	0	0	9	30	29	26	0	33
	11	120	0	41	0	0	5	30	35	24	0	53
	12	150	0	52	0	0	17	29	39	39	0	30
	13	150	0	51	0	0	7	38	49	30	0	78

<u>Local TOD Schedule</u>		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Free	Su M T W Th F S
0400	Free	M T W Th F
0630	Free	Su
0630	4	M T W Th F
0700	5	M T W Th F
0800	Free	Su
0900	6	M T W Th F
1000	8	Su
1500	10	M T W Th F
1530	12	M T W Th F
1800	10	M T W Th F
1900	8	M T W Th F
1930	Free	Su
2000	Free	M T W Th F

<u>Current Time of Day Function</u>			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	---5---1	Su M T W Th F S
0400	TOD OUTPUTS	-----2-	M T W Th F
0630	TOD OUTPUTS	-----	M T W Th F
1600	VEH MAX RECALL	87-----	M T W Th F
1800	VEH MAX RECALL	-----	M T W Th F
2000	TOD OUTPUTS	-----2-	M T W Th F

<u>Local Time of Day Function</u>			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	---5---1	Su M T W Th F S
0400	TOD OUTPUTS	-----2-	M T W Th F
0630	TOD OUTPUTS	-----2-	Su S
0630	TOD OUTPUTS	-----	M T W Th F
1000	TOD OUTPUTS	-----	Su S
1600	VEH MAX RECALL	87-----	M T W Th F
1800	VEH MAX RECALL	-----	M T W Th F
1930	TOD OUTPUTS	-----2-	Su S
2000	TOD OUTPUTS	-----2-	M T W Th F

<u>* Settings</u>
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

<i>No Calendar Defined/Enabled</i>

TOD Schedule Report

for 5163: South River Dr&NW 116 Way

Print Date:
3/17/2014

Print Time:
8:10 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD</u> <u>Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD</u> <u>Setting</u>	<u>Active</u> <u>PhaseBank</u>	<u>Active</u> <u>Maximum</u>
5163	South River Dr&NW 116 Way	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SWT	SEL	NWT	SWL	NET	NWL	SET
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
2	SWT	0	-	0	-	0	-	0	-	14	-	14	-	14	1	-	1	-	1	1.8
3	SEL	0	-	0	-	0	-	0	-	7	-	7	-	7	3	-	2	-	2	0
4	NWT	0	-	0	-	0	-	0	-	10	-	10	-	10	2.5	-	2.5	-	2.5	2.3
5	SWL	0	-	0	-	0	-	0	-	7	-	7	-	7	3	-	3	-	3	0
6	NET	0	-	0	-	0	-	0	-	14	-	14	-	14	1	-	1	-	1	1.8
7	NWL	0	-	0	-	0	-	0	-	7	-	7	-	7	3	-	2	-	2	0
8	SET	0	-	0	-	0	-	0	-	10	-	10	-	10	2.5	-	2.5	-	2.5	2.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2345678
External Permit 0	-----
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

<u>Current</u> <u>TOD Schedule</u>	<u>Plan</u>	<u>Cycle</u>	<u>Green Time</u>								<u>Ring Offset</u>	<u>Offset</u>
			1	2	3	4	5	6	7	8		
			-	SWT	SEL	NWT	SWL	NET	NWL	SET		
	3	80	0	41	9	15	10	28	9	15	0	62
	4	120	0	68	9	28	21	44	9	28	0	94
	5	180	0	101	11	53	53	45	11	53	0	16
	6	130	0	66	9	40	28	35	9	40	0	124
	8	110	0	45	13	37	10	32	13	37	0	0
	10	120	0	66	15	24	11	52	15	24	0	98
	13	180	0	118	17	30	17	98	17	30	0	38

Local TOD Schedule

<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Flash	Su M T W Th F S
0530	4	M T W Th F
0630	Flash	Su
0630	5	M T W Th F
0800	3	Su
0900	6	M T W Th F
1000	8	Su
1530	13	M T W Th F
1900	8	M T W Th F
1930	Free	Su
2100	Free	M T W Th F

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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

<i>No Calendar Defined/Enabled</i>

TOD Schedule Report

for 5160: South River Dr&NW 121 Way

Print Date:
8/17/2013

Print Time:
5:48 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
5160	South River Dr&NW 121 Way	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SWT	NWT	SET	SWL	NET	-	-
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
2	SWT	0	-	0	-	0	-	0	-	14	-	14	-	14	1	-	1	-	1	0.6
3	NWT	0	-	0	-	0	-	0	-	7	-	7	-	7	4.5	-	3	-	3	0.9
4	SET	0	-	0	-	0	-	0	-	7	-	7	-	7	4.5	-	5	-	3	0.9
5	SWL	0	-	0	-	0	-	0	-	5	-	5	-	5	2.5	-	2.5	-	2.5	0
6	NET	0	-	0	-	0	-	0	-	14	-	14	-	14	1	-	1	-	1	0.6
7	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0
8	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0

Last In Service Date: unknown

Permitted Phases

	<u>12345678</u>
Default	-23456--
External Permit 0	-----
External Permit 1	-234-6--
External Permit 2	-234-6--

<u>Current</u>	<u>Green Time</u>										<u>Ring Offset</u>		<u>Offset</u>
<u>TOD Schedule</u>	<u>Plan</u>	<u>Cycle</u>	1	2	3	4	5	6	7	8			
			-	SWT	NWT	SET	SWL	NET	-	-			
	2	120	0	75	15	15	25	47	0	0	0		26
	3	150	0	72	21	42	10	59	0	0	0		142
	4	120	0	75	20	10	25	47	0	0	0		26
	5	110	0	59	18	18	10	46	0	0	0		42
	6	120	0	62	17	26	25	34	0	0	0		32
	7	150	0	73	25	37	6	64	0	0	0		50

Local TOD Schedule

<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Flash	Su M T W Th F S
0000	6	
0600	2	Su M T W Th F S
0700	3	Su M T W Th F S
1000	4	Su M T W Th F S
1100	5	Su M T W Th F S
1500	6	Su M T W Th F S
1530	7	Su M T W Th F S
1900	5	Su M T W Th F S
2000	Free	Su M T W Th F S

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S
0600	TOD OUTPUTS	-----2-	M T W ThF
0700	TOD OUTPUTS	-----1	M T W ThF
1000	TOD OUTPUTS	-----	M T W ThF
1530	TOD OUTPUTS	-----	M T W ThF
1900	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

<i>No Calendar Defined/Enabled</i>

TOD Schedule Report

for 6383: Okeechobee Rd&NW 107 Av

Print Date:
10/23/2013

Print Time:
8:09 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6383	Okeechobee Rd&NW 107 Av	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	NWT	-	NBT	NWL	SET	-	-
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
2	NWT	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	5	1.1
3	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0
4	NBT	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	4	1.4
5	NWL	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	5.5	0
6	SET	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	5	1.1
7	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0
8	-	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--

Local TOD Schedule

<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Flash	Su M T W Th F S
0400	Free	Su M T W Th F S

<u>Current</u>	<u>Plan</u>	<u>Cycle</u>	1	2	3	4	5	6	7	8	<u>Ring Offset</u>	<u>Offset</u>
TOD Schedule			-	NWT	-	NBT	NWL	SET	-	-		

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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
1500	TOD OUTPUTS	-----1	SuM T W ThF S
1530	TOD OUTPUTS	-----2-	M T W ThF
2000	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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
1500	TOD OUTPUTS	-----1	SuM T W ThF S
1530	TOD OUTPUTS	-----2-	M T W ThF
1800	PERMIT	-----	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

No Calendar Defined/Enabled

TOD Schedule Report

for 6501: NW 107 Av&NW 106 St

Print Date:
11/25/2013

Print Time:
8:13 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6501	NW 107 Av&NW 106 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	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	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	-	0	0										
2	WBT	8	-	8	-	8	8	-	8	-	8	1	-	1	-	1	35	-	40	-	35	0	-	0	-	0	4	0.4					
3	-	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	-	10	-	7	2.5	-	3	-	2.5	20	-	20	-	20	20	-	0	-	0	4	0.4
5	WBL	0	-	0	-	0	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2	10	-	12	-	10	12	-	0	-	0	3	0
6	EBT	8	-	8	-	8	8	-	8	-	8	1	-	1	-	1	35	-	40	-	35	0	-	0	-	0	0	-	0	-	0	4	0.4
7	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
8	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0

Last In Service Date: unknown

Permitted Phases

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

Local TOD Schedule

<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Flash	Su M T W Th F S
0500	Free	Su M T W Th F S

<u>Current</u>	<u>Plan</u>	<u>Cycle</u>	1	2	3	4	5	6	7	8	<u>Ring Offset</u>	<u>Offset</u>
TOD Schedule			-	WBT	-	NBT	WBL	EBT	-	-		

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S
0600	TOD OUTPUTS	-----3--	SuM T W ThF S
0640	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	-----1	SuM T W ThF S
1800	TOD OUTPUTS	-----	SuM T W ThF S
1900	TOD OUTPUTS	-----3--	SuM T W ThF S

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S
0600	TOD OUTPUTS	-----3--	SuM T W ThF S
0640	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	-----1	SuM T W ThF S
1800	TOD OUTPUTS	-----	SuM T W ThF S
1900	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

Appendix E

Synchro Report - 2040



Lanes, Volumes, Timings
23: NW 79th Ave & NW South River Dr

2040
Timing Plan: AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	54	132	62	131	514	232	197	289	38	89	310	87
Future Volume (vph)	54	132	62	131	514	232	197	289	38	89	310	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		526			489			314			234	
Travel Time (s)		10.2			11.1			6.1			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	16.0		5.0	16.0	
Minimum Split (s)	9.5	23.0		9.5	23.0		9.5	21.0		9.5	23.0	
Total Split (s)	21.0	65.0		12.0	56.0		23.0	33.0		50.0	60.0	
Total Split (%)	13.1%	40.6%		7.5%	35.0%		14.4%	20.6%		31.3%	37.5%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	None	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 73 (46%), Referenced to phase 2:NET, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Description: NW South River Dr at NW 79th Ave

Splits and Phases: 23: NW 79th Ave & NW South River Dr

			
Ø1	Ø2 (R)	Ø3	Ø4
50 s	33 s	12 s	65 s
			
Ø5	Ø6	Ø7	Ø8
23 s	60 s	21 s	56 s



Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	59	210	142	811	214	355	97	432
v/c Ratio	0.55	0.31	1.43	1.18	0.97	0.28	0.55	0.36
Control Delay	91.2	33.9	292.4	138.6	120.9	36.1	79.3	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.2	33.9	292.4	138.6	120.9	36.1	79.3	38.0
Queue Length 50th (ft)	61	142	~200	~1028	227	134	98	167
Queue Length 95th (ft)	111	213	#352	#1340	#400	187	159	217
Internal Link Dist (ft)		446		409		234		154
Turn Bay Length (ft)	200		200		100			
Base Capacity (vph)	199	675	99	686	221	1286	519	1192
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.31	1.43	1.18	0.97	0.28	0.19	0.36

Intersection Summary

Description: NW South River Dr at NW 79th Ave

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
23: NW 79th Ave & NW South River Dr

2040
Timing Plan: AM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	54	132	62	131	514	232	197	289	38	89	310	87
Future Volume (veh/h)	54	132	62	131	514	232	197	289	38	89	310	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	59	143	67	142	559	252	214	314	41	97	337	95
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	366	172	100	388	175	222	1480	192	123	1133	315
Arrive On Green	0.04	0.30	0.30	0.06	0.32	0.32	0.13	0.47	0.47	0.07	0.41	0.41
Sat Flow, veh/h	1774	1201	563	1774	1217	549	1774	3152	408	1774	2738	761
Grp Volume(v), veh/h	59	0	210	142	0	811	214	175	180	97	216	216
Grp Sat Flow(s),veh/h/ln	1774	0	1763	1774	0	1766	1774	1770	1791	1774	1770	1729
Q Serve(g_s), s	5.3	0.0	15.0	9.0	0.0	51.0	19.2	9.3	9.5	8.6	13.0	13.4
Cycle Q Clear(g_c), s	5.3	0.0	15.0	9.0	0.0	51.0	19.2	9.3	9.5	8.6	13.0	13.4
Prop In Lane	1.00		0.32	1.00		0.31	1.00		0.23	1.00		0.44
Lane Grp Cap(c), veh/h	75	0	538	100	0	563	222	831	841	123	732	715
V/C Ratio(X)	0.79	0.00	0.39	1.42	0.00	1.44	0.97	0.21	0.21	0.79	0.30	0.30
Avail Cap(c_a), veh/h	200	0	661	100	0	563	222	831	841	521	732	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.9	0.0	43.9	75.5	0.0	54.5	69.7	25.0	25.0	73.3	31.3	31.4
Incr Delay (d2), s/veh	6.6	0.0	1.0	238.7	0.0	208.3	50.1	0.6	0.6	20.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	12.0	19.8	0.0	103.4	18.3	8.3	8.4	8.6	10.5	10.6
LnGrp Delay(d),s/veh	82.5	0.0	44.9	314.2	0.0	262.8	119.7	25.6	25.6	94.0	31.4	31.5
LnGrp LOS	F		D	F		F	F	C	C	F	C	C
Approach Vol, veh/h	269					953		569		529		
Approach Delay, s/veh	53.1					270.5		61.0		42.9		
Approach LOS	D					F		E		D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	80.1	12.0	53.8	23.0	71.2	9.8	56.0				
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0				
Max Green Setting (Gmax), s	47.0	28.0	9.0	60.0	20.0	55.0	18.0	51.0				
Max Q Clear Time (g_c+I1), s	10.6	11.5	11.0	17.0	21.2	15.4	7.3	53.0				
Green Ext Time (p_c), s	0.6	1.5	0.0	19.5	0.0	1.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	142.0											
HCM 2010 LOS	F											

Lanes, Volumes, Timings
18: NW 105th Way & NW South River Dr

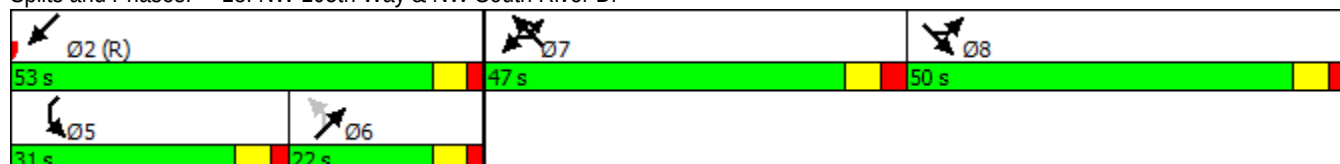
2040
Timing Plan: AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	74	139	8	16	87	85	7	48	19	365	130	355
Future Volume (vph)	74	139	8	16	87	85	7	48	19	365	130	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		644			745			202			202	
Travel Time (s)		12.5			16.9			3.9			3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	8	8		7	7	7		6		5	2	
Permitted Phases							6					
Detector Phase	8	8		7	7	7	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	16.0	16.0		5.0	16.0	
Minimum Split (s)	24.9	24.9		24.9	24.9	24.9	22.0	22.0		11.0	24.0	
Total Split (s)	50.0	50.0		47.0	47.0	47.0	22.0	22.0		31.0	53.0	
Total Split (%)	33.3%	33.3%		31.3%	31.3%	31.3%	14.7%	14.7%		20.7%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	2.9		2.9	2.9	2.9	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	C-Max	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 96 (64%), Referenced to phase 2:SWT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Description: NW South River Dr at NW 105th Way

Splits and Phases: 18: NW 105th Way & NW South River Dr



Queues

2040

18: NW 105th Way & NW South River Dr

Timing Plan: AM Peak Hour



Lane Group	SET	NWT	NWR	NET	SWL	SWT
Lane Group Flow (vph)	240	112	92	81	397	527
v/c Ratio	0.71	0.59	0.35	0.14	0.64	0.27
Control Delay	68.1	76.4	8.1	38.4	48.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	76.4	8.1	38.4	48.8	5.1
Queue Length 50th (ft)	222	106	0	24	345	30
Queue Length 95th (ft)	300	168	32	55	477	72
Internal Link Dist (ft)	564	665		122		122
Turn Bay Length (ft)			200			
Base Capacity (vph)	524	494	508	591	619	1988
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.23	0.18	0.14	0.64	0.27

Intersection Summary

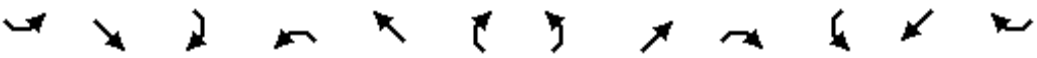
Description: NW South River Dr at NW 105th Way

HCM Signalized Intersection Capacity Analysis

2040

18: NW 105th Way & NW South River Dr

Timing Plan: AM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔	↔		↔		↔	↔	
Traffic Volume (vph)	74	139	8	16	87	85	7	48	19	365	130	355
Future Volume (vph)	74	139	8	16	87	85	7	48	19	365	130	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00	1.00		0.95		1.00	0.95	
Frt		0.99			1.00	0.85		0.96		1.00	0.89	
Flt Protected		0.98			0.99	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1823			1849	1583		3385		1770	3150	
Flt Permitted		0.98			0.99	1.00		0.89		0.95	1.00	
Satd. Flow (perm)		1823			1849	1583		3030		1770	3150	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	151	9	17	95	92	8	52	21	397	141	386
RTOR Reduction (vph)	0	1	0	0	0	83	0	17	0	0	162	0
Lane Group Flow (vph)	0	239	0	0	112	9	0	64	0	397	365	0
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	8	8		7	7	7		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)		27.8			15.4	15.4		28.5		52.5	87.0	
Effective Green, g (s)		27.8			15.4	15.4		28.5		52.5	87.0	
Actuated g/C Ratio		0.19			0.10	0.10		0.19		0.35	0.58	
Clearance Time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Vehicle Extension (s)		6.0			4.0	4.0		1.0		3.0	1.0	
Lane Grp Cap (vph)		337			189	162		575		619	1827	
v/s Ratio Prot		c0.13			c0.06	0.01				c0.22	c0.12	
v/s Ratio Perm								0.02				
v/c Ratio		0.71			0.59	0.06		0.11		0.64	0.20	
Uniform Delay, d1		57.3			64.3	60.8		50.3		40.9	15.0	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		9.7			5.7	0.2		0.0		2.3	0.2	
Delay (s)		67.0			70.0	61.0		50.3		43.1	15.2	
Level of Service		E			E	E		D		D	B	
Approach Delay (s)		67.0			65.9			50.3			27.2	
Approach LOS		E			E			D			C	
Intersection Summary												
HCM 2000 Control Delay		40.5			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.55										
Actuated Cycle Length (s)		150.0			Sum of lost time (s)			25.8				
Intersection Capacity Utilization		56.2%			ICU Level of Service			B				
Analysis Period (min)		15										
Description: NW South River Dr at NW 105th Way												
c Critical Lane Group												

Lanes, Volumes, Timings
13: NW 116th Way & NW South River Dr

2040
Timing Plan: AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	49	40	50	42	35	66	528	68	178	1701	81
Future Volume (vph)	15	49	40	50	42	35	66	528	68	178	1701	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	180		160	250		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		747			785			898			306	
Travel Time (s)		14.6			17.8			17.5			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						10%						
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	8		7	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	10.0	14.0	14.0		7.0	14.0	
Minimum Split (s)	11.5	24.3		11.5	24.3	24.3	23.8	23.8		21.0	23.8	
Total Split (s)	14.0	59.3		14.0	59.3	59.3	50.7	50.7		56.0	106.7	
Total Split (%)	7.8%	32.9%		7.8%	32.9%	32.9%	28.2%	28.2%		31.1%	59.3%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.3		0.0	2.3	2.3	1.8	1.8		0.0	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 16 (9%), Referenced to phase 2:SWT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Description: NW South River Dr at NW 116th Way

Splits and Phases: 13: NW 116th Way & NW South River Dr

 Ø2 (R)	 Ø3	 Ø4
106.7 s	14 s	59.3 s
 Ø5	 Ø6	 Ø7
56 s	50.7 s	14 s
		59.3 s



Lane Group	SEL	SET	NWL	NWT	NWR	NEL	NET	SWL	SWT
Lane Group Flow (vph)	16	96	54	50	34	72	648	193	1937
v/c Ratio	0.21	0.64	0.56	0.29	0.18	0.63	0.20	0.78	0.69
Control Delay	89.5	80.5	104.6	76.3	7.9	52.3	14.6	95.2	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.5	80.5	104.6	76.3	7.9	52.3	14.6	95.2	10.6
Queue Length 50th (ft)	19	86	63	56	0	51	112	224	513
Queue Length 95th (ft)	48	150	116	106	17	#176	166	306	681
Internal Link Dist (ft)		667		705			818		226
Turn Bay Length (ft)	80		180		160	250			
Base Capacity (vph)	108	527	108	516	480	115	3216	521	2809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.18	0.50	0.10	0.07	0.63	0.20	0.37	0.69

Intersection Summary

Description: NW South River Dr at NW 116th Way

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2040

13: NW 116th Way & NW South River Dr

Timing Plan: AM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	49	40	50	42	35	66	528	68	178	1701	81
Future Volume (vph)	15	49	40	50	42	35	66	528	68	178	1701	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Lane Util. Factor	1.00	1.00		1.00	0.95	0.95	1.00	0.91		1.00	0.95	
Frt	1.00	0.93		1.00	0.99	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1738		1770	1748	1504	1770	4998		1770	3515	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.10	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1738		1770	1748	1504	180	4998		1770	3515	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	53	43	54	46	38	72	574	74	193	1849	88
RTOR Reduction (vph)	0	21	0	0	2	31	0	4	0	0	1	0
Lane Group Flow (vph)	16	75	0	54	48	3	72	644	0	193	1936	0
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	4.9	13.9		8.4	17.4	17.4	114.4	114.4		25.2	142.6	
Effective Green, g (s)	4.9	13.9		8.4	17.4	17.4	114.4	114.4		25.2	142.6	
Actuated g/C Ratio	0.03	0.08		0.05	0.10	0.10	0.64	0.64		0.14	0.79	
Clearance Time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	1.0	1.0		3.0	1.0	
Lane Grp Cap (vph)	48	134		82	168	145	114	3176		247	2784	
v/s Ratio Prot	0.01	c0.04		c0.03	0.03	0.00		0.13		c0.11	c0.55	
v/s Ratio Perm							0.40					
v/c Ratio	0.33	0.56		0.66	0.29	0.02	0.63	0.20		0.78	0.70	
Uniform Delay, d1	85.9	80.1		84.4	75.5	73.6	20.0	13.7		74.7	8.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.1	4.0		17.5	0.7	0.0	8.1	0.0		14.8	1.5	
Delay (s)	90.0	84.1		101.9	76.2	73.6	28.1	13.7		89.5	10.1	
Level of Service	F	F		F	E	E	C	B		F	B	
Approach Delay (s)		84.9			85.6			15.2			17.3	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay		22.3										
HCM 2000 Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		180.0										
Intersection Capacity Utilization		85.6%										
Analysis Period (min)		15										
Description: NW South River Dr at NW 116th Way												
c Critical Lane Group												

Lanes, Volumes, Timings
8: NW 121st Way & NW South River Dr

2040
Timing Plan: AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	83	40	7	17	63	80	7	99	12	95	141	246
Future Volume (vph)	83	40	7	17	63	80	7	99	12	95	141	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		709			757			570			407	
Travel Time (s)		13.8			17.2			11.1			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		Perm	NA		custom	NA	Prot
Protected Phases	4	4		3	3			6		5	2	2
Permitted Phases							6			5		
Detector Phase	4	4		3	3		6	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		14.0	14.0		5.0	14.0	14.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		9.5	23.0	23.0
Total Split (s)	47.0	47.0		26.0	26.0		64.0	64.0		13.0	77.0	77.0
Total Split (%)	31.3%	31.3%		17.3%	17.3%		42.7%	42.7%		8.7%	51.3%	51.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	0.9	0.9		0.9	0.9		0.6	0.6		0.0	0.6	0.6
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	C-Max	C-Max

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 142 (95%), Referenced to phase 2:SWT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: NW South River Dr at NW 121st Way

Splits and Phases: 8: NW 121st Way & NW South River Dr

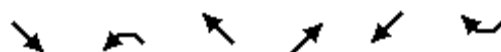
 Ø2 (R)	 Ø3	 Ø4
77 s	26 s	47 s
 Ø5	 Ø6	
13 s	64 s	

Queues

2040

8: NW 121st Way & NW South River Dr

Timing Plan: AM Peak Hour



Lane Group	SET	NWL	NWT	NET	SWT	SWR
Lane Group Flow (vph)	141	18	155	129	256	267
v/c Ratio	0.62	0.10	0.74	0.06	0.25	0.23
Control Delay	72.6	59.4	69.9	9.1	11.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	59.4	69.9	9.1	11.7	1.8
Queue Length 50th (ft)	131	16	115	19	92	0
Queue Length 95th (ft)	198	41	190	40	170	37
Internal Link Dist (ft)	629		677	490	327	
Turn Bay Length (ft)		300				
Base Capacity (vph)	504	248	270	2204	1031	1153
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.07	0.57	0.06	0.25	0.23

Intersection Summary

Description: NW South River Dr at NW 121st Way

HCM Signalized Intersection Capacity Analysis

8: NW 121st Way & NW South River Dr

2040
Timing Plan: AM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↔	↔			↔			↔	↔
Traffic Volume (vph)	83	40	7	17	63	80	7	99	12	95	141	246
Future Volume (vph)	83	40	7	17	63	80	7	99	12	95	141	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Lane Util. Factor		1.00		1.00	1.00			0.95			1.00	1.00
Frt		0.99		1.00	0.92			0.98			1.00	0.85
Flt Protected		0.97		0.95	1.00			1.00			0.98	1.00
Satd. Flow (prot)		1791		1770	1706			3475			1826	1583
Flt Permitted		0.97		0.95	1.00			0.94			0.82	1.00
Satd. Flow (perm)		1791		1770	1706			3266			1531	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	43	8	18	68	87	8	108	13	103	153	267
RTOR Reduction (vph)	0	2	0	0	32	0	0	3	0	0	0	87
Lane Group Flow (vph)	0	139	0	18	123	0	0	126	0	0	256	180
Turn Type	Split	NA		Split	NA		Perm	NA		custom	NA	Prot
Protected Phases	4	4		3	3			6			5	2
Permitted Phases							6			5		
Actuated Green, G (s)		18.9		15.6	15.6			101.1			101.1	101.1
Effective Green, g (s)		18.9		15.6	15.6			101.1			101.1	101.1
Actuated g/C Ratio		0.13		0.10	0.10			0.67			0.67	0.67
Clearance Time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Vehicle Extension (s)		5.0		3.0	3.0			1.0			1.0	1.0
Lane Grp Cap (vph)		225		184	177			2201			1031	1066
v/s Ratio Prot		c0.08		0.01	c0.07							0.11
v/s Ratio Perm								0.04			c0.17	
v/c Ratio		0.62		0.10	0.69			0.06			0.25	0.17
Uniform Delay, d1		62.1		60.8	64.9			8.3			9.6	9.0
Progression Factor		1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2		7.1		0.2	11.2			0.0			0.1	0.3
Delay (s)		69.3		61.1	76.0			8.3			9.7	9.3
Level of Service		E		E	E			A			A	A
Approach Delay (s)		69.3			74.5			8.3			9.5	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay			29.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			17.4			
Intersection Capacity Utilization			46.9%			ICU Level of Service			A			
Analysis Period (min)			15									
Description: NW South River Dr at NW 121st Way												
c Critical Lane Group												

Lanes, Volumes, Timings
3: NW 107th Ave & N Okeechobee Rd

2040
Timing Plan: AM Peak Hour

						
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	64	112	1053	180	311	597
Future Volume (vph)	64	112	1053	180	311	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	90		430	680	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	35		50			50
Link Distance (ft)	1181		1136			1209
Travel Time (s)	23.0		15.5			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Prot	NA	custom	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases				6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	16.0	16.0	5.0	16.0
Minimum Split (s)	23.4	23.4	24.1	24.1	11.5	24.1
Total Split (s)	37.4	37.4	33.6	33.6	17.5	51.1
Total Split (%)	42.3%	42.3%	38.0%	38.0%	19.8%	57.7%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.5	5.0
All-Red Time (s)	1.4	1.4	1.1	1.1	0.0	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 88.5
 Actuated Cycle Length: 88.5
 Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Description: N Okeechobee Rd at NW 107th Ave

Splits and Phases: 3: NW 107th Ave & N Okeechobee Rd

 Ø2 (L)	 Ø4
51.1 s	37.4 s
 Ø5	 Ø6
17.5 s	33.6 s



Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Group Flow (vph)	70	122	1145	196	338	649
v/c Ratio	0.38	0.45	0.61	0.28	0.57	0.17
Control Delay	42.3	12.5	24.1	4.0	30.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	12.5	24.1	4.0	30.0	3.0
Queue Length 50th (ft)	37	0	177	0	160	27
Queue Length 95th (ft)	75	48	234	42	253	44
Internal Link Dist (ft)	1101		1056			1129
Turn Bay Length (ft)		90		430	680	
Base Capacity (vph)	640	650	1882	709	591	3895
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.19	0.61	0.28	0.57	0.17

Intersection Summary

Description: N Okeechobee Rd at NW 107th Ave

HCM Signalized Intersection Capacity Analysis

3: NW 107th Ave & N Okeechobee Rd

2040
Timing Plan: AM Peak Hour

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations			  			  
Traffic Volume (vph)	64	112	1053	180	311	597
Future Volume (vph)	64	112	1053	180	311	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	5085	1583	1770	5085
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	5085	1583	1770	5085
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	122	1145	196	338	649
RTOR Reduction (vph)	0	109	0	123	0	0
Lane Group Flow (vph)	70	13	1145	73	338	649
Turn Type	Prot	Prot	NA	custom	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases				6		
Actuated Green, G (s)	9.2	9.2	32.8	32.8	29.5	67.8
Effective Green, g (s)	9.2	9.2	32.8	32.8	29.5	67.8
Actuated g/C Ratio	0.10	0.10	0.37	0.37	0.33	0.77
Clearance Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0	3.0	1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	184	164	1884	586	590	3895
v/s Ratio Prot	c0.04	0.01	c0.23	0.05	c0.19	0.13
v/s Ratio Perm						
v/c Ratio	0.38	0.08	0.61	0.12	0.57	0.17
Uniform Delay, d1	37.0	35.8	22.6	18.4	24.3	2.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.2	0.4	0.0	1.1	0.1
Delay (s)	38.3	36.0	23.0	18.4	25.4	2.9
Level of Service	D	D	C	B	C	A
Approach Delay (s)	36.9		22.3			10.6
Approach LOS	D		C			B
Intersection Summary						
HCM 2000 Control Delay			18.8		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.56			
Actuated Cycle Length (s)			88.5		Sum of lost time (s)	17.0
Intersection Capacity Utilization			57.6%		ICU Level of Service	B
Analysis Period (min)			15			
Description: N Okeechobee Rd at NW 107th Ave						
c Critical Lane Group						

Lanes, Volumes, Timings
27: NW 107th Ave & NW 116th Way

2040
Timing Plan: AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (vph)	915	69	324	777	79	328
Future Volume (vph)	915	69	324	777	79	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	295		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	1126			620	877	
Travel Time (s)	19.2			10.6	14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	NA		Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases						
Detector Phase	6		5	2	4	4 5
Switch Phase						
Minimum Initial (s)	8.0		5.0	8.0	10.0	
Minimum Split (s)	23.4		9.5	23.4	23.0	
Total Split (s)	29.4		15.0	44.4	24.4	
Total Split (%)	42.7%		21.8%	64.5%	35.5%	
Yellow Time (s)	4.0		3.0	4.0	4.0	
All-Red Time (s)	0.4		0.0	0.4	0.4	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.4		3.0	4.4	4.4	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	C-Max	Max	

Intersection Summary

Area Type: Other
Cycle Length: 68.8
Actuated Cycle Length: 68.8
Offset: 22.5 (33%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 27: NW 107th Ave & NW 116th Way

← Ø2 (R) 44.4 s	↘ Ø4 24.4 s
↙ Ø5 15 s	→ Ø6 29.4 s

Queues

2040

27: NW 107th Ave & NW 116th Way

Timing Plan: AM Peak Hour



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1070	352	845	86	357
v/c Ratio	0.58	1.14	0.29	0.17	0.44
Control Delay	18.9	126.2	7.5	19.3	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	126.2	7.5	19.3	11.9
Queue Length 50th (ft)	128	~178	58	27	81
Queue Length 95th (ft)	168	#328	78	58	142
Internal Link Dist (ft)	1046		540	797	
Turn Bay Length (ft)		295			
Base Capacity (vph)	1839	308	2956	514	818
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	1.14	0.29	0.17	0.44

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

27: NW 107th Ave & NW 116th Way

2040
Timing Plan: AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (vph)	915	69	324	777	79	328
Future Volume (vph)	915	69	324	777	79	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4		3.0	4.4	4.4	4.4
Lane Util. Factor	0.91		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5032		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5032		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	995	75	352	845	86	357
RTOR Reduction (vph)	12	0	0	0	0	13
Lane Group Flow (vph)	1058	0	352	845	86	344
Turn Type	NA		Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases						
Actuated Green, G (s)	25.0		12.0	40.0	20.0	36.4
Effective Green, g (s)	25.0		12.0	40.0	20.0	36.4
Actuated g/C Ratio	0.36		0.17	0.58	0.29	0.53
Clearance Time (s)	4.4		3.0	4.4	4.4	
Vehicle Extension (s)	1.0		2.0	1.0	3.0	
Lane Grp Cap (vph)	1828		308	2956	514	837
v/s Ratio Prot	c0.21		c0.20	0.17	0.05	c0.22
v/s Ratio Perm						
v/c Ratio	0.58		1.14	0.29	0.17	0.41
Uniform Delay, d1	17.7		28.4	7.2	18.2	9.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		95.7	0.2	0.7	0.1
Delay (s)	17.9		124.1	7.5	18.9	9.9
Level of Service	B		F	A	B	A
Approach Delay (s)	17.9			41.8	11.6	
Approach LOS	B			D	B	
Intersection Summary						
HCM 2000 Control Delay			27.4		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.65			
Actuated Cycle Length (s)			68.8		Sum of lost time (s)	11.8
Intersection Capacity Utilization			56.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings
23: NW 79th Ave & NW South River Dr

2040
Timing Plan: PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	69	607	58	66	147	93	64	101	92	242	262	46
Future Volume (vph)	69	607	58	66	147	93	64	101	92	242	262	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		526			489			314			234	
Travel Time (s)		10.2			11.1			6.1			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	16.0		5.0	16.0	
Minimum Split (s)	9.5	23.0		9.5	23.0		9.5	23.0		9.5	23.0	
Total Split (s)	19.0	63.0		19.0	63.0		35.0	53.0		35.0	53.0	
Total Split (%)	11.2%	37.1%		11.2%	37.1%		20.6%	31.2%		20.6%	31.2%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	None	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 54 (32%), Referenced to phase 2:NET, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Description: NW South River Dr at NW 79th Ave

Splits and Phases: 23: NW 79th Ave & NW South River Dr

			
Ø1	Ø2 (R)	Ø3	Ø4
35 s	53 s	19 s	63 s
			
Ø5	Ø6	Ø7	Ø8
35 s	53 s	19 s	63 s



Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	75	723	72	261	70	210	263	335
v/c Ratio	0.63	1.06	0.62	0.40	0.61	0.20	0.85	0.24
Control Delay	99.1	102.2	98.4	39.4	98.2	24.1	91.9	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.1	102.2	98.4	39.4	98.2	24.1	91.9	33.1
Queue Length 50th (ft)	83	~882	80	199	77	48	283	124
Queue Length 95th (ft)	141	#1201	135	297	133	84	#416	172
Internal Link Dist (ft)		446		409		234		154
Turn Bay Length (ft)	200		200		100			
Base Capacity (vph)	166	680	166	657	333	1042	333	1409
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.06	0.43	0.40	0.21	0.20	0.79	0.24

Intersection Summary

Description: NW South River Dr at NW 79th Ave

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
23: NW 79th Ave & NW South River Dr

2040
Timing Plan: PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	69	607	58	66	147	93	64	101	92	242	262	46
Future Volume (veh/h)	69	607	58	66	147	93	64	101	92	242	262	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	660	63	72	160	101	70	110	100	263	285	50
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	571	55	89	363	229	88	647	538	287	1403	243
Arrive On Green	0.05	0.34	0.34	0.05	0.34	0.34	0.05	0.35	0.35	0.16	0.46	0.46
Sat Flow, veh/h	1774	1675	160	1774	1069	675	1774	1836	1526	1774	3017	523
Grp Volume(v), veh/h	75	0	723	72	0	261	70	106	104	263	166	169
Grp Sat Flow(s),veh/h/ln	1774	0	1835	1774	0	1744	1774	1770	1593	1774	1770	1770
Q Serve(g_s), s	7.1	0.0	58.0	6.8	0.0	19.8	6.6	7.0	7.7	24.8	9.4	9.6
Cycle Q Clear(g_c), s	7.1	0.0	58.0	6.8	0.0	19.8	6.6	7.0	7.7	24.8	9.4	9.6
Prop In Lane	1.00		0.09	1.00		0.39	1.00		0.96	1.00		0.30
Lane Grp Cap(c), veh/h	93	0	626	89	0	592	88	623	561	287	823	823
V/C Ratio(X)	0.81	0.00	1.16	0.81	0.00	0.44	0.80	0.17	0.19	0.92	0.20	0.21
Avail Cap(c_a), veh/h	167	0	626	167	0	595	334	623	561	334	823	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.7	0.0	56.0	79.9	0.0	43.6	80.0	37.9	38.2	70.1	26.8	26.9
Incr Delay (d2), s/veh	6.2	0.0	87.0	6.2	0.0	1.1	6.2	0.6	0.7	29.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	80.1	6.3	0.0	14.9	6.1	6.4	6.3	20.8	8.1	8.3
LnGrp Delay(d),s/veh	85.9	0.0	143.0	86.1	0.0	44.7	86.1	38.5	38.9	99.5	26.9	27.0
LnGrp LOS	F		F	F		D	F	D	D	F	C	C
Approach Vol, veh/h	798				333				280		598	
Approach Delay, s/veh	137.6				53.7				50.6		58.8	
Approach LOS	F				D				D		E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.5	64.9	11.6	63.0	11.4	84.0	11.9	62.7				
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0				
Max Green Setting (Gmax), s	32.0	48.0	16.0	58.0	32.0	48.0	16.0	58.0				
Max Q Clear Time (g_c+I1), s	26.8	9.7	8.8	60.0	8.6	11.6	9.1	21.8				
Green Ext Time (p_c), s	0.7	1.1	0.0	0.0	0.1	1.1	0.0	16.0				
Intersection Summary												
HCM 2010 Ctrl Delay	88.1											
HCM 2010 LOS	F											

Lanes, Volumes, Timings
18: NW 105th Way & NW South River Dr

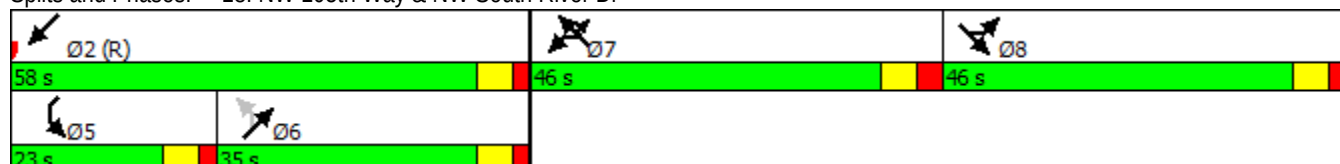
2040
Timing Plan: PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	214	60	7	15	63	346	14	397	21	90	39	106
Future Volume (vph)	214	60	7	15	63	346	14	397	21	90	39	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		644			745			202			202	
Travel Time (s)		12.5			16.9			3.9			3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	custom	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	8	8		7	7	7		6		5	2	
Permitted Phases	8						6					
Detector Phase	8	8		7	7	7	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	16.0	16.0		5.0	16.0	
Minimum Split (s)	24.9	24.9		24.9	24.9	24.9	24.0	24.0		11.0	24.0	
Total Split (s)	46.0	46.0		46.0	46.0	46.0	35.0	35.0		23.0	58.0	
Total Split (%)	30.7%	30.7%		30.7%	30.7%	30.7%	23.3%	23.3%		15.3%	38.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	2.9		2.9	2.9	2.9	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 30 (20%), Referenced to phase 2:SWT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Description: NW South River Dr at NW 105th Way

Splits and Phases: 18: NW 105th Way & NW South River Dr





Lane Group	SET	NWT	NWR	NET	SWL	SWT
Lane Group Flow (vph)	306	84	376	470	98	157
v/c Ratio	0.77	0.46	0.76	0.34	0.61	0.09
Control Delay	66.8	70.5	16.0	33.7	81.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	70.5	16.0	33.7	81.2	6.8
Queue Length 50th (ft)	283	79	0	160	94	9
Queue Length 95th (ft)	365	129	102	266	153	35
Internal Link Dist (ft)	564	665		122		122
Turn Bay Length (ft)			200			
Base Capacity (vph)	474	481	690	1378	204	1772
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.17	0.54	0.34	0.48	0.09

Intersection Summary

Description: NW South River Dr at NW 105th Way

HCM Signalized Intersection Capacity Analysis

2040

18: NW 105th Way & NW South River Dr

Timing Plan: PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	214	60	7	15	63	346	14	397	21	90	39	106
Future Volume (vph)	214	60	7	15	63	346	14	397	21	90	39	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00	1.00		0.95		1.00	0.95	
Frt		1.00			1.00	0.85		0.99		1.00	0.89	
Flt Protected		0.96			0.99	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1788			1845	1583		3508		1770	3150	
Flt Permitted		0.96			0.99	1.00		0.94		0.95	1.00	
Satd. Flow (perm)		1788			1845	1583		3313		1770	3150	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	233	65	8	16	68	376	15	432	23	98	42	115
RTOR Reduction (vph)	0	1	0	0	0	339	0	2	0	0	52	0
Lane Group Flow (vph)	0	305	0	0	84	37	0	468	0	98	105	0
Turn Type	custom	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	8	8		7	7	7		6		5	2	
Permitted Phases	8						6					
Actuated Green, G (s)		33.5			14.8	14.8		62.3		13.6	81.9	
Effective Green, g (s)		33.5			14.8	14.8		62.3		13.6	81.9	
Actuated g/C Ratio		0.22			0.10	0.10		0.42		0.09	0.55	
Clearance Time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Vehicle Extension (s)		6.0			4.0	4.0		1.0		3.0	1.0	
Lane Grp Cap (vph)		399			182	156		1375		160	1719	
v/s Ratio Prot		c0.17			c0.05	0.02				c0.06	0.03	
v/s Ratio Perm								c0.14				
v/c Ratio		0.76			0.46	0.24		0.34		0.61	0.06	
Uniform Delay, d1		54.6			63.8	62.4		29.9		65.7	16.0	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		10.8			2.5	1.1		0.1		6.8	0.1	
Delay (s)		65.4			66.4	63.5		29.9		72.4	16.1	
Level of Service		E			E	E		C		E	B	
Approach Delay (s)		65.4			64.0			29.9			37.7	
Approach LOS		E			E			C			D	
Intersection Summary												
HCM 2000 Control Delay			49.0				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			25.8		
Intersection Capacity Utilization			66.7%				ICU Level of Service			C		
Analysis Period (min)			15									
Description: NW South River Dr at NW 105th Way												
c Critical Lane Group												

Lanes, Volumes, Timings
13: NW 116th Way & NW South River Dr

2040
Timing Plan: PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	24	30	40	83	49	59	53	949	29	83	970	44
Future Volume (vph)	24	30	40	83	49	59	53	949	29	83	970	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	180		160	250		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		747			785			898			306	
Travel Time (s)		14.6			17.8			17.5			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						15%						
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	8		7	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	10.0	14.0	14.0		7.0	14.0	
Minimum Split (s)	11.5	24.3		11.5	24.3	24.3	23.8	23.8		11.5	23.8	
Total Split (s)	20.0	36.2		20.0	36.2	36.2	103.8	103.8		20.0	123.8	
Total Split (%)	11.1%	20.1%		11.1%	20.1%	20.1%	57.7%	57.7%		11.1%	68.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.3		0.0	2.3	2.3	1.8	1.8		0.0	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	C-Max	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 38 (21%), Referenced to phase 2:SWT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Description: NW South River Dr at NW 116th Way

Splits and Phases: 13: NW 116th Way & NW South River Dr

 Ø2 (R)	 Ø3	 Ø4
123.8 s	20 s	36.2 s
 Ø5	 Ø6	 Ø7
20 s	103.8 s	20 s
		36.2 s



Lane Group	SEL	SET	NWL	NWT	NWR	NEL	NET	SWL	SWT
Lane Group Flow (vph)	26	76	90	63	54	58	1064	90	1102
v/c Ratio	0.31	0.56	0.66	0.31	0.24	0.18	0.31	0.63	0.40
Control Delay	92.2	64.6	102.6	72.1	18.4	14.2	12.8	99.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.2	64.6	102.6	72.1	18.4	14.2	12.8	99.1	7.4
Queue Length 50th (ft)	30	53	105	69	0	23	174	105	196
Queue Length 95th (ft)	68	112	171	124	49	58	247	168	277
Internal Link Dist (ft)		667		705			818		226
Turn Bay Length (ft)	80		180		160	250			
Base Capacity (vph)	167	308	167	291	294	327	3433	172	2726
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.25	0.54	0.22	0.18	0.18	0.31	0.52	0.40

Intersection Summary

Description: NW South River Dr at NW 116th Way

HCM Signalized Intersection Capacity Analysis

2040

13: NW 116th Way & NW South River Dr

Timing Plan: PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	24	30	40	83	49	59	53	949	29	83	970	44
Future Volume (vph)	24	30	40	83	49	59	53	949	29	83	970	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Lane Util. Factor	1.00	1.00		1.00	0.95	0.95	1.00	0.91		1.00	0.95	
Frt	1.00	0.92		1.00	0.98	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1705		1770	1727	1504	1770	5062		1770	3516	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.26	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1705		1770	1727	1504	482	5062		1770	3516	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	33	43	90	53	64	58	1032	32	90	1054	48
RTOR Reduction (vph)	0	29	0	0	4	48	0	1	0	0	1	0
Lane Group Flow (vph)	26	47	0	90	59	6	58	1063	0	90	1101	0
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	5.7	12.6		13.9	20.8	20.8	120.9	120.9		14.5	138.4	
Effective Green, g (s)	5.7	12.6		13.9	20.8	20.8	120.9	120.9		14.5	138.4	
Actuated g/C Ratio	0.03	0.07		0.08	0.12	0.12	0.67	0.67		0.08	0.77	
Clearance Time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	1.0	1.0		3.0	1.0	
Lane Grp Cap (vph)	56	119		136	199	173	323	3399		142	2703	
v/s Ratio Prot	0.01	c0.03		c0.05	0.03	0.00		0.21		c0.05	c0.31	
v/s Ratio Perm							0.12					
v/c Ratio	0.46	0.40		0.66	0.29	0.04	0.18	0.31		0.63	0.41	
Uniform Delay, d1	85.6	80.1		80.8	72.9	70.7	11.0	12.3		80.2	7.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.0	1.6		11.5	0.6	0.1	0.1	0.0		8.9	0.5	
Delay (s)	91.6	81.6		92.2	73.5	70.8	11.1	12.3		89.1	7.5	
Level of Service	F	F		F	E	E	B	B		F	A	
Approach Delay (s)		84.2			80.9			12.2			13.6	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay			21.1									
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			180.0									
Intersection Capacity Utilization			66.1%									
Analysis Period (min)			15									
Description: NW South River Dr at NW 116th Way												
c Critical Lane Group												

Lanes, Volumes, Timings
8: NW 121st Way & NW South River Dr

2040
Timing Plan: PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	203	46	10	12	44	113	5	111	10	26	44	143
Future Volume (vph)	203	46	10	12	44	113	5	111	10	26	44	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		709			757			570			407	
Travel Time (s)		13.8			17.2			11.1			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		custom	NA		Perm	NA		custom	NA	Prot
Protected Phases	4	4		3	3			6		5	2	2
Permitted Phases				3			6			5		
Detector Phase	4	4		3	3		6	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		14.0	14.0		5.0	14.0	14.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		8.0	23.0	23.0
Total Split (s)	42.0	42.0		30.0	30.0		69.0	69.0		9.0	78.0	78.0
Total Split (%)	28.0%	28.0%		20.0%	20.0%		46.0%	46.0%		6.0%	52.0%	52.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	0.9	0.9		0.9	0.9		0.6	0.6		0.0	0.6	0.6
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	C-Max	C-Max

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 50 (33%), Referenced to phase 2:SWT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: NW South River Dr at NW 121st Way

Splits and Phases: 8: NW 121st Way & NW South River Dr

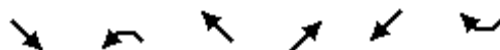
		
Ø2 (R)	Ø3	Ø4
78 s	30 s	42 s
		
Ø5		
9 s		
		
Ø6		
69 s		

Queues

2040

8: NW 121st Way & NW South River Dr

Timing Plan: PM Peak Hour



Lane Group	SET	NWL	NWT	NET	SWT	SWR
Lane Group Flow (vph)	282	13	171	137	76	155
v/c Ratio	0.79	0.07	0.71	0.07	0.08	0.15
Control Delay	72.1	57.7	51.5	14.2	15.8	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	57.7	51.5	14.2	15.8	3.0
Queue Length 50th (ft)	264	12	93	26	30	0
Queue Length 95th (ft)	347	33	168	54	69	38
Internal Link Dist (ft)	629		677	490	327	
Turn Bay Length (ft)		300				
Base Capacity (vph)	444	296	339	1989	978	1008
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.04	0.50	0.07	0.08	0.15

Intersection Summary

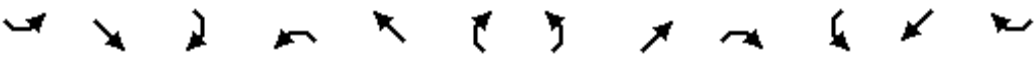
Description: NW South River Dr at NW 121st Way

HCM Signalized Intersection Capacity Analysis

2040

8: NW 121st Way & NW South River Dr

Timing Plan: PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↔	↔			↔			↔	↔
Traffic Volume (vph)	203	46	10	12	44	113	5	111	10	26	44	143
Future Volume (vph)	203	46	10	12	44	113	5	111	10	26	44	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Lane Util. Factor		1.00		1.00	1.00			0.95			1.00	1.00
Frt		0.99		1.00	0.89			0.99			1.00	0.85
Flt Protected		0.96		0.95	1.00			1.00			0.98	1.00
Satd. Flow (prot)		1783		1770	1662			3490			1829	1583
Flt Permitted		0.96		0.95	1.00			0.95			0.88	1.00
Satd. Flow (perm)		1783		1770	1662			3321			1638	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	221	50	11	13	48	123	5	121	11	28	48	155
RTOR Reduction (vph)	0	1	0	0	66	0	0	3	0	0	0	62
Lane Group Flow (vph)	0	281	0	13	105	0	0	134	0	0	76	93
Turn Type	Split	NA		custom	NA		Perm	NA		custom	NA	Prot
Protected Phases	4	4		3	3			6		5	2	2
Permitted Phases				3			6			5		
Actuated Green, G (s)		30.0		15.9	15.9			89.7			89.7	89.7
Effective Green, g (s)		30.0		15.9	15.9			89.7			89.7	89.7
Actuated g/C Ratio		0.20		0.11	0.11			0.60			0.60	0.60
Clearance Time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Vehicle Extension (s)		4.5		4.5	4.5			1.0			1.0	1.0
Lane Grp Cap (vph)		356		187	176			1985			979	946
v/s Ratio Prot		c0.16		0.01	c0.06							c0.06
v/s Ratio Perm								0.04			0.05	
v/c Ratio		0.79		0.07	0.60			0.07			0.08	0.10
Uniform Delay, d1		57.0		60.4	64.0			12.6			12.7	12.9
Progression Factor		1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2		12.3		0.3	7.1			0.0			0.0	0.2
Delay (s)		69.3		60.7	71.1			12.6			12.7	13.1
Level of Service		E		E	E			B			B	B
Approach Delay (s)		69.3			70.3			12.6			13.0	
Approach LOS		E			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			44.6			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			17.4			
Intersection Capacity Utilization			60.9%			ICU Level of Service			B			
Analysis Period (min)			15									
Description: NW South River Dr at NW 121st Way												
c Critical Lane Group												

Lanes, Volumes, Timings
3: NW 107th Ave & N Okeechobee Rd

2040
Timing Plan: PM Peak Hour

						
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	207	191	625	68	92	850
Future Volume (vph)	207	191	625	68	92	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	90		430	680	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	35		50			50
Link Distance (ft)	1181		1136			1209
Travel Time (s)	23.0		15.5			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Prot	NA	Prot	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases						
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	16.0	16.0	5.0	16.0
Minimum Split (s)	23.4	23.4	24.1	24.1	11.5	24.1
Total Split (s)	45.4	45.4	45.6	45.6	20.5	66.1
Total Split (%)	40.7%	40.7%	40.9%	40.9%	18.4%	59.3%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.5	5.0
All-Red Time (s)	1.4	1.4	1.1	1.1	0.0	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 111.5
 Actuated Cycle Length: 111.5
 Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Description: N Okeechobee Rd at NW 107th Ave

Splits and Phases: 3: NW 107th Ave & N Okeechobee Rd

 Ø2 (R)	 Ø4
66.1 s	45.4 s
 Ø5	 Ø6
20.5 s	45.6 s

Queues

2040

3: NW 107th Ave & N Okeechobee Rd

Timing Plan: PM Peak Hour

						
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Group Flow (vph)	225	208	679	74	100	924
v/c Ratio	0.72	0.46	0.23	0.08	0.57	0.25
Control Delay	56.0	8.4	13.3	3.9	59.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	8.4	13.3	3.9	59.8	6.0
Queue Length 50th (ft)	154	0	83	0	70	72
Queue Length 95th (ft)	221	59	134	25	121	113
Internal Link Dist (ft)	1101		1056			1129
Turn Bay Length (ft)		90		430	680	
Base Capacity (vph)	634	701	2904	935	240	3662
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.30	0.23	0.08	0.42	0.25

Intersection Summary

Description: N Okeechobee Rd at NW 107th Ave

HCM Signalized Intersection Capacity Analysis

3: NW 107th Ave & N Okeechobee Rd

2040
Timing Plan: PM Peak Hour

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	207	191	625	68	92	850
Future Volume (vph)	207	191	625	68	92	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	5085	1583	1770	5085
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	5085	1583	1770	5085
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	225	208	679	74	100	924
RTOR Reduction (vph)	0	171	0	32	0	0
Lane Group Flow (vph)	225	37	679	42	100	924
Turn Type	Prot	Prot	NA	Prot	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases						
Actuated Green, G (s)	19.7	19.7	63.7	63.7	11.1	80.3
Effective Green, g (s)	19.7	19.7	63.7	63.7	11.1	80.3
Actuated g/C Ratio	0.18	0.18	0.57	0.57	0.10	0.72
Clearance Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0	3.0	1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	312	279	2905	904	176	3662
v/s Ratio Prot	c0.13	0.02	0.13	0.03	c0.06	c0.18
v/s Ratio Perm						
v/c Ratio	0.72	0.13	0.23	0.05	0.57	0.25
Uniform Delay, d1	43.3	38.7	11.8	10.5	47.9	5.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.0	0.2	0.0	0.0	3.4	0.2
Delay (s)	51.3	38.9	11.8	10.5	51.3	5.5
Level of Service	D	D	B	B	D	A
Approach Delay (s)	45.3		11.7			10.0
Approach LOS	D		B			A
Intersection Summary						
HCM 2000 Control Delay			17.5	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			111.5	Sum of lost time (s)		17.0
Intersection Capacity Utilization			44.1%	ICU Level of Service		A
Analysis Period (min)			15			
Description: N Okeechobee Rd at NW 107th Ave						
c Critical Lane Group						

Lanes, Volumes, Timings
27: NW 107th Ave & NW 116th Way

2040
Timing Plan: PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (vph)	654	48	316	979	294	485
Future Volume (vph)	654	48	316	979	294	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	295		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	919			635	787	
Travel Time (s)	15.7			10.8	13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	NA		Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases						4
Detector Phase	6		5	2	4	4 5
Switch Phase						
Minimum Initial (s)	8.0		5.0	8.0	10.0	
Minimum Split (s)	23.4		9.5	23.4	23.0	
Total Split (s)	29.4		15.0	44.4	24.4	
Total Split (%)	42.7%		21.8%	64.5%	35.5%	
Yellow Time (s)	4.0		3.0	4.0	4.0	
All-Red Time (s)	0.4		0.0	0.4	0.4	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.4		3.0	4.4	4.4	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		None	C-Max	None	

Intersection Summary

Area Type: Other
Cycle Length: 68.8
Actuated Cycle Length: 68.8
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 27: NW 107th Ave & NW 116th Way

← Ø2 (R)	↘ Ø4
44.4 s	24.4 s
↙ Ø5	→ Ø6 (R)
15 s	29.4 s

Queues

2040

27: NW 107th Ave & NW 116th Way

Timing Plan: PM Peak Hour



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	763	343	1064	320	527
v/c Ratio	0.41	0.92	0.34	0.71	0.62
Control Delay	16.8	64.2	7.2	32.1	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	64.2	7.2	32.1	14.1
Queue Length 50th (ft)	83	~170	78	116	124
Queue Length 95th (ft)	115	#318	102	196	220
Internal Link Dist (ft)	839		555	707	
Turn Bay Length (ft)		295			
Base Capacity (vph)	1841	371	3136	514	843
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.92	0.34	0.62	0.63

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

27: NW 107th Ave & NW 116th Way

2040
Timing Plan: PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (vph)	654	48	316	979	294	485
Future Volume (vph)	654	48	316	979	294	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4		3.0	4.4	4.4	4.4
Lane Util. Factor	0.91		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5033		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5033		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	711	52	343	1064	320	527
RTOR Reduction (vph)	12	0	0	0	0	38
Lane Group Flow (vph)	751	0	343	1064	320	489
Turn Type	NA		Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases						4
Actuated Green, G (s)	25.0		14.4	42.4	17.6	36.4
Effective Green, g (s)	25.0		14.4	42.4	17.6	36.4
Actuated g/C Ratio	0.36		0.21	0.62	0.26	0.53
Clearance Time (s)	4.4		3.0	4.4	4.4	
Vehicle Extension (s)	1.0		2.0	1.0	3.0	
Lane Grp Cap (vph)	1828		370	3133	452	837
v/s Ratio Prot	c0.15		c0.19	0.21	c0.18	0.31
v/s Ratio Perm						
v/c Ratio	0.41		0.93	0.34	0.71	0.58
Uniform Delay, d1	16.4		26.7	6.4	23.3	11.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		28.4	0.3	5.0	1.0
Delay (s)	17.1		55.1	6.7	28.3	12.1
Level of Service	B		E	A	C	B
Approach Delay (s)	17.1			18.5	18.2	
Approach LOS	B			B	B	
Intersection Summary						
HCM 2000 Control Delay			18.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			68.8		Sum of lost time (s)	11.8
Intersection Capacity Utilization			58.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Appendix F

Synchro Report - Existing



Town of Medley Freight Mobility Improvement Plan

Appendix

Lanes, Volumes, Timings
23: NW 79th Ave & NW South River Dr

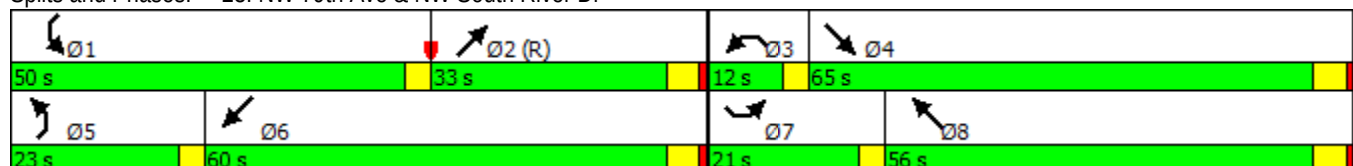
Existing 2016
Timing Plan: AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	45	128	42	99	485	197	173	277	17	76	303	55
Future Volume (vph)	45	128	42	99	485	197	173	277	17	76	303	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		526			489			314			234	
Travel Time (s)		10.2			11.1			6.1			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	16.0		5.0	16.0	
Minimum Split (s)	9.5	23.0		9.5	23.0		9.5	21.0		9.5	23.0	
Total Split (s)	21.0	65.0		12.0	56.0		23.0	33.0		50.0	60.0	
Total Split (%)	13.1%	40.6%		7.5%	35.0%		14.4%	20.6%		31.3%	37.5%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	None	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:NET, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: NW South River Dr at NW 79th Ave

Splits and Phases: 23: NW 79th Ave & NW South River Dr



Queues

23: NW 79th Ave & NW South River Dr

Existing 2016

Timing Plan: AM Peak Hour



Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	49	185	108	741	188	319	83	389
v/c Ratio	0.51	0.27	1.09	1.06	0.90	0.24	0.51	0.32
Control Delay	90.0	33.8	183.0	98.2	108.4	35.1	79.3	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.0	33.8	183.0	98.2	108.4	35.1	79.3	37.7
Queue Length 50th (ft)	51	125	~126	~863	196	118	84	152
Queue Length 95th (ft)	97	191	#261	#1167	#337	167	141	200
Internal Link Dist (ft)		446		409		234		154
Turn Bay Length (ft)	200		200		100			
Base Capacity (vph)	199	680	99	696	221	1322	519	1218
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.27	1.09	1.06	0.85	0.24	0.16	0.32

Intersection Summary

Description: NW South River Dr at NW 79th Ave

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
23: NW 79th Ave & NW South River Dr

Existing 2016
Timing Plan: AM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	45	128	42	99	485	197	173	277	17	76	303	55
Future Volume (veh/h)	45	128	42	99	485	197	173	277	17	76	303	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	139	46	108	527	214	188	301	18	83	329	60
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	400	132	100	402	163	208	1647	98	107	1284	232
Arrive On Green	0.04	0.30	0.30	0.06	0.32	0.32	0.12	0.49	0.49	0.06	0.43	0.43
Sat Flow, veh/h	1774	1341	444	1774	1261	512	1774	3395	202	1774	2996	541
Grp Volume(v), veh/h	49	0	185	108	0	741	188	156	163	83	193	196
Grp Sat Flow(s),veh/h/ln	1774	0	1784	1774	0	1772	1774	1770	1827	1774	1770	1767
Q Serve(g_s), s	4.4	0.0	13.0	9.0	0.0	51.0	16.7	8.0	8.1	7.4	11.2	11.4
Cycle Q Clear(g_c), s	4.4	0.0	13.0	9.0	0.0	51.0	16.7	8.0	8.1	7.4	11.2	11.4
Prop In Lane	1.00		0.25	1.00		0.29	1.00		0.11	1.00		0.31
Lane Grp Cap(c), veh/h	63	0	532	100	0	565	208	859	887	107	758	757
V/C Ratio(X)	0.78	0.00	0.35	1.08	0.00	1.31	0.90	0.18	0.18	0.77	0.25	0.26
Avail Cap(c_a), veh/h	200	0	669	100	0	565	222	859	887	521	758	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.5	0.0	44.0	75.5	0.0	54.5	69.7	23.2	23.3	74.1	29.3	29.4
Incr Delay (d2), s/veh	7.4	0.0	0.8	114.0	0.0	152.5	33.1	0.5	0.5	21.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	10.7	13.6	0.0	88.0	15.3	7.2	7.5	7.7	9.3	9.4
LnGrp Delay(d),s/veh	84.0	0.0	44.8	189.7	0.0	207.0	102.8	23.7	23.7	96.0	29.4	29.5
LnGrp LOS	F		D	F		F	F	C	C	F	C	C
Approach Vol, veh/h	234				849		507				472	
Approach Delay, s/veh	53.0				204.8		53.0				41.1	
Approach LOS	D				F		D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	82.6	12.0	52.7	21.8	73.5	8.7	56.0				
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0				
Max Green Setting (Gmax), s	47.0	28.0	9.0	60.0	20.0	55.0	18.0	51.0				
Max Q Clear Time (g_c+I1), s	9.4	10.1	11.0	15.0	18.7	13.4	6.4	53.0				
Green Ext Time (p_c), s	0.5	1.3	0.0	17.2	0.0	1.4	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	112.8											
HCM 2010 LOS	F											

Lanes, Volumes, Timings
18: NW 105th Way & NW South River Dr

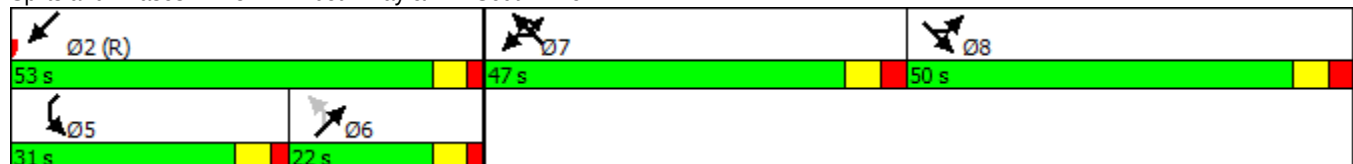
Existing 2016
Timing Plan: AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	65	131	1	10	79	78	4	43	15	319	126	314
Future Volume (vph)	65	131	1	10	79	78	4	43	15	319	126	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		644			745			202			202	
Travel Time (s)		12.5			16.9			3.9			3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	8	8		7	7	7		6		5	2	
Permitted Phases							6					
Detector Phase	8	8		7	7	7	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	16.0	16.0		5.0	16.0	
Minimum Split (s)	24.9	24.9		24.9	24.9	24.9	22.0	22.0		11.0	24.0	
Total Split (s)	50.0	50.0		47.0	47.0	47.0	22.0	22.0		31.0	53.0	
Total Split (%)	33.3%	33.3%		31.3%	31.3%	31.3%	14.7%	14.7%		20.7%	35.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	2.9		2.9	2.9	2.9	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	C-Max	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 96 (64%), Referenced to phase 2:SWT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Description: NW South River Dr at NW 105th Way

Splits and Phases: 18: NW 105th Way & NW South River Dr



Queues

18: NW 105th Way & NW South River Dr

Existing 2016

Timing Plan: AM Peak Hour



Lane Group	SET	NWT	NWR	NET	SWL	SWT
Lane Group Flow (vph)	214	97	85	67	347	478
v/c Ratio	0.69	0.55	0.33	0.08	0.68	0.23
Control Delay	69.3	76.2	7.2	33.3	55.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	76.2	7.2	33.3	55.6	4.7
Queue Length 50th (ft)	199	92	0	18	309	27
Queue Length 95th (ft)	275	150	24	44	425	64
Internal Link Dist (ft)	564	665		122		122
Turn Bay Length (ft)			200			
Base Capacity (vph)	526	495	508	875	513	2040
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.20	0.17	0.08	0.68	0.23

Intersection Summary

Description: NW South River Dr at NW 105th Way

HCM Signalized Intersection Capacity Analysis

18: NW 105th Way & NW South River Dr

Existing 2016
Timing Plan: AM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	65	131	1	10	79	78	4	43	15	319	126	314
Future Volume (vph)	65	131	1	10	79	78	4	43	15	319	126	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00	1.00		0.95		1.00	0.95	
Frt		1.00			1.00	0.85		0.96		1.00	0.89	
Flt Protected		0.98			0.99	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1831			1852	1583		3402		1770	3160	
Flt Permitted		0.98			0.99	1.00		0.93		0.95	1.00	
Satd. Flow (perm)		1831			1852	1583		3171		1770	3160	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	142	1	11	86	85	4	47	16	347	137	341
RTOR Reduction (vph)	0	0	0	0	0	77	0	12	0	0	135	0
Lane Group Flow (vph)	0	214	0	0	97	8	0	55	0	347	343	0
Turn Type	Split	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	8	8		7	7	7		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)		25.6			14.2	14.2		40.9		43.5	90.4	
Effective Green, g (s)		25.6			14.2	14.2		40.9		43.5	90.4	
Actuated g/C Ratio		0.17			0.09	0.09		0.27		0.29	0.60	
Clearance Time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Vehicle Extension (s)		6.0			4.0	4.0		1.0		3.0	1.0	
Lane Grp Cap (vph)		312			175	149		864		513	1904	
v/s Ratio Prot		c0.12			c0.05	0.01				c0.20	c0.11	
v/s Ratio Perm								0.02				
v/c Ratio		0.69			0.55	0.05		0.06		0.68	0.18	
Uniform Delay, d1		58.4			64.9	61.8		40.4		47.0	13.3	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		9.2			4.6	0.2		0.0		3.5	0.2	
Delay (s)		67.6			69.5	62.0		40.4		50.6	13.5	
Level of Service		E			E	E		D		D	B	
Approach Delay (s)		67.6			66.0			40.4			29.1	
Approach LOS		E			E			D			C	
Intersection Summary												
HCM 2000 Control Delay		41.3			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.50										
Actuated Cycle Length (s)		150.0			Sum of lost time (s)			25.8				
Intersection Capacity Utilization		52.3%			ICU Level of Service			A				
Analysis Period (min)		15										
Description: NW South River Dr at NW 105th Way												
c Critical Lane Group												

Lanes, Volumes, Timings
13: NW 116th Way & NW South River Dr

Existing 2016
Timing Plan: AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	9	44	32	41	39	29	59	478	56	156	1513	61
Future Volume (vph)	9	44	32	41	39	29	59	478	56	156	1513	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	180		160	250		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		747			785			898			306	
Travel Time (s)		14.6			17.8			17.5			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						10%						
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	8		7	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	10.0	14.0	14.0		7.0	14.0	
Minimum Split (s)	11.5	24.3		11.5	24.3	24.3	23.8	23.8		21.0	23.8	
Total Split (s)	14.0	59.3		14.0	59.3	59.3	50.7	50.7		56.0	106.7	
Total Split (%)	7.8%	32.9%		7.8%	32.9%	32.9%	28.2%	28.2%		31.1%	59.3%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.3		0.0	2.3	2.3	1.8	1.8		0.0	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	C-Max	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 16 (9%), Referenced to phase 2:SWT, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Description: NW South River Dr at NW 116th Way

Splits and Phases: 13: NW 116th Way & NW South River Dr

 Ø2 (R)	 Ø3	 Ø4
106.7 s	14 s	59.3 s
 Ø5	 Ø6	 Ø7
56 s	50.7 s	14 s
		59.3 s

Queues

13: NW 116th Way & NW South River Dr

Existing 2016

Timing Plan: AM Peak Hour



Lane Group	SEL	SET	NWL	NWT	NWR	NEL	NET	SWL	SWT
Lane Group Flow (vph)	10	83	45	45	29	64	581	170	1711
v/c Ratio	0.14	0.60	0.48	0.25	0.14	0.39	0.18	0.76	0.60
Control Delay	87.6	77.7	99.8	73.6	4.9	26.5	12.8	96.4	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.6	77.7	99.8	73.6	4.9	26.5	12.8	96.4	8.4
Queue Length 50th (ft)	12	73	53	48	0	34	92	198	370
Queue Length 95th (ft)	35	134	101	97	10	98	139	275	504
Internal Link Dist (ft)		667		705			818		226
Turn Bay Length (ft)	80		180		160	250			
Base Capacity (vph)	108	528	108	517	480	165	3318	521	2835
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.16	0.42	0.09	0.06	0.39	0.18	0.33	0.60

Intersection Summary

Description: NW South River Dr at NW 116th Way

HCM Signalized Intersection Capacity Analysis

13: NW 116th Way & NW South River Dr

Existing 2016
Timing Plan: AM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	9	44	32	41	39	29	59	478	56	156	1513	61
Future Volume (vph)	9	44	32	41	39	29	59	478	56	156	1513	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Lane Util. Factor	1.00	1.00		1.00	0.95	0.95	1.00	0.91		1.00	0.95	
Frt	1.00	0.94		1.00	0.99	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1745		1770	1752	1504	1770	5005		1770	3519	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.13	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1745		1770	1752	1504	249	5005		1770	3519	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	48	35	45	42	32	64	520	61	170	1645	66
RTOR Reduction (vph)	0	19	0	0	2	26	0	4	0	0	1	0
Lane Group Flow (vph)	10	64	0	45	43	3	64	577	0	170	1710	0
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	3.1	13.6		8.1	18.6	18.6	117.4	117.4		22.8	143.2	
Effective Green, g (s)	3.1	13.6		8.1	18.6	18.6	117.4	117.4		22.8	143.2	
Actuated g/C Ratio	0.02	0.08		0.04	0.10	0.10	0.65	0.65		0.13	0.80	
Clearance Time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	1.0	1.0		3.0	1.0	
Lane Grp Cap (vph)	30	131		79	181	155	162	3264		224	2799	
v/s Ratio Prot	0.01	c0.04		c0.03	0.02	0.00		0.12		c0.10	c0.49	
v/s Ratio Perm							0.26					
v/c Ratio	0.33	0.49		0.57	0.24	0.02	0.40	0.18		0.76	0.61	
Uniform Delay, d1	87.4	79.8		84.2	74.2	72.5	14.7	12.3		75.9	7.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.5	2.1		9.1	0.5	0.0	0.6	0.0		13.7	1.0	
Delay (s)	93.9	81.9		93.3	74.7	72.5	15.2	12.3		89.6	8.3	
Level of Service	F	F		F	E	E	B	B		F	A	
Approach Delay (s)		83.2			81.2			12.6			15.7	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay			20.1									
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			180.0									
Intersection Capacity Utilization			79.3%									
Analysis Period (min)			15									
Description: NW South River Dr at NW 116th Way												
c Critical Lane Group												

Lanes, Volumes, Timings
8: NW 121st Way & NW South River Dr

Existing 2016
Timing Plan: AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	75	36	2	11	60	69	3	92	8	77	134	221
Future Volume (vph)	75	36	2	11	60	69	3	92	8	77	134	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		709			757			570			407	
Travel Time (s)		13.8			17.2			11.1			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		Split	NA		Perm	NA		custom	NA	Prot
Protected Phases	4	4		3	3			6		5	2	2
Permitted Phases							6			5		
Detector Phase	4	4		3	3		6	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		14.0	14.0		5.0	14.0	14.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		9.5	23.0	23.0
Total Split (s)	47.0	47.0		26.0	26.0		64.0	64.0		13.0	77.0	77.0
Total Split (%)	31.3%	31.3%		17.3%	17.3%		42.7%	42.7%		8.7%	51.3%	51.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	0.9	0.9		0.9	0.9		0.6	0.6		0.0	0.6	0.6
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	C-Max	C-Max

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 142 (95%), Referenced to phase 2:SWT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Description: NW South River Dr at NW 121st Way

Splits and Phases: 8: NW 121st Way & NW South River Dr

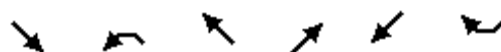
 Ø2 (R)	 Ø3	 Ø4
77 s	26 s	47 s
 Ø5	 Ø6	
13 s	64 s	

Queues

8: NW 121st Way & NW South River Dr

Existing 2016

Timing Plan: AM Peak Hour



Lane Group	SET	NWL	NWT	NET	SWT	SWR
Lane Group Flow (vph)	123	12	140	112	230	240
v/c Ratio	0.59	0.07	0.71	0.05	0.21	0.21
Control Delay	73.1	59.2	68.6	8.4	10.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	59.2	68.6	8.4	10.3	1.7
Queue Length 50th (ft)	115	11	104	16	76	0
Queue Length 95th (ft)	178	31	174	34	145	35
Internal Link Dist (ft)	629		677	490	327	
Turn Bay Length (ft)		300				
Base Capacity (vph)	505	248	268	2292	1089	1165
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.05	0.52	0.05	0.21	0.21

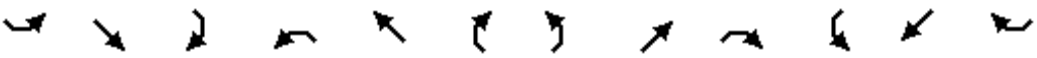
Intersection Summary

Description: NW South River Dr at NW 121st Way

HCM Signalized Intersection Capacity Analysis

8: NW 121st Way & NW South River Dr

Existing 2016
Timing Plan: AM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕			↕	↕
Traffic Volume (vph)	75	36	2	11	60	69	3	92	8	77	134	221
Future Volume (vph)	75	36	2	11	60	69	3	92	8	77	134	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Lane Util. Factor		1.00		1.00	1.00			0.95			1.00	1.00
Frt		1.00		1.00	0.92			0.99			1.00	0.85
Flt Protected		0.97		0.95	1.00			1.00			0.98	1.00
Satd. Flow (prot)		1799		1770	1713			3492			1829	1583
Flt Permitted		0.97		0.95	1.00			0.95			0.85	1.00
Satd. Flow (perm)		1799		1770	1713			3324			1581	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	39	2	12	65	75	3	100	9	84	146	240
RTOR Reduction (vph)	0	1	0	0	29	0	0	2	0	0	0	75
Lane Group Flow (vph)	0	122	0	12	111	0	0	110	0	0	230	165
Turn Type	Split	NA		Split	NA		Perm	NA		custom	NA	Prot
Protected Phases	4	4		3	3			6			5	2
Permitted Phases							6			5		
Actuated Green, G (s)		17.4		14.8	14.8			103.4			103.4	103.4
Effective Green, g (s)		17.4		14.8	14.8			103.4			103.4	103.4
Actuated g/C Ratio		0.12		0.10	0.10			0.69			0.69	0.69
Clearance Time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Vehicle Extension (s)		5.0		3.0	3.0			1.0			1.0	1.0
Lane Grp Cap (vph)		208		174	169			2291			1089	1091
v/s Ratio Prot		c0.07		0.01	c0.06							0.10
v/s Ratio Perm								0.03			c0.15	
v/c Ratio		0.59		0.07	0.66			0.05			0.21	0.15
Uniform Delay, d1		62.9		61.3	65.2			7.5			8.5	8.1
Progression Factor		1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2		6.4		0.2	8.9			0.0			0.1	0.3
Delay (s)		69.3		61.5	74.1			7.5			8.5	8.4
Level of Service		E		E	E			A			A	A
Approach Delay (s)		69.3			73.1			7.5			8.5	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay		28.5				HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio		0.31										
Actuated Cycle Length (s)		150.0				Sum of lost time (s)		17.4				
Intersection Capacity Utilization		44.5%				ICU Level of Service		A				
Analysis Period (min)		15										
Description: NW South River Dr at NW 121st Way												
c Critical Lane Group												

Lanes, Volumes, Timings
3: NW 107th Ave & N Okeechobee Rd

Existing 2016
Timing Plan: AM Peak Hour

						
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	55	101	937	152	282	528
Future Volume (vph)	55	101	937	152	282	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	90		430	680	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	35		50			50
Link Distance (ft)	1181		1136			1209
Travel Time (s)	23.0		15.5			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Prot	NA	custom	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases				6		
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	16.0	16.0	5.0	16.0
Minimum Split (s)	23.4	23.4	24.1	24.1	11.5	24.1
Total Split (s)	37.4	37.4	33.6	33.6	17.5	51.1
Total Split (%)	42.3%	42.3%	38.0%	38.0%	19.8%	57.7%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.5	5.0
All-Red Time (s)	1.4	1.4	1.1	1.1	0.0	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 88.5
 Actuated Cycle Length: 88.5
 Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Description: N Okeechobee Rd at NW 107th Ave

Splits and Phases: 3: NW 107th Ave & N Okeechobee Rd

 Ø2 (R)	 Ø4
51.1 s	37.4 s
 Ø5	 Ø6
17.5 s	33.6 s

Queues

3: NW 107th Ave & N Okeechobee Rd

Existing 2016

Timing Plan: AM Peak Hour

						
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Group Flow (vph)	60	110	1018	165	307	574
v/c Ratio	0.34	0.43	0.46	0.21	0.57	0.14
Control Delay	42.1	13.1	19.1	3.6	31.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	13.1	19.1	3.6	31.9	2.6
Queue Length 50th (ft)	32	0	143	0	149	23
Queue Length 95th (ft)	67	46	193	37	235	37
Internal Link Dist (ft)	1101		1056			1129
Turn Bay Length (ft)		90		430	680	
Base Capacity (vph)	640	642	2205	780	537	4134
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17	0.46	0.21	0.57	0.14
Intersection Summary						
Description: N Okeechobee Rd at NW 107th Ave						

HCM Signalized Intersection Capacity Analysis

3: NW 107th Ave & N Okeechobee Rd

Existing 2016
Timing Plan: AM Peak Hour

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations			  			  
Traffic Volume (vph)	55	101	937	152	282	528
Future Volume (vph)	55	101	937	152	282	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	5085	1583	1770	5085
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	5085	1583	1770	5085
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	110	1018	165	307	574
RTOR Reduction (vph)	0	101	0	95	0	0
Lane Group Flow (vph)	60	9	1018	70	307	574
Turn Type	Prot	Prot	NA	custom	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases				6		
Actuated Green, G (s)	7.3	7.3	37.3	37.3	26.9	69.7
Effective Green, g (s)	7.3	7.3	37.3	37.3	26.9	69.7
Actuated g/C Ratio	0.08	0.08	0.42	0.42	0.30	0.79
Clearance Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0	3.0	1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	146	130	2143	667	538	4004
v/s Ratio Prot	c0.03	0.01	c0.20	0.04	c0.17	0.11
v/s Ratio Perm						
v/c Ratio	0.41	0.07	0.48	0.10	0.57	0.14
Uniform Delay, d1	38.6	37.5	18.5	15.5	25.9	2.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.2	0.1	0.0	1.2	0.1
Delay (s)	40.4	37.7	18.6	15.5	27.1	2.3
Level of Service	D	D	B	B	C	A
Approach Delay (s)	38.7		18.2			11.0
Approach LOS	D		B			B
Intersection Summary						
HCM 2000 Control Delay			16.9	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			88.5	Sum of lost time (s)		17.0
Intersection Capacity Utilization			53.7%	ICU Level of Service		A
Analysis Period (min)			15			
Description: N Okeechobee Rd at NW 107th Ave						
c Critical Lane Group						

Lanes, Volumes, Timings
27: NW 107th Ave & NW 116th Way

Existing 2016
Timing Plan: AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (vph)	814	48	303	693	67	292
Future Volume (vph)	814	48	303	693	67	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	295		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	1126			620	877	
Travel Time (s)	19.2			10.6	14.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	NA		Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases						
Detector Phase	6		5	2	4	4 5
Switch Phase						
Minimum Initial (s)	8.0		5.0	8.0	10.0	
Minimum Split (s)	23.4		9.5	23.4	23.0	
Total Split (s)	29.4		15.0	44.4	24.4	
Total Split (%)	42.7%		21.8%	64.5%	35.5%	
Yellow Time (s)	4.0		3.0	4.0	4.0	
All-Red Time (s)	0.4		0.0	0.4	0.4	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.4		3.0	4.4	4.4	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	C-Max	Max	

Intersection Summary

Area Type: Other
 Cycle Length: 68.8
 Actuated Cycle Length: 68.8
 Offset: 22.5 (33%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 27: NW 107th Ave & NW 116th Way

← Ø2 (R)	↘ Ø4
44.4 s	24.4 s
↙ Ø5	→ Ø6
15 s	29.4 s

Queues
27: NW 107th Ave & NW 116th Way

Existing 2016
Timing Plan: AM Peak Hour



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	937	329	753	73	317
v/c Ratio	0.51	1.07	0.25	0.14	0.38
Control Delay	18.0	102.1	7.4	19.0	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	102.1	7.4	19.0	10.5
Queue Length 50th (ft)	108	~157	51	23	65
Queue Length 95th (ft)	144	#303	69	52	118
Internal Link Dist (ft)	1046		540	797	
Turn Bay Length (ft)		295			
Base Capacity (vph)	1842	308	2956	514	825
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	1.07	0.25	0.14	0.38

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

27: NW 107th Ave & NW 116th Way

Existing 2016
Timing Plan: AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (vph)	814	48	303	693	67	292
Future Volume (vph)	814	48	303	693	67	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4		3.0	4.4	4.4	4.4
Lane Util. Factor	0.91		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5043		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5043		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	885	52	329	753	73	317
RTOR Reduction (vph)	10	0	0	0	0	19
Lane Group Flow (vph)	927	0	329	753	73	298
Turn Type	NA		Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases						
Actuated Green, G (s)	25.0		12.0	40.0	20.0	36.4
Effective Green, g (s)	25.0		12.0	40.0	20.0	36.4
Actuated g/C Ratio	0.36		0.17	0.58	0.29	0.53
Clearance Time (s)	4.4		3.0	4.4	4.4	
Vehicle Extension (s)	1.0		2.0	1.0	3.0	
Lane Grp Cap (vph)	1832		308	2956	514	837
v/s Ratio Prot	c0.18		c0.19	0.15	0.04	c0.19
v/s Ratio Perm						
v/c Ratio	0.51		1.07	0.25	0.14	0.36
Uniform Delay, d1	17.1		28.4	7.1	18.1	9.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1		70.5	0.2	0.6	0.1
Delay (s)	17.2		98.9	7.3	18.6	9.5
Level of Service	B		F	A	B	A
Approach Delay (s)	17.2			35.1	11.2	
Approach LOS	B			D	B	
Intersection Summary						
HCM 2000 Control Delay			24.3		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.58			
Actuated Cycle Length (s)			68.8		Sum of lost time (s)	11.8
Intersection Capacity Utilization			52.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings
23: NW 79th Ave & NW South River Dr

Existing 2016
Timing Plan: PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	48	575	29	49	114	82	61	97	68	196	260	25
Future Volume (vph)	48	575	29	49	114	82	61	97	68	196	260	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		526			489			314			234	
Travel Time (s)		10.2			11.1			6.1			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	16.0		5.0	16.0	
Minimum Split (s)	9.5	23.0		9.5	23.0		9.5	23.0		9.5	23.0	
Total Split (s)	19.0	63.0		19.0	63.0		35.0	53.0		35.0	53.0	
Total Split (%)	11.2%	37.1%		11.2%	37.1%		20.6%	31.2%		20.6%	31.2%	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.0		0.0	1.0		0.0	1.0		0.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	None	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 54 (32%), Referenced to phase 2:NET, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Description: NW South River Dr at NW 79th Ave

Splits and Phases: 23: NW 79th Ave & NW South River Dr

			
Ø1	Ø2 (R)	Ø3	Ø4
35 s	53 s	19 s	63 s
			
Ø5	Ø6	Ø7	Ø8
35 s	53 s	19 s	63 s

Queues

23: NW 79th Ave & NW South River Dr

Existing 2016

Timing Plan: PM Peak Hour



Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	52	657	53	213	66	179	213	310
v/c Ratio	0.54	0.91	0.54	0.31	0.59	0.16	0.77	0.22
Control Delay	96.7	67.1	96.8	34.5	97.6	25.8	86.5	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.7	67.1	96.8	34.5	97.6	25.8	86.5	33.1
Queue Length 50th (ft)	58	702	59	148	73	44	230	115
Queue Length 95th (ft)	106	#1009	107	230	126	80	319	161
Internal Link Dist (ft)		446		409		234		154
Turn Bay Length (ft)	200		200		100			
Base Capacity (vph)	166	721	166	694	333	1091	333	1426
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.91	0.32	0.31	0.20	0.16	0.64	0.22

Intersection Summary

Description: NW South River Dr at NW 79th Ave

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
23: NW 79th Ave & NW South River Dr

Existing 2016
Timing Plan: PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	48	575	29	49	114	82	61	97	68	196	260	25
Future Volume (veh/h)	48	575	29	49	114	82	61	97	68	196	260	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	625	32	53	124	89	66	105	74	213	283	27
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	599	31	68	345	248	83	804	525	240	1568	148
Arrive On Green	0.04	0.34	0.34	0.04	0.34	0.34	0.05	0.39	0.39	0.14	0.48	0.48
Sat Flow, veh/h	1774	1757	90	1774	1010	725	1774	2054	1342	1774	3268	310
Grp Volume(v), veh/h	52	0	657	53	0	213	66	89	90	213	152	158
Grp Sat Flow(s),veh/h/ln	1774	0	1847	1774	0	1735	1774	1770	1626	1774	1770	1808
Q Serve(g_s), s	4.9	0.0	58.0	5.0	0.0	15.7	6.3	5.5	6.0	20.1	8.3	8.5
Cycle Q Clear(g_c), s	4.9	0.0	58.0	5.0	0.0	15.7	6.3	5.5	6.0	20.1	8.3	8.5
Prop In Lane	1.00		0.05	1.00		0.42	1.00		0.83	1.00		0.17
Lane Grp Cap(c), veh/h	66	0	630	68	0	593	83	693	636	240	849	867
V/C Ratio(X)	0.78	0.00	1.04	0.78	0.00	0.36	0.79	0.13	0.14	0.89	0.18	0.18
Avail Cap(c_a), veh/h	167	0	630	167	0	593	334	693	636	334	849	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.1	0.0	56.0	81.1	0.0	42.0	80.2	33.2	33.3	72.3	25.2	25.2
Incr Delay (d2), s/veh	7.3	0.0	47.5	7.2	0.0	0.8	6.3	0.4	0.5	24.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.0	68.2	4.7	0.0	12.2	5.8	5.0	5.0	17.1	7.3	7.6
LnGrp Delay(d),s/veh	88.4	0.0	103.5	88.2	0.0	42.8	86.5	33.5	33.8	96.8	25.2	25.2
LnGrp LOS	F		F	F		D	F	C	C	F	C	C
Approach Vol, veh/h	709				266		245				523	
Approach Delay, s/veh	102.3				51.8		47.9				54.4	
Approach LOS	F				D		D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	71.5	9.5	63.0	11.0	86.6	9.4	63.1				
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0				
Max Green Setting (Gmax), s	32.0	48.0	16.0	58.0	32.0	48.0	16.0	58.0				
Max Q Clear Time (g_c+I1), s	22.1	8.0	7.0	60.0	8.3	10.5	6.9	17.7				
Green Ext Time (p_c), s	0.9	0.9	0.0	0.0	0.1	0.9	0.0	14.2				
Intersection Summary												
HCM 2010 Ctrl Delay	72.6											
HCM 2010 LOS	E											

Lanes, Volumes, Timings
18: NW 105th Way & NW South River Dr

Existing 2016
Timing Plan: PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	179	55	3	8	61	299	3	380	4	81	35	93
Future Volume (vph)	179	55	3	8	61	299	3	380	4	81	35	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		644			745			202			202	
Travel Time (s)		12.5			16.9			3.9			3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	custom	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	8	8		7	7	7		6		5	2	
Permitted Phases	8						6					
Detector Phase	8	8		7	7	7	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	16.0	16.0		5.0	16.0	
Minimum Split (s)	24.9	24.9		24.9	24.9	24.9	24.0	24.0		11.0	24.0	
Total Split (s)	46.0	46.0		46.0	46.0	46.0	35.0	35.0		23.0	58.0	
Total Split (%)	30.7%	30.7%		30.7%	30.7%	30.7%	23.3%	23.3%		15.3%	38.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.9	2.9		2.9	2.9	2.9	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	C-Max	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

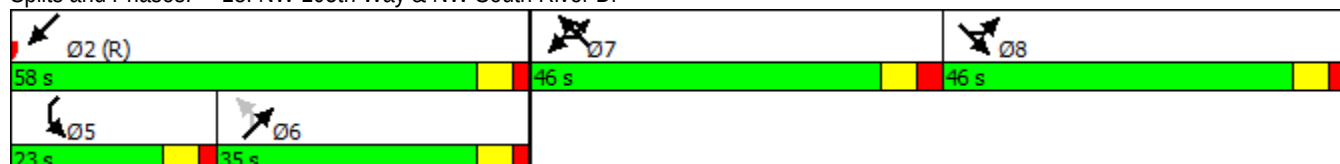
Offset: 30 (20%), Referenced to phase 2:SWT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Description: NW South River Dr at NW 105th Way

Splits and Phases: 18: NW 105th Way & NW South River Dr



Queues

18: NW 105th Way & NW South River Dr

Existing 2016

Timing Plan: PM Peak Hour



Lane Group	SET	NWT	NWR	NET	SWL	SWT
Lane Group Flow (vph)	258	75	325	420	88	139
v/c Ratio	0.73	0.44	0.74	0.27	0.58	0.07
Control Delay	68.4	71.2	16.6	28.9	80.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	71.2	16.6	28.9	80.8	6.0
Queue Length 50th (ft)	240	71	0	132	84	7
Queue Length 95th (ft)	317	120	95	221	142	30
Internal Link Dist (ft)	564	665		122		122
Turn Bay Length (ft)			200			
Base Capacity (vph)	467	482	652	1531	202	1868
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.16	0.50	0.27	0.44	0.07

Intersection Summary

Description: NW South River Dr at NW 105th Way

HCM Signalized Intersection Capacity Analysis

18: NW 105th Way & NW South River Dr

Existing 2016

Timing Plan: PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	179	55	3	8	61	299	3	380	4	81	35	93
Future Volume (vph)	179	55	3	8	61	299	3	380	4	81	35	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00	1.00		0.95		1.00	0.95	
Frt		1.00			1.00	0.85		1.00		1.00	0.89	
Flt Protected		0.96			0.99	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1792			1852	1583		3533		1770	3153	
Flt Permitted		0.96			0.99	1.00		0.95		0.95	1.00	
Satd. Flow (perm)		1792			1852	1583		3371		1770	3153	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	195	60	3	9	66	325	3	413	4	88	38	101
RTOR Reduction (vph)	0	0	0	0	0	295	0	1	0	0	42	0
Lane Group Flow (vph)	0	258	0	0	75	30	0	419	0	88	97	0
Turn Type	custom	NA		Split	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	8	8		7	7	7		6		5	2	
Permitted Phases	8						6					
Actuated Green, G (s)		29.5			13.8	13.8		68.1		12.8	86.9	
Effective Green, g (s)		29.5			13.8	13.8		68.1		12.8	86.9	
Actuated g/C Ratio		0.20			0.09	0.09		0.45		0.09	0.58	
Clearance Time (s)		6.9			6.9	6.9		6.0		6.0	6.0	
Vehicle Extension (s)		6.0			4.0	4.0		1.0		3.0	1.0	
Lane Grp Cap (vph)		352			170	145		1530		151	1826	
v/s Ratio Prot		c0.14			c0.04	0.02				c0.05	0.03	
v/s Ratio Perm								c0.12				
v/c Ratio		0.73			0.44	0.21		0.27		0.58	0.05	
Uniform Delay, d1		56.6			64.5	63.0		25.5		66.0	13.7	
Progression Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		10.4			2.5	1.0		0.0		5.6	0.1	
Delay (s)		67.0			66.9	64.0		25.6		71.7	13.7	
Level of Service		E			E	E		C		E	B	
Approach Delay (s)		67.0			64.5			25.6			36.2	
Approach LOS		E			E			C			D	
Intersection Summary												
HCM 2000 Control Delay		47.5										
HCM 2000 Volume to Capacity ratio		0.43										
Actuated Cycle Length (s)		150.0								25.8		
Intersection Capacity Utilization		62.1%								B		
Analysis Period (min)		15										
Description: NW South River Dr at NW 105th Way												
c Critical Lane Group												

Lanes, Volumes, Timings
13: NW 116th Way & NW South River Dr

Existing 2016
Timing Plan: PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	24	34	73	42	46	45	850	15	75	865	33
Future Volume (vph)	17	24	34	73	42	46	45	850	15	75	865	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		0	180		160	250		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		747			785			898			306	
Travel Time (s)		14.6			17.8			17.5			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						11%						
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases							6					
Detector Phase	3	8		7	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0	10.0	14.0	14.0		7.0	14.0	
Minimum Split (s)	11.5	24.3		11.5	24.3	24.3	23.8	23.8		11.5	23.8	
Total Split (s)	20.0	36.2		20.0	36.2	36.2	103.8	103.8		20.0	123.8	
Total Split (%)	11.1%	20.1%		11.1%	20.1%	20.1%	57.7%	57.7%		11.1%	68.8%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.3		0.0	2.3	2.3	1.8	1.8		0.0	1.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	C-Max	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 38 (21%), Referenced to phase 2:SWT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Description: NW South River Dr at NW 116th Way

Splits and Phases: 13: NW 116th Way & NW South River Dr

 Ø2 (R)	 Ø3	 Ø4
123.8 s	20 s	36.2 s
 Ø5	 Ø6	 Ø7
20 s	103.8 s	20 s
		36.2 s

Queues

13: NW 116th Way & NW South River Dr

Existing 2016

Timing Plan: PM Peak Hour



Lane Group	SEL	SET	NWL	NWT	NWR	NEL	NET	SWL	SWT
Lane Group Flow (vph)	18	63	79	52	44	49	940	82	976
v/c Ratio	0.23	0.48	0.62	0.27	0.21	0.13	0.27	0.61	0.35
Control Delay	90.1	53.9	100.5	73.7	14.1	12.2	11.3	98.9	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.1	53.9	100.5	73.7	14.1	12.2	11.3	98.9	6.4
Queue Length 50th (ft)	21	34	92	57	0	18	144	96	160
Queue Length 95th (ft)	51	88	153	109	35	46	204	156	223
Internal Link Dist (ft)		667		705			818		226
Turn Bay Length (ft)	80		180		160	250			
Base Capacity (vph)	167	310	167	291	294	378	3507	170	2760
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.20	0.47	0.18	0.15	0.13	0.27	0.48	0.35

Intersection Summary

Description: NW South River Dr at NW 116th Way

HCM Signalized Intersection Capacity Analysis

13: NW 116th Way & NW South River Dr

Existing 2016
Timing Plan: PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	24	34	73	42	46	45	850	15	75	865	33
Future Volume (vph)	17	24	34	73	42	46	45	850	15	75	865	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Lane Util. Factor	1.00	1.00		1.00	0.95	0.95	1.00	0.91		1.00	0.95	
Frt	1.00	0.91		1.00	0.98	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1699		1770	1739	1504	1770	5072		1770	3520	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.29	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1699		1770	1739	1504	547	5072		1770	3520	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	26	37	79	46	50	49	924	16	82	940	36
RTOR Reduction (vph)	0	32	0	0	3	39	0	1	0	0	1	0
Lane Group Flow (vph)	18	31	0	79	49	5	49	939	0	82	975	0
Turn Type	Prot	NA		Prot	NA	Prot	Perm	NA		Prot	NA	
Protected Phases	3	8		7	4	4		6		5	2	
Permitted Phases							6					
Actuated Green, G (s)	5.1	11.9		13.1	19.9	19.9	123.2	123.2		13.7	139.9	
Effective Green, g (s)	5.1	11.9		13.1	19.9	19.9	123.2	123.2		13.7	139.9	
Actuated g/C Ratio	0.03	0.07		0.07	0.11	0.11	0.68	0.68		0.08	0.78	
Clearance Time (s)	3.0	6.3		3.0	6.3	6.3	5.8	5.8		3.0	5.8	
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	1.0	1.0		3.0	1.0	
Lane Grp Cap (vph)	50	112		128	192	166	374	3471		134	2735	
v/s Ratio Prot	0.01	0.02		c0.04	c0.03	0.00		0.19		c0.05	c0.28	
v/s Ratio Perm							0.09					
v/c Ratio	0.36	0.28		0.62	0.26	0.03	0.13	0.27		0.61	0.36	
Uniform Delay, d1	85.8	80.0		81.0	73.3	71.4	9.8	11.0		80.6	6.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.4	1.0		8.6	0.5	0.1	0.1	0.0		8.0	0.4	
Delay (s)	90.2	81.0		89.6	73.8	71.5	9.9	11.0		88.6	6.5	
Level of Service	F	F		F	E	E	A	B		F	A	
Approach Delay (s)		83.0			80.3			11.0			12.9	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.7		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			180.0		Sum of lost time (s)					18.1		
Intersection Capacity Utilization			62.3%		ICU Level of Service					B		
Analysis Period (min)			15									
Description: NW South River Dr at NW 116th Way												
c Critical Lane Group												

Lanes, Volumes, Timings
8: NW 121st Way & NW South River Dr

Existing 2016
Timing Plan: PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	180	41	3	8	41	96	2	100	6	16	37	127
Future Volume (vph)	180	41	3	8	41	96	2	100	6	16	37	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		709			757			570			407	
Travel Time (s)		13.8			17.2			11.1			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Split	NA		custom	NA		Perm	NA		custom	NA	Prot
Protected Phases	4	4		3	3			6		5	2	2
Permitted Phases				3			6			5		
Detector Phase	4	4		3	3		6	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		14.0	14.0		5.0	14.0	14.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		8.0	23.0	23.0
Total Split (s)	42.0	42.0		30.0	30.0		69.0	69.0		9.0	78.0	78.0
Total Split (%)	28.0%	28.0%		20.0%	20.0%		46.0%	46.0%		6.0%	52.0%	52.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	0.9	0.9		0.9	0.9		0.6	0.6		0.0	0.6	0.6
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	None		None	None		None	None		None	C-Max	C-Max

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 50 (33%), Referenced to phase 2:SWT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Description: NW South River Dr at NW 121st Way

Splits and Phases: 8: NW 121st Way & NW South River Dr

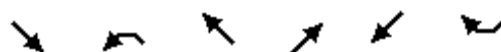
		
Ø2 (R)	Ø3	Ø4
78 s	30 s	42 s
		
Ø5		
9 s		
69 s		

Queues

8: NW 121st Way & NW South River Dr

Existing 2016

Timing Plan: PM Peak Hour



Lane Group	SET	NWL	NWT	NET	SWT	SWR
Lane Group Flow (vph)	244	9	149	118	57	138
v/c Ratio	0.76	0.05	0.68	0.06	0.05	0.13
Control Delay	73.1	58.6	50.1	12.4	13.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	58.6	50.1	12.4	13.6	2.7
Queue Length 50th (ft)	230	8	78	21	20	0
Queue Length 95th (ft)	310	26	149	45	51	34
Internal Link Dist (ft)	629		677	490	327	
Turn Bay Length (ft)		300				
Base Capacity (vph)	441	296	334	2101	1075	1044
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.03	0.45	0.06	0.05	0.13

Intersection Summary

Description: NW South River Dr at NW 121st Way

HCM Signalized Intersection Capacity Analysis

8: NW 121st Way & NW South River Dr

Existing 2016
Timing Plan: PM Peak Hour

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↔	↔			↔			↔	↔
Traffic Volume (vph)	180	41	3	8	41	96	2	100	6	16	37	127
Future Volume (vph)	180	41	3	8	41	96	2	100	6	16	37	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Lane Util. Factor		1.00		1.00	1.00			0.95			1.00	1.00
Frt		1.00		1.00	0.90			0.99			1.00	0.85
Flt Protected		0.96		0.95	1.00			1.00			0.99	1.00
Satd. Flow (prot)		1788		1770	1668			3505			1835	1583
Flt Permitted		0.96		0.95	1.00			0.95			0.92	1.00
Satd. Flow (perm)		1788		1770	1668			3345			1714	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	45	3	9	45	104	2	109	7	17	40	138
RTOR Reduction (vph)	0	0	0	0	61	0	0	2	0	0	0	51
Lane Group Flow (vph)	0	244	0	9	88	0	0	116	0	0	57	87
Turn Type	Split	NA		custom	NA		Perm	NA		custom	NA	Prot
Protected Phases	4	4		3	3			6		5	2	2
Permitted Phases				3			6			5		
Actuated Green, G (s)		27.0		14.4	14.4			94.2			94.2	94.2
Effective Green, g (s)		27.0		14.4	14.4			94.2			94.2	94.2
Actuated g/C Ratio		0.18		0.10	0.10			0.63			0.63	0.63
Clearance Time (s)		4.9		4.9	4.9			4.6			4.6	4.6
Vehicle Extension (s)		4.5		4.5	4.5			1.0			1.0	1.0
Lane Grp Cap (vph)		321		169	160			2100			1076	994
v/s Ratio Prot		c0.14		0.01	c0.05							c0.05
v/s Ratio Perm								0.03			0.03	
v/c Ratio		0.76		0.05	0.55			0.06			0.05	0.09
Uniform Delay, d1		58.4		61.6	64.7			10.8			10.7	11.0
Progression Factor		1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2		11.3		0.2	5.9			0.0			0.0	0.2
Delay (s)		69.7		61.8	70.7			10.8			10.8	11.2
Level of Service		E		E	E			B			B	B
Approach Delay (s)		69.7			70.2			10.8			11.0	
Approach LOS		E			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			44.1			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			17.4			
Intersection Capacity Utilization			44.0%			ICU Level of Service			A			
Analysis Period (min)			15									
Description: NW South River Dr at NW 121st Way												
c Critical Lane Group												

Lanes, Volumes, Timings
3: NW 107th Ave & N Okeechobee Rd

Existing 2016
Timing Plan: PM Peak Hour

						
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	182	169	556	57	81	755
Future Volume (vph)	182	169	556	57	81	755
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	90		430	680	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	35		50			50
Link Distance (ft)	1181		1136			1209
Travel Time (s)	23.0		15.5			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Prot	NA	Prot	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases						
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	16.0	16.0	5.0	16.0
Minimum Split (s)	23.4	23.4	24.1	24.1	11.5	24.1
Total Split (s)	45.4	45.4	45.6	45.6	20.5	66.1
Total Split (%)	40.7%	40.7%	40.9%	40.9%	18.4%	59.3%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.5	5.0
All-Red Time (s)	1.4	1.4	1.1	1.1	0.0	1.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max

Intersection Summary

Area Type: Other
 Cycle Length: 111.5
 Actuated Cycle Length: 111.5
 Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Description: N Okeechobee Rd at NW 107th Ave

Splits and Phases: 3: NW 107th Ave & N Okeechobee Rd

 Ø2 (R)	 Ø4
66.1 s	45.4 s
 Ø5	 Ø6
20.5 s	45.6 s

Queues

3: NW 107th Ave & N Okeechobee Rd

Existing 2016

Timing Plan: PM Peak Hour

						
Lane Group	NBL	NBR	SET	SER	NWL	NWT
Lane Group Flow (vph)	198	184	604	62	88	821
v/c Ratio	0.69	0.45	0.19	0.06	0.53	0.22
Control Delay	56.5	9.1	11.3	3.6	59.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	9.1	11.3	3.6	59.3	5.2
Queue Length 50th (ft)	136	0	68	0	61	58
Queue Length 95th (ft)	201	57	112	22	109	93
Internal Link Dist (ft)	1101		1056			1129
Turn Bay Length (ft)		90		430	680	
Base Capacity (vph)	634	685	3122	995	238	3740
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.27	0.19	0.06	0.37	0.22
Intersection Summary						
Description: N Okeechobee Rd at NW 107th Ave						

HCM Signalized Intersection Capacity Analysis

3: NW 107th Ave & N Okeechobee Rd

Existing 2016
Timing Plan: PM Peak Hour

						
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations			  			  
Traffic Volume (vph)	182	169	556	57	81	755
Future Volume (vph)	182	169	556	57	81	755
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	5085	1583	1770	5085
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	5085	1583	1770	5085
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	198	184	604	62	88	821
RTOR Reduction (vph)	0	154	0	25	0	0
Lane Group Flow (vph)	198	30	604	37	88	821
Turn Type	Prot	Prot	NA	Prot	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases						
Actuated Green, G (s)	18.0	18.0	67.3	67.3	9.2	82.0
Effective Green, g (s)	18.0	18.0	67.3	67.3	9.2	82.0
Actuated g/C Ratio	0.16	0.16	0.60	0.60	0.08	0.74
Clearance Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0	3.0	1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	285	255	3069	955	146	3739
v/s Ratio Prot	c0.11	0.02	0.12	0.02	c0.05	c0.16
v/s Ratio Perm						
v/c Ratio	0.69	0.12	0.20	0.04	0.60	0.22
Uniform Delay, d1	44.2	40.0	9.9	9.0	49.4	4.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2	0.2	0.0	0.0	5.8	0.1
Delay (s)	51.3	40.2	10.0	9.0	55.2	4.8
Level of Service	D	D	A	A	E	A
Approach Delay (s)	45.9		9.9			9.7
Approach LOS	D		A			A
Intersection Summary						
HCM 2000 Control Delay			16.8	HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.35			
Actuated Cycle Length (s)			111.5	Sum of lost time (s)		17.0
Intersection Capacity Utilization			42.1%	ICU Level of Service		A
Analysis Period (min)			15			
Description: N Okeechobee Rd at NW 107th Ave						
c Critical Lane Group						

Lanes, Volumes, Timings
27: NW 107th Ave & NW 116th Way

Existing 2016
Timing Plan: PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (vph)	588	28	290	861	269	418
Future Volume (vph)	588	28	290	861	269	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	295		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	40			40	40	
Link Distance (ft)	919			635	787	
Travel Time (s)	15.7			10.8	13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	NA		Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases						4
Detector Phase	6		5	2	4	4 5
Switch Phase						
Minimum Initial (s)	8.0		5.0	8.0	10.0	
Minimum Split (s)	23.4		9.5	23.4	23.0	
Total Split (s)	29.4		15.0	44.4	24.4	
Total Split (%)	42.7%		21.8%	64.5%	35.5%	
Yellow Time (s)	4.0		3.0	4.0	4.0	
All-Red Time (s)	0.4		0.0	0.4	0.4	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.4		3.0	4.4	4.4	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		None	C-Max	None	

Intersection Summary

Area Type: Other
 Cycle Length: 68.8
 Actuated Cycle Length: 68.8
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 27: NW 107th Ave & NW 116th Way

← Ø2 (R)	↘ Ø4
44.4 s	24.4 s
↙ Ø5	→ Ø6 (R)
15 s	29.4 s

Queues

27: NW 107th Ave & NW 116th Way

Existing 2016

Timing Plan: PM Peak Hour



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	669	315	936	292	454
v/c Ratio	0.35	0.82	0.29	0.70	0.54
Control Delay	16.1	47.9	6.3	33.1	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	47.9	6.3	33.1	11.5
Queue Length 50th (ft)	72	126	56	113	88
Queue Length 95th (ft)	101	#287	88	177	164
Internal Link Dist (ft)	839		555	707	
Turn Bay Length (ft)		295			
Base Capacity (vph)	1899	386	3238	514	837
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.82	0.29	0.57	0.54

Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

27: NW 107th Ave & NW 116th Way

Existing 2016
Timing Plan: PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (vph)	588	28	290	861	269	418
Future Volume (vph)	588	28	290	861	269	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4		3.0	4.4	4.4	4.4
Lane Util. Factor	0.91		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5051		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5051		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	639	30	315	936	292	454
RTOR Reduction (vph)	7	0	0	0	0	51
Lane Group Flow (vph)	662	0	315	936	292	403
Turn Type	NA		Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases						4
Actuated Green, G (s)	25.8		15.0	43.8	16.2	35.6
Effective Green, g (s)	25.8		15.0	43.8	16.2	35.6
Actuated g/C Ratio	0.38		0.22	0.64	0.24	0.52
Clearance Time (s)	4.4		3.0	4.4	4.4	
Vehicle Extension (s)	1.0		2.0	1.0	3.0	
Lane Grp Cap (vph)	1894		385	3237	416	819
v/s Ratio Prot	c0.13		c0.18	0.18	c0.17	0.25
v/s Ratio Perm						
v/c Ratio	0.35		0.82	0.29	0.70	0.49
Uniform Delay, d1	15.5		25.6	5.6	24.1	10.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		12.1	0.2	5.3	0.5
Delay (s)	16.0		37.7	5.8	29.4	11.2
Level of Service	B		D	A	C	B
Approach Delay (s)	16.0			13.8	18.3	
Approach LOS	B			B	B	
Intersection Summary						
HCM 2000 Control Delay			15.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.57			
Actuated Cycle Length (s)			68.8		Sum of lost time (s)	11.8
Intersection Capacity Utilization			53.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Appendix G

ARTPLAN Report

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	NW South River Drive	Study Period	Standard K
Date Prepared	2/23/2017 9:04:01 AM	From	NW 79th Avenue	Modal Analysis	Auto Only
Agency		To	NW 121th Way	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Westbound	Version Date	12/12/2012
Arterial Class	2				
File Name	C:\Users\yingcao\Desktop\Medley_ARTPLAN\NW South River Dirve\NW South River Drive_WB.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
NW 79th Avenue	160	0.35	4	1	13	25	Yes	Protected	1	200	0.08	No
NW 105th Way	150	0.31	4	1	6	45	No	None	N/A	N/A	N/A	Yes
NW 116th Way	180	0.33	4	1	37	26	Yes	Protected	1	180	0.08	Yes
NW 121th Way	150	0.17	4	1	8	45	Yes	Protected	1	300	0.17	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to NW 79th Avenue)	656	11500	585	1	30	35	Non-Restrictive	No	N/A
2 (to NW 105th Way)	8011	11500	585	1	30	35	None	No	N/A
3 (to NW 116th Way)	5410	5800	295	1	30	35	None	No	N/A
4 (to NW 121th Way)	2454	5800	295	1	30	35	None	No	N/A

Automobile LOS

Segment #			Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS	
1 (to NW 79th Avenue)			509	1627	0.894	47.45	D	0.43	7.61	F	
2 (to NW 105th Way)			322	626	1.657	375.59	F	0.00	10.17	E	
3 (to NW 116th Way)			109	1157	0.286	36.99	D	#	25.47	B	
4 (to NW 121th Way)			271	1462	0.896	91.41	F	0.07	12.05	E	
Arterial Length	3.1763	Weighted g/C	0.25	FFS Delay	571.92	Threshold Delay	14.36	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	180	280	***	***
2	**	430	560	***	***
3	**	710	840	***	***
4	**	990	1120	***	***
*	**	180	280	***	***
Lanes	Hourly Volume In Both Directions				
2	**	320	490	***	***
4	**	770	980	***	***
6	**	1260	1470	***	***
8	**	1760	1970	***	***
*	**	320	490	***	***
Lanes	Annual Average Daily Traffic				
2	**	3600	5400	***	***
4	**	8500	10900	***	***
6	**	14000	16400	***	***
8	**	19500	21900	***	***
*	**	3600	5400	***	***

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

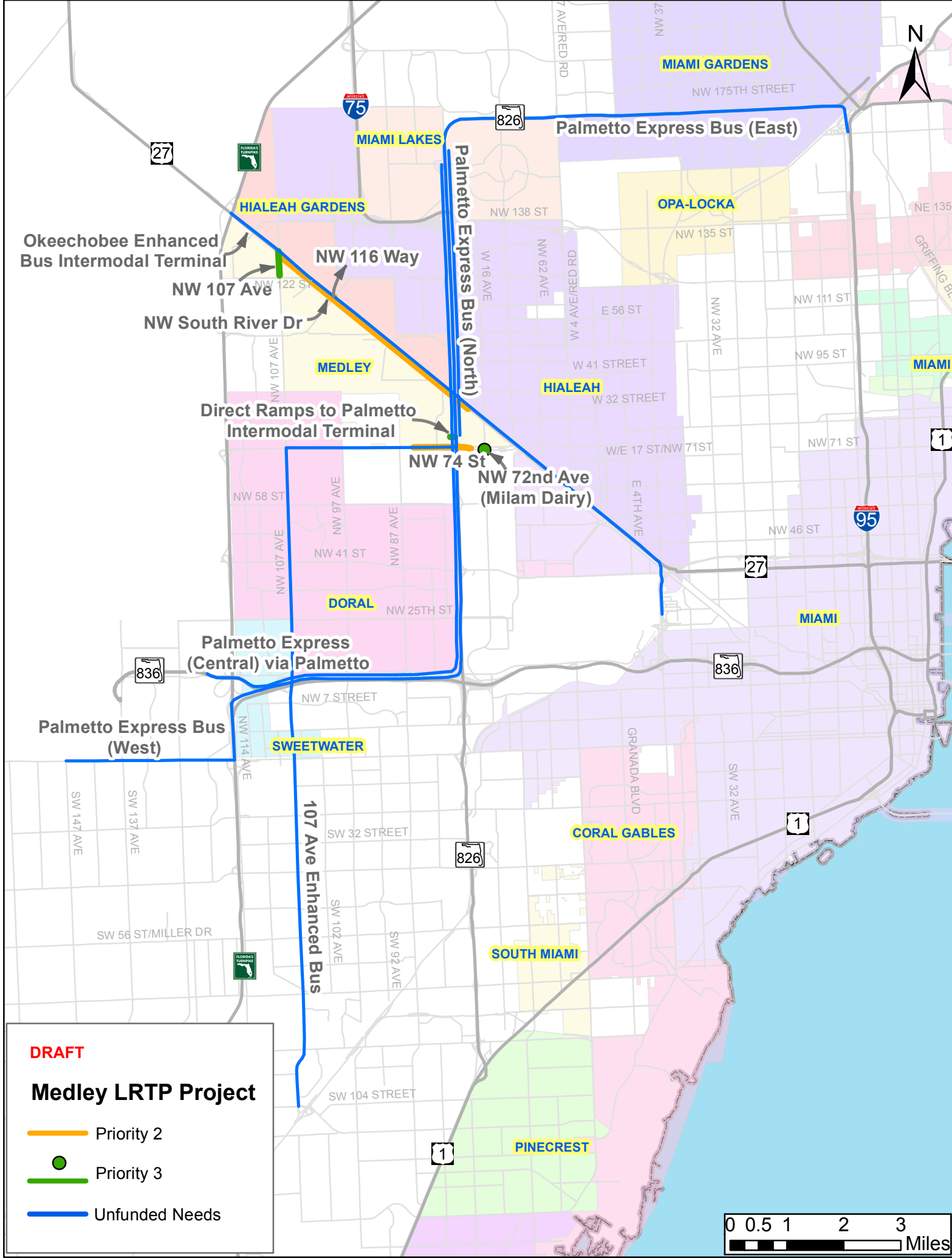
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Appendix H

Map of Medley LRTP Projects

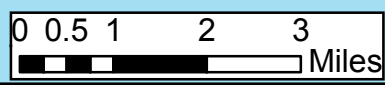




DRAFT

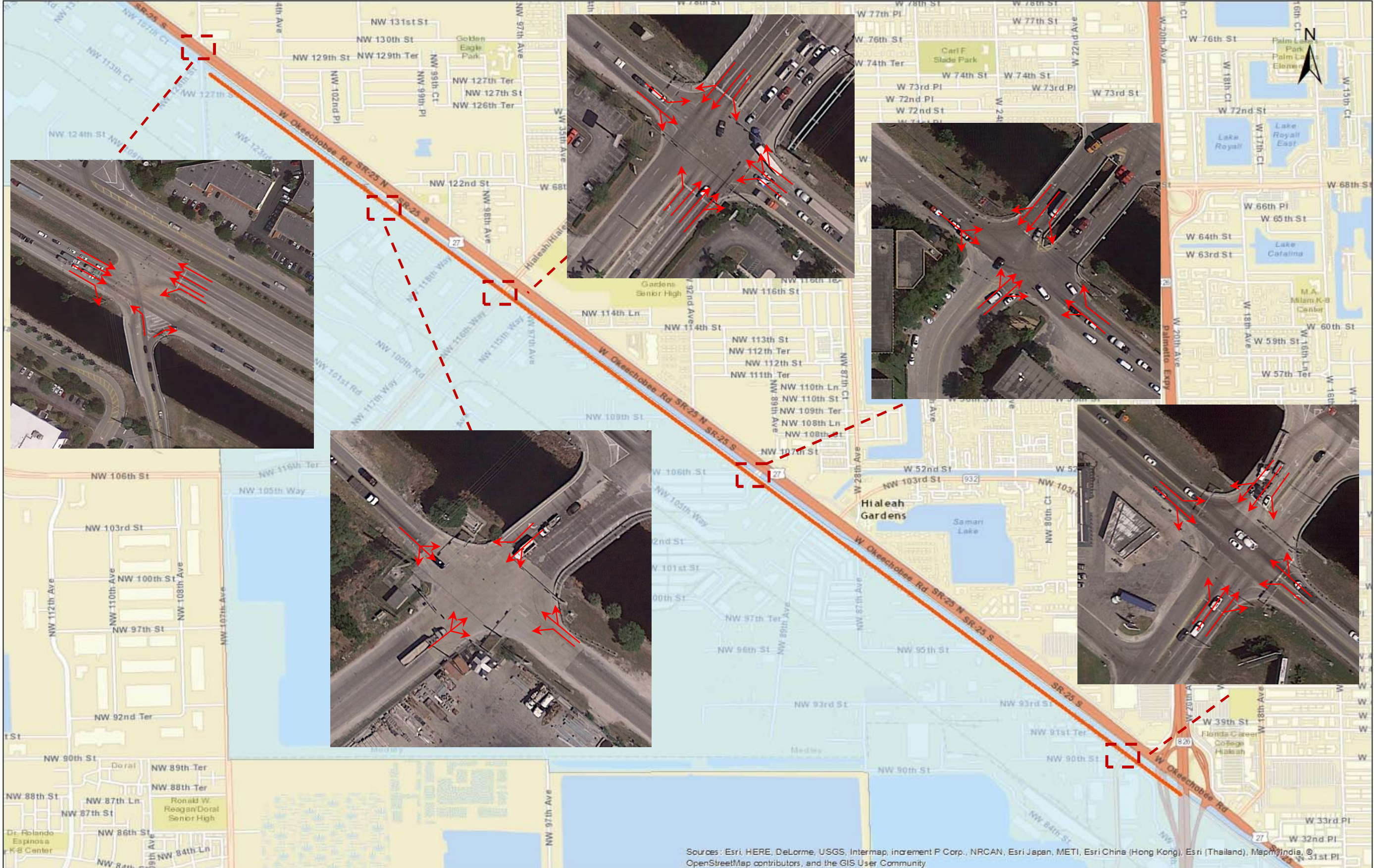
Medley LRT Project

- Priority 2
- Priority 3
- Unfunded Needs

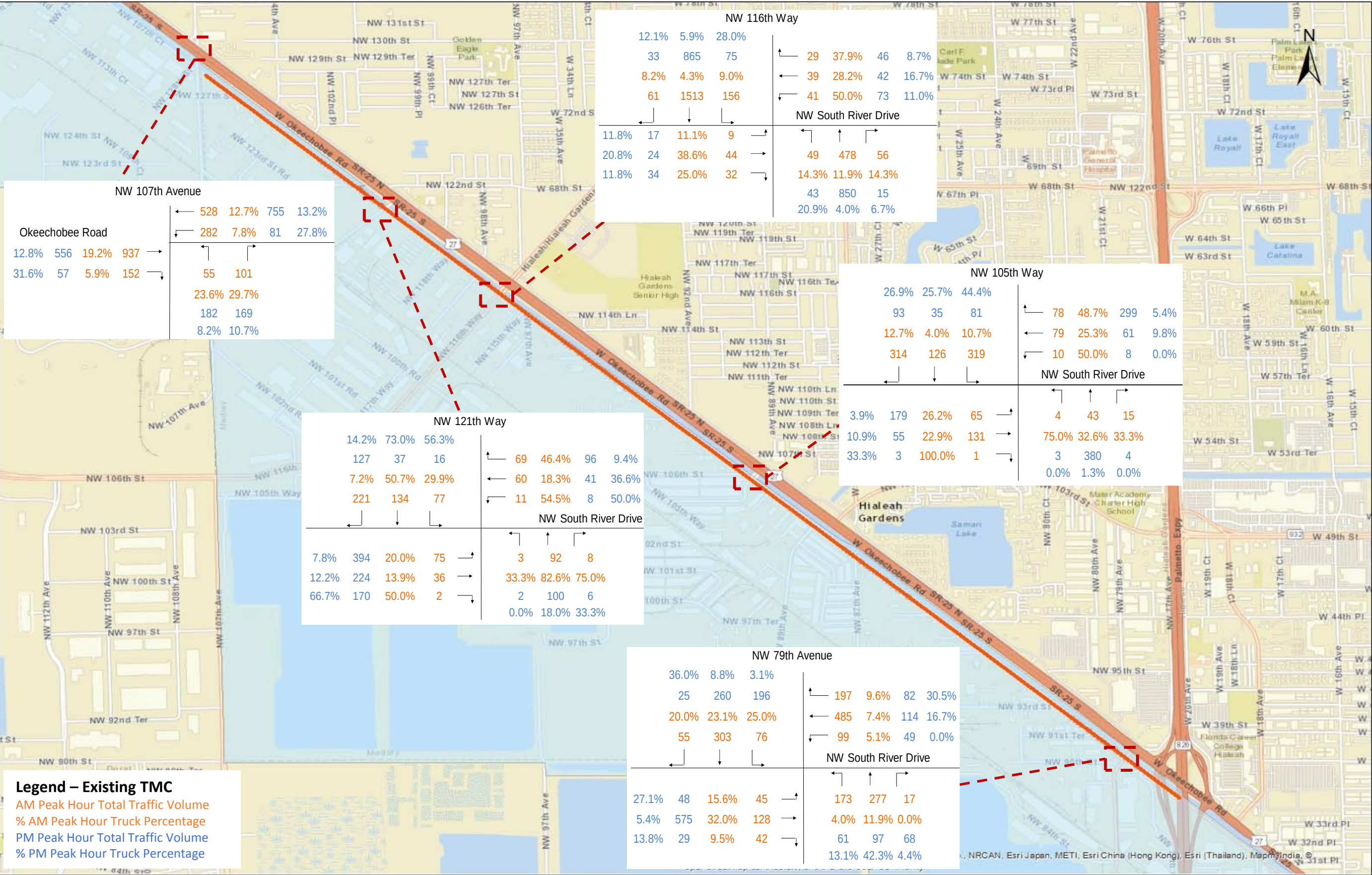


Appendix I

Truck TMC Maps



Sources : Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



NW 107th Avenue							
←				528	12.7%	755	13.2%
←				282	7.8%	81	27.8%
←				55	101		
				23.6%	29.7%		
				182	169		
				8.2%	10.7%		

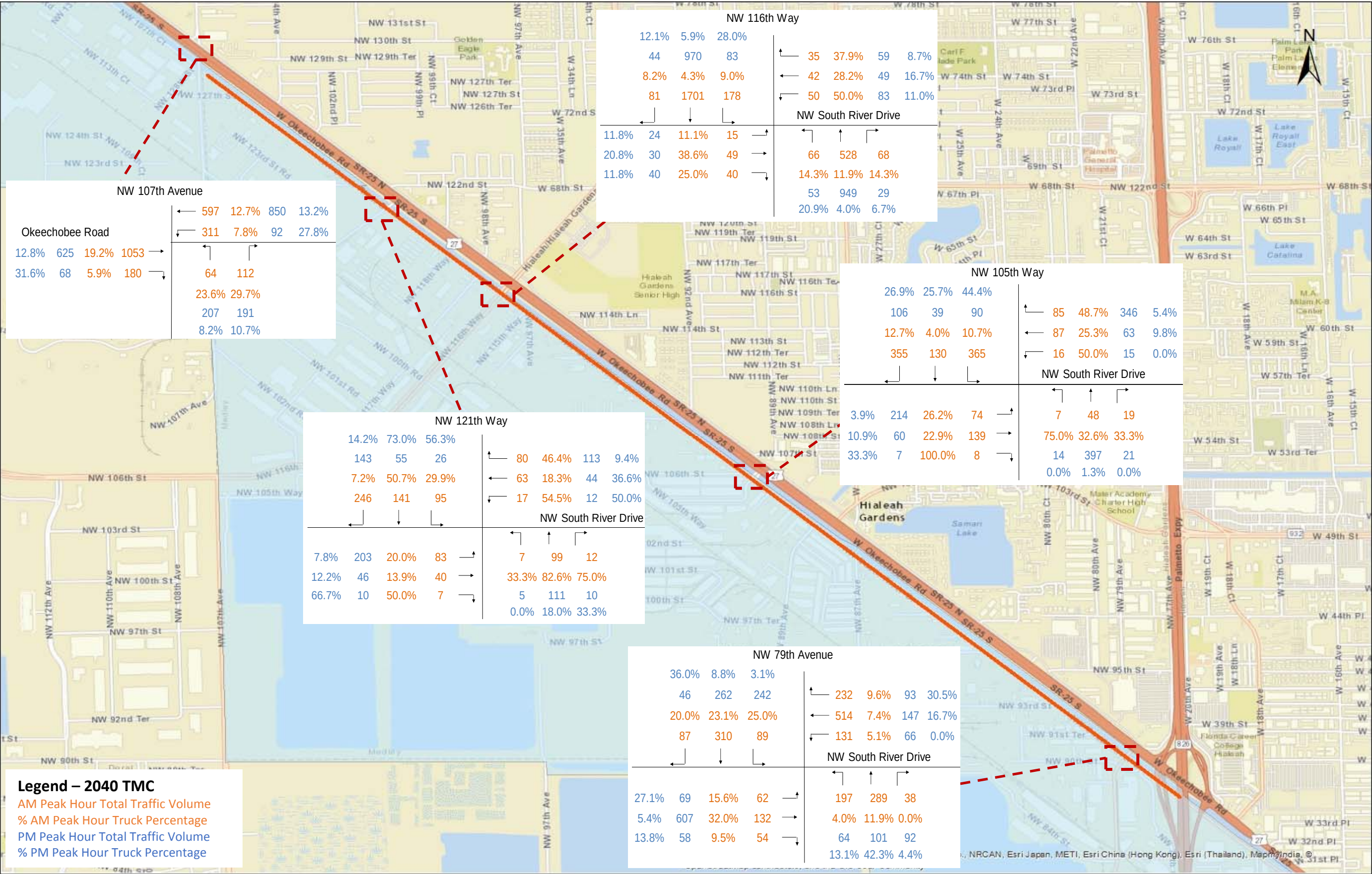
Legend – Existing TMC
AM Peak Hour Total Traffic Volume
% AM Peak Hour Truck Percentage
PM Peak Hour Total Traffic Volume
% PM Peak Hour Truck Percentage

NW 116th Way							
				12.1%	5.9%	28.0%	
				33	865	75	
				8.2%	4.3%	9.0%	
				61	1513	156	
←				29	37.9%	46	8.7%
←				39	28.2%	42	16.7%
←				41	50.0%	73	11.0%
				11.8%	17	11.1%	9
				20.8%	24	38.6%	44
				11.8%	34	25.0%	32
				49	478	56	
				14.3%	11.9%	14.3%	
				43	850	15	
				20.9%	4.0%	6.7%	

NW 105th Way							
				26.9%	25.7%	44.4%	
				93	35	81	
				12.7%	4.0%	10.7%	
				314	126	319	
←				78	48.7%	299	5.4%
←				79	25.3%	61	9.8%
←				10	50.0%	8	0.0%
				3.9%	179	26.2%	65
				10.9%	55	22.9%	131
				33.3%	3	100.0%	1
				4	43	15	
				75.0%	32.6%	33.3%	
				3	380	4	
				0.0%	1.3%	0.0%	

NW 121th Way							
				14.2%	73.0%	56.3%	
				127	37	16	
				7.2%	50.7%	29.9%	
				221	134	77	
←				69	46.4%	96	9.4%
←				60	18.3%	41	36.6%
←				11	54.5%	8	50.0%
				7.8%	394	20.0%	75
				12.2%	224	13.9%	36
				66.7%	170	50.0%	2
				3	92	8	
				33.3%	82.6%	75.0%	
				2	100	6	
				0.0%	18.0%	33.3%	

NW 79th Avenue							
				36.0%	8.8%	3.1%	
				25	260	196	
				20.0%	23.1%	25.0%	
				55	303	76	
←				197	9.6%	82	30.5%
←				485	7.4%	114	16.7%
←				99	5.1%	49	0.0%
				27.1%	48	15.6%	45
				5.4%	575	32.0%	128
				13.8%	29	9.5%	42
				173	277	17	
				4.0%	11.9%	0.0%	
				61	97	68	
				13.1%	42.3%	4.4%	



Appendix J

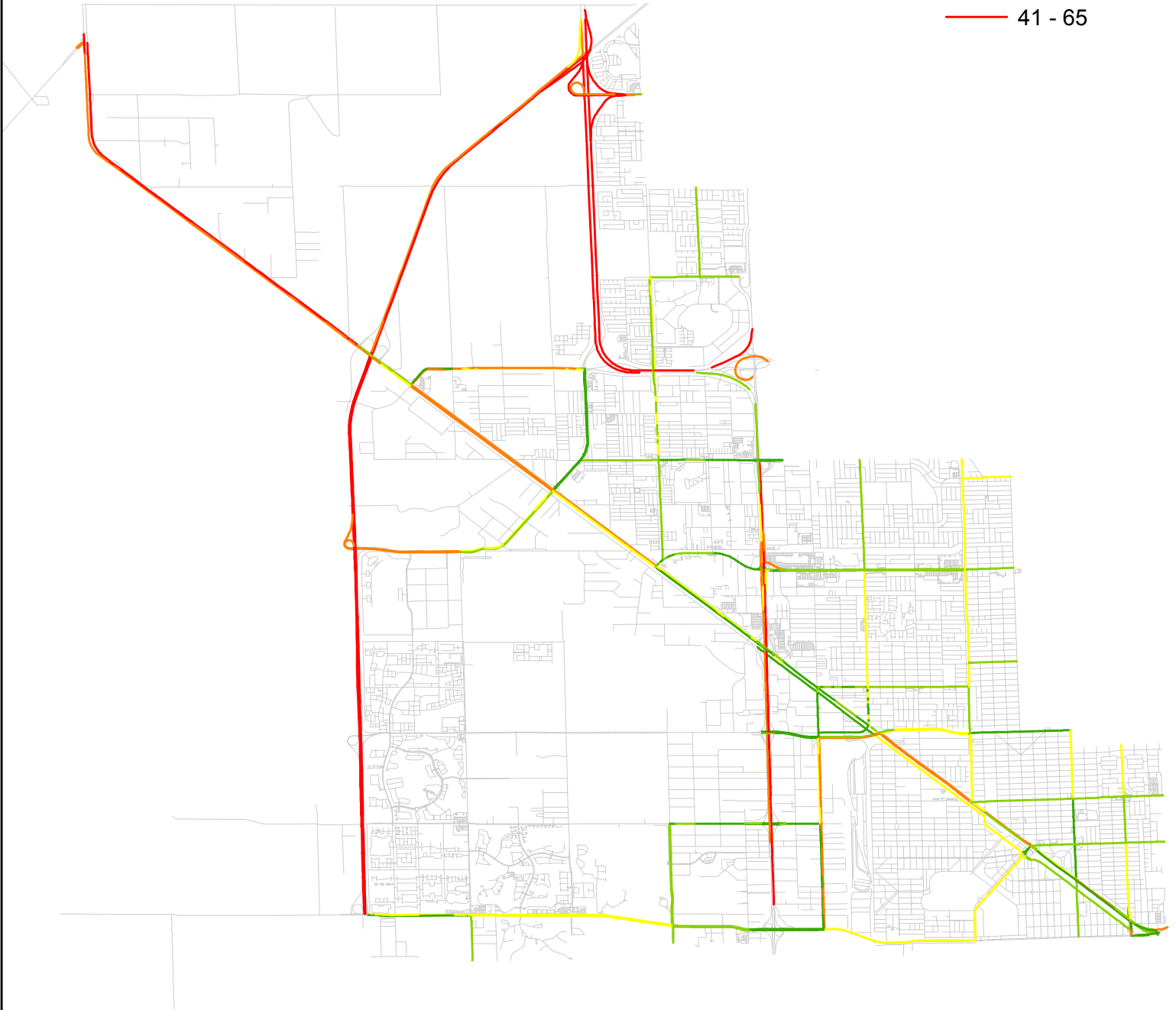
Speed Maps

Average Speed for Weekday (8:00 AM)



Average Speed

- 7 - 15
- 16 - 20
- 21 - 25
- 26 - 40
- 41 - 65



0 2.5 5 Miles

Average Truck Speed for Weekday (8:00 AM)



Average Truck Speed

2 - 15

16 - 20

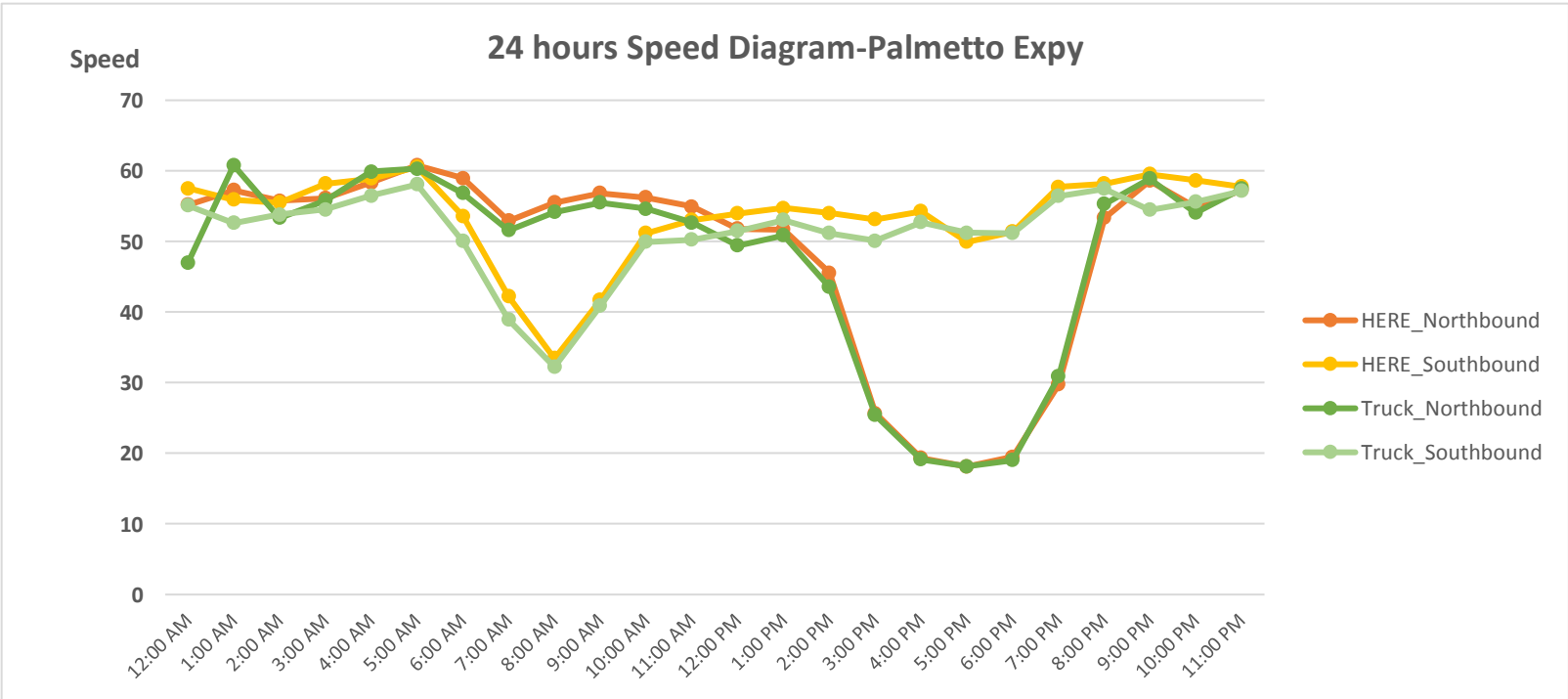
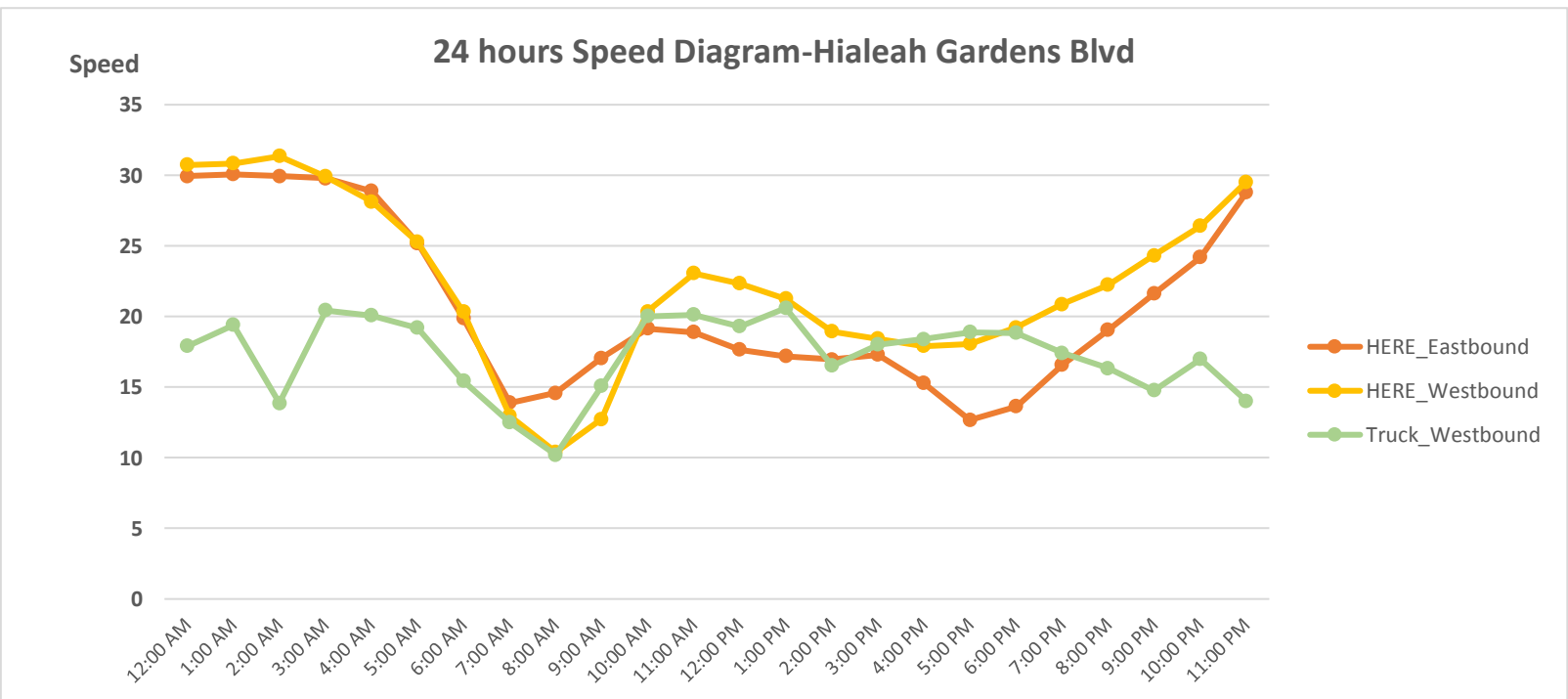
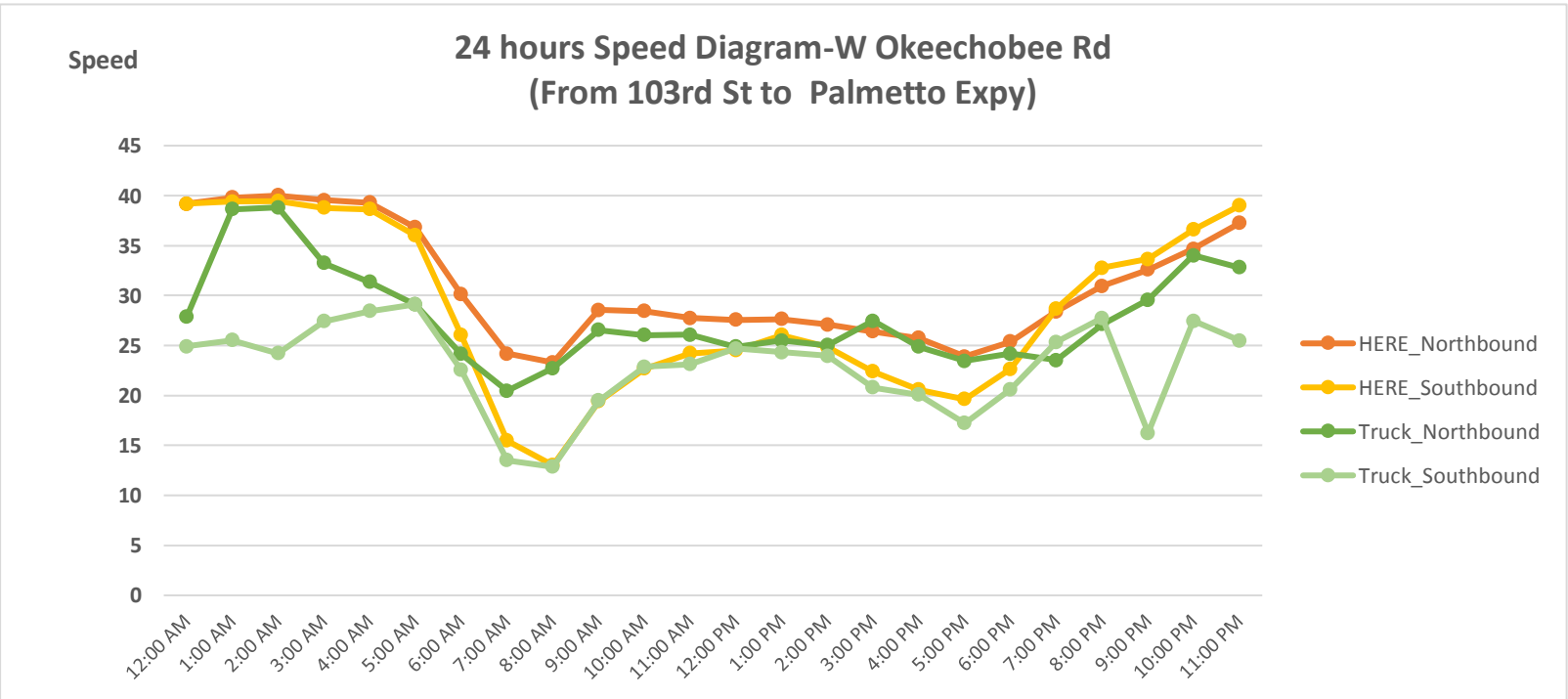
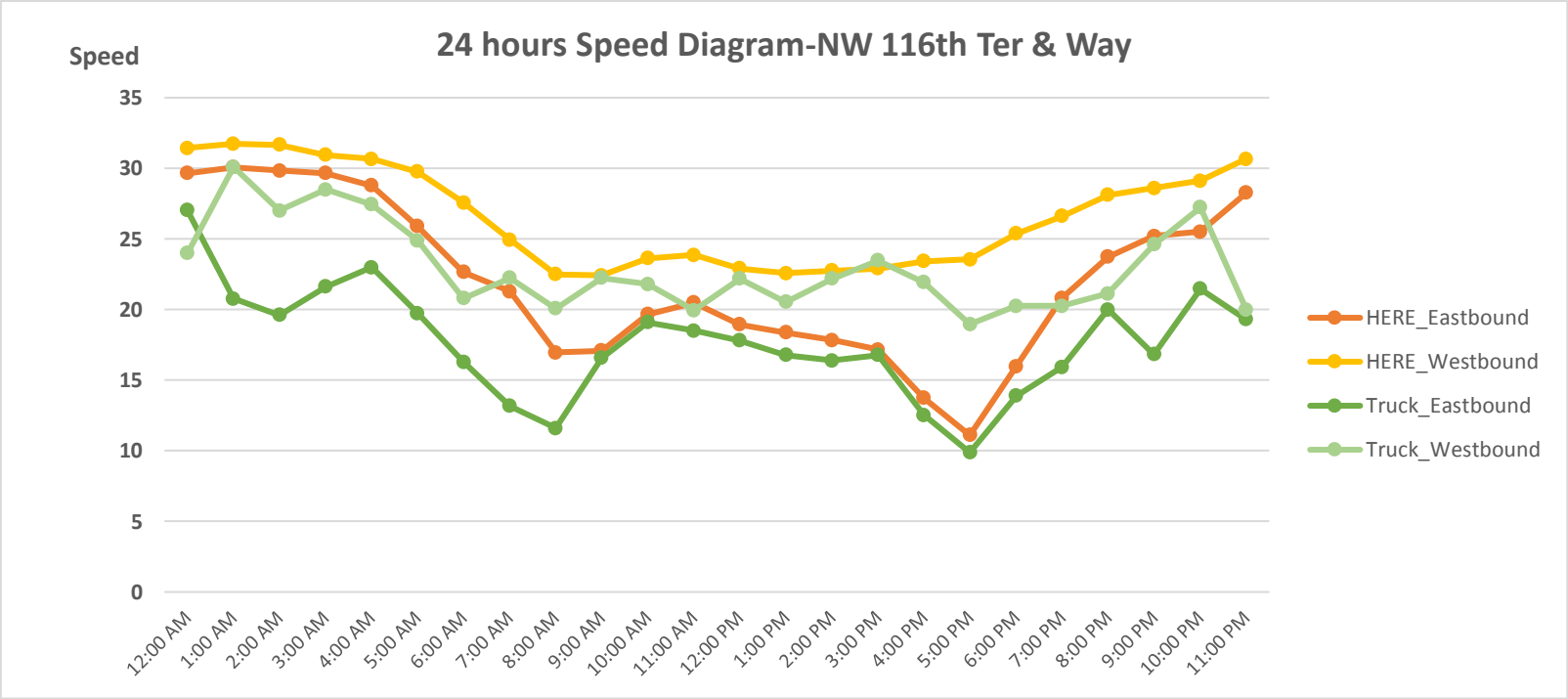
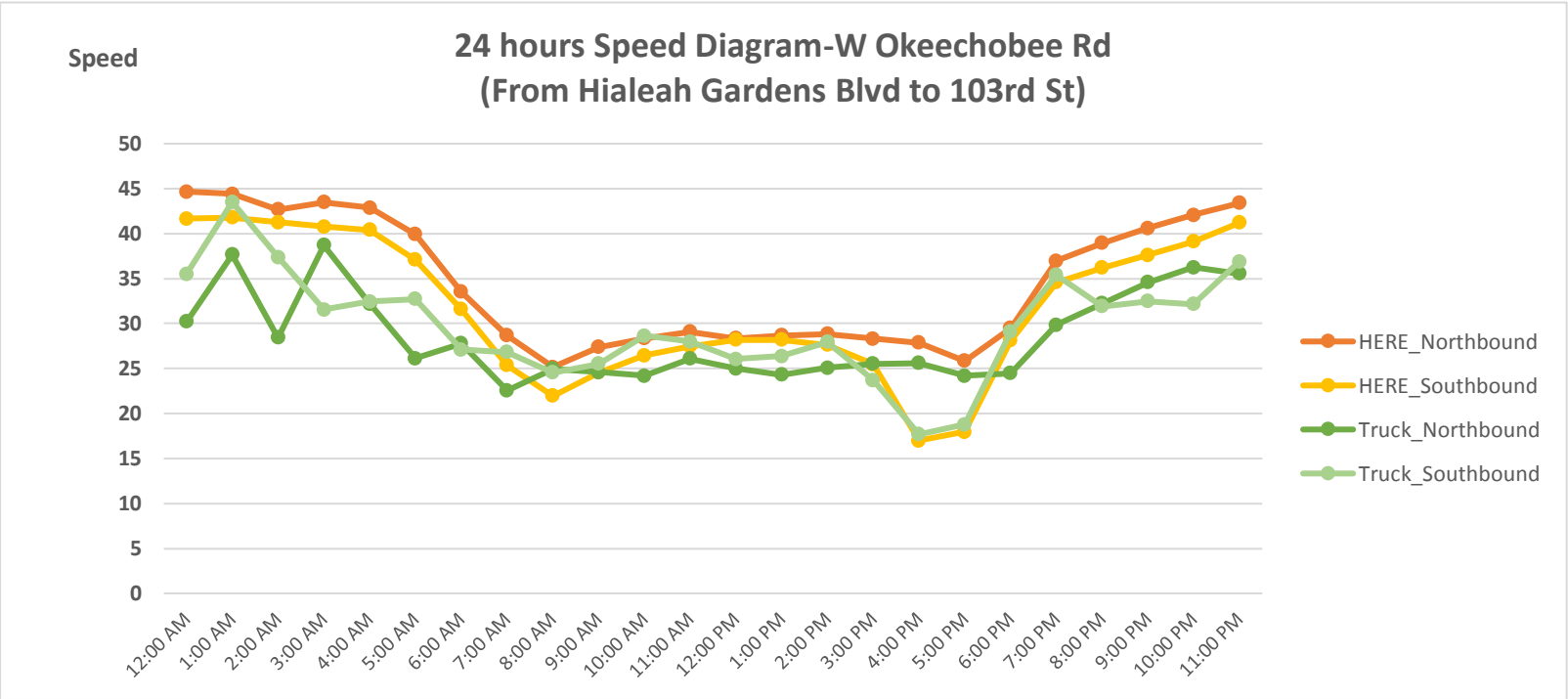
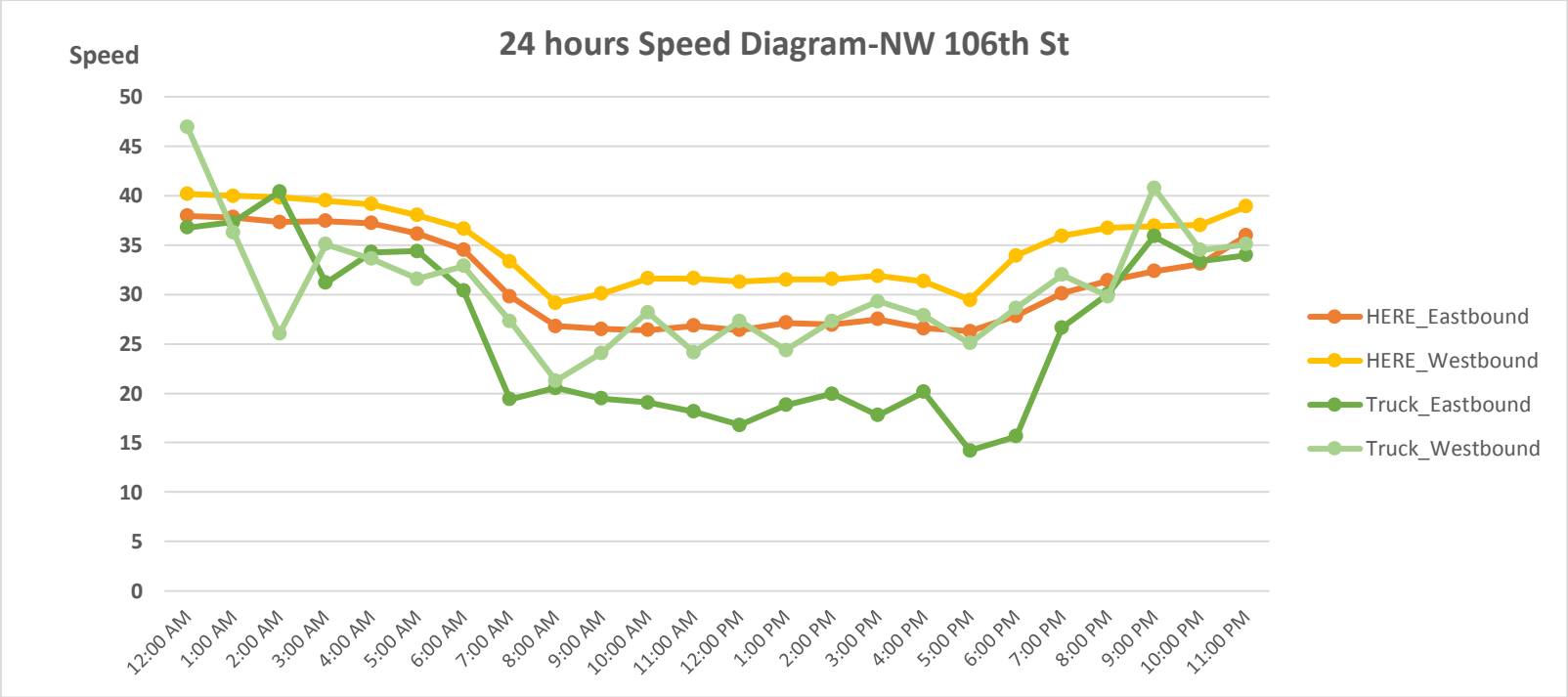
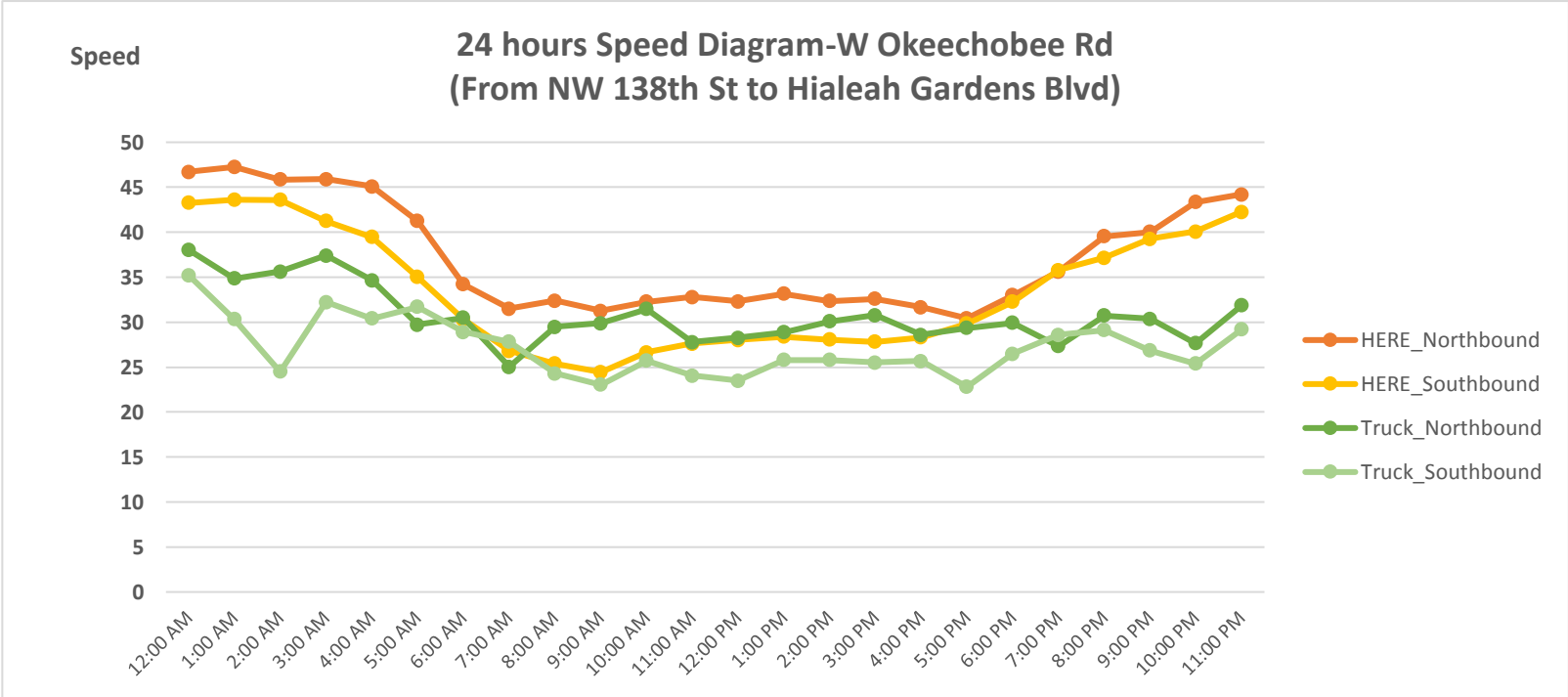
— 21 - 25

— 26 - 40

— 41 - 65



A horizontal number line is shown with tick marks at 0, 2.5, and 5. The word "Miles" is at the right end. A black bar is drawn from 0 to 2.5. A white bar with a black outline is drawn from 2.5 to 5.



Appendix K

Key Stakeholders Meeting Minutes

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Edgar Jones Representing American Dream Mall

December 21st, 2016



Purpose of Meeting

- Familiarize Edgar Jones with the current Medley freight project and the stage it is currently in
- Hear Mr. Jones' concerns regarding the study area, freight movement, and other comments that are related to the topic
- Advise Mr. Jones to expect future correspondence from FDOT and/or the consultant team regarding this project
- Get a list of recommended stakeholders with whom American Dream Mall has found pertinent to a study of this nature and recommends the consultant team should perform outreach and coordination for this study.

Attendees

Name

Edgar Jones
John Dohm
Fred Michel

Organization/Company

American Dream Mall, Representative
Florida Transatlantic Consulting, Sub Consultant
CTS Engineering, Consultant Team Member

Items Discussed

- What businesses & business types are generating traffic?
- The location of concerning traffic/congestion?
- Types of congestion?
- Who in the community has strong opinions and has been particularly vocal?
- Perspective(s) on already suggested solutions and proposals?
- What the City would like to see come out of this effort?
- Additional suggestions?

Key Takeaways

- The public, specifically the community just east of the development, does not support the opening of the bridge on NW 170th Street
- Regarding the flow of freight in the area, trucks will have to use the same arterials that regular commuters do
- Scott Leftwich and Charlotte Davidson from Leftwich Consulting may have more information between the correlation of a huge development similar to this and its effects on freight. They are working in an area similar to that of American Dream Mall and Medley.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ America's Industrial Realty & Americas Commercial Real Estate

July 19th, 2016 (12:00 PM)



Purpose of Meeting

- Inform America's Industrial Realty and Commercial Real Estate of the current Town of Medley Freight Mobility Study
- Hear any comments or concerns regarding traffic logistics and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in The Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and businesses

Key Takeaways

- America's Industrial is the largest real estate entity in the Medley market and handles over 7-million square feet in the area
- There is a considerable amount of traffic and employment that is not recognized due to regulations that require no occupational license for leases under 12-months (e.g., container companies)

Attendees

Name	Organization/Company
Alex Bernaldo	America's Industrial Realty & America's Commercial Real Estate, Principal
John Dohm	Florida Transatlantic Consulting, Sub Consultant

Items Discussed

- What businesses are generating traffic at Okeechobee and the Turnpike?
- Locations of traffic congestion?
- Any traffic related complaints regarding the area?
- What elements of traffic infrastructure are working well in the area?

Major Users of Medley Traffic Facilities

- Crowley and Tropical Shipping are the source of the trucking traffic.
- North American and Gomez are moving companies that utilize the area.
- Two of the largest users in the area are AAR, who is the largest employer in the area, and BE Aerospace, who manufacture seats. Both manufacturers are aviation related.
- Konie Cups, Echo Windows, and All Florida Paper are other manufacturing users in the area.
- All manufacturers have more than 100 employees whose shift times match traffic.



- There are five food-related distributors, who are responsible for packaging & repackaging, as well as some clothing distributors.

Synchronization of Traffic Signal Lights

Traffic Light Intersections that work well

- Southbound intersection of the Palmetto (SR 826) at Okeechobee Road (US 27) works very well (the traffic lights are synchronized)
- This is the only section of Okeechobee Road that has synchronized traffic signals.
- The NW 79th Avenue, which is also a Palmetto Exit, is the only bridge in all of Okeechobee that works well (width and timing)

Traffic Concerns

- NW 105th Way and Okeechobee Road (US 27)
 - Needs improved turning radius (current situation was observed to be nearly impossible with cooperation from merging and on-coming traffic)
- NW 116th Way/Hialeah Gardens Blvd./Beacon Station Blvd.
 - The expanded bridge is working well, but the lights are not synchronized
 - A possible “always go” (non-stop) Northbound on South River Drive onto Southbound Okeechobee Road (US 27)
 - A possible “always go” (non-stop) from Southbound on Perimeter Road (W Okeechobee Road (US 27)) onto Northbound Okeechobee Road (US 27)
- 107th Avenue
 - Needs to be a corridor through to NW 121th Way (E/W)
 - Will serve Liberty Property and Beacon Station Phase III to the south and employment centers of County Line to the North (along with traffic to the Miami Dream Mall)
 - Could also serve both freight traffic and employees north of 90th Avenue
- NW 138th Street
 - 4-way stop interchange is problematic
 - Needs alternative (e.g., signalized intersection)
 - [Observed only 8-10 vehicles that turned left from Okeechobee Road (US 27) Eastbound onto NW 138th Street per light]
- Rail
 - A major problem for traffic in the area
 - Issues at interchanges between 106th Way east to 79th Avenue

Medley as an “Open Market”

- Medley allows for manufacturing, distribution and warehousing
- The industrial zoning of the Town allows for heavier uses (e.g., Bob’s U-Pick Auto Parts)
- The area allows for a primary market for “incubation” (i.e., growth of small businesses into regional firms)
- There are numerous local logistics parks that have been sold to national and international institutions:
 - AEW bought Flagler Beacon Station
 - Clarion bought Lincoln (32’ clearance at \$118/Square Foot)
 - JP Morgan bought Lincoln Logistics Park

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Bridge Development

December 7th, 2016 (4:00 PM)



Purpose of Meeting

- Introduce the study to Bridge Development and give them the opportunity to express concerns and interests in the project
- Hear any comments or concerns regarding traffic logistics and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in The Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and regular business operations

Key Takeaways

- Bridge is definitely interested in the Gratiigny Extension but would like access to it from their parcels
- The representatives also expressed concerns regarding some FDOT projects that were not completed

Attendees

Name	Organization/Company
Brian Latta	Bridge Development, Vice President
Eddy Santamarina	Bridge Development, Development Manager
John Dohm	Florida Transatlantic Consulting, Sub Consultant
Jeremy Mullings	CTS Consulting, Project Manager
Fred Michel	CTS Consulting, Consultant Team Member

Items Discussed

- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Where are some of the problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- What information can you share as a stakeholder that may contribute to the study?

Projects Underway

- Bridge Development currently has three parcels in the area that consist of 950,000 square feet.
- They have approximately 200,00 square feet currently leased and have 250,000 and 400,000 square feet with interested future tenants.

- GiMrock parcel which is located at the northeast corner of NW 138th Street and NW 107th Avenue, was purchased by “Flightway 13”. They will be building a small bay warehouse there.
- Community Asphalt and Condote are under contract. These are the large tracts between NW 107th Avenue and NW 97th Avenue, north of NW 138th Street.
- New development in the area will also include a Walmart, Montero, Dunwoody, and Lennar as residential.
- FAR (floor area ration) is at 33% in the area (unless off-site drainage)

Traffic Infrastructure Discussion

- NW 170th Street is to be completed before “Black Friday” of 2021 which is the proposed opening date of the American Dream Mall.
- Bridge Development has heard of the Gratigny to Turnpike extension and a big challenge for them is getting traffic from their parcels to the proposed extension.
- Bridge Development is concerned about the light signal project and the addition of a turning lane to go eastbound onto Okeechobee Road (US 27) that was proposed at the intersection of 138th Street and Okeechobee Road (US 27). The project was 100% designed and FDOT stopped the work on it.
- Bridge Development is also concerned about 107th Street. The two neighboring cities that share NW 107th Street as a border are on board for improvements.
- 109th Avenue to connect at “knuckle”

Action Items

- Jeremy Mullings has access to FDOT projects and would give the Bridge Development representatives more insight on what happened to DOT Project 423251-5.*
- Inquire about the tracking devices that were to be put on trucks coming out of PortMiami.
- Meet with Stu Wiley of The Graham Companies as a key stakeholder according to the representatives

*The following information summarizes the information that was shared with Mr. Latta and Mr. Santamarina following the meeting:

- PE \$8M
- ROW \$39M
- CON \$87.7M
- Production Date: 2019

PM - Elsa Riverol (elsa.riverol@dot.state.fl.us)



MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ CEMEX

February 21st, 2017 (10:00 AM)



Purpose of Meeting

- The meeting was at the request of CEMEX staff as a follow-up to a previous discussion with CEMEX and FDOT in 2016 in which CEMEX provided input on US-27
- The meeting provided a good opportunity to inform CEMEX about the status of the Medley and other current and planned FDOT freight studies
- To hear CEMEX's concerns and thoughts to be potentially incorporated into the Medley Freight Study

Key Takeaways

- CEMEX participated in the USA-27 PD&E Study as a Project Advisory Committee member
- Significant improvements to US-27 have been added to the Work Program based on the PD&E Study
- Current truck activity at CEMEX's 138th Ave. location is not indicative of its trip generation capability. During certain seasons (based on demand) the facility generates up to 120 truck trips per day, not counting vehicles making stops there for maintenance reasons

Attendees

Name	Organization/Company
Rafael Jimenez	CEMEX
John Armas	CEMEX
Robert Hamblin	CEMEX
Carlos Castro	FDOT, Project Manager (PM)
Ivan Jimenez	Gannet Fleming (FDOT Consultant)
Jeremy Mullings	CTS Engineering, Study Consultant PM

Items Discussed

CEMEX had three items they wanted to discuss:

1. CEMEX was mainly concerned about the queue lengths on the south leg of the intersection between Okeechobee Road (US-27) and NW 138th Avenue since this congestion affects the accessibility into their regional office. Through anecdotes, this queue is estimate to reach 113th Avenue Road/Court and beyond. The office produces about 80 trips daily (40 employees), not including trucks accessing the mechanic's shop, vendors, clients, etc. In addition, this congestion problem makes it difficult to maneuver from the CEMEX office to westbound US 27/US/25/Okeechobee Road.

- A potential solution which was suggested by the project team after the conclusion of the meeting could be to move the main entrance to the CEMEX office further south and widening Okeechobee Road (US-27) to add a turning bay, but this may need to be coordinated with Town of Medley engineers and the adjacent property owner(s).
2. CEMEX was also interested in the ongoing US 27/US-25/Okeechobee Road design projects. Their concern was to ensure that accessibility to the FEC Quarry would get proper treatment to maximize its operation. The quarry generates an estimated 300 to 500 truck trips per day.
 3. CEMEX concluded by briefly asking that it be known that they strongly recommend FDOT using “ridged” pavement in the US-27 projects that will minimize roadway maintenance.

Action Item

- FDOT will be providing information to CEMEX on the status and schedules of each US-27 segments/project that have come out of the PD&E Study

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ CSX Transportation

November 22nd, 2016 (2:30 PM)



Purpose of Meeting

- Inform CSX Transportation of the current Town of Medley Freight Mobility Study
- Hear any comments or concerns regarding traffic logistics, their right of ways and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in The Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that effect the study area's surrounding traffic and businesses

Key Takeaways

- South of West Palm Beach, CSX rail mostly consists of the South Florida Rail Corridor which is an 85-mile stretch of rail that the Tri-Rail utilizes as well
- South Florida freight is usually via FEC to Jacksonville. There is an Auto Ramp located in Palm Beach and Intermodal is served through Winter Haven where it's a cheaper trucking economy

Attendees

Name	Organization/Company
Bob O' Malley	CSX Transportation, Florida Government Relations & Community Affairs
Jeremy Mullings	CTS Engineering, Consulting Team PM
John Dohm	Florida Transatlantic Consulting, Sub Consultant

Items Discussed

- What information do you have regarding the origin of traffic?
- What tracks are operated by CSX and its effect on the surrounding traffic?
- What roads do you feel are most frequently used?
- Where are some problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- Where, on the Miami River, are goods loaded and unloaded?

CSX and Medley

- By rail, CSX mostly has aggregate coming out of Medley from quarries to the west of the Homestead Extension
- They may begin hauling Municipal Solid Waste (MSW) in the future to less expensive places upstate when Miami-Dade runs out of room

- The CSX line runs generally south from the west side of I-95 in Broward through the Golden Glades Interchange and then along SR 9 to NW 37th Avenue where it travels directly south across SR 112.
- South of SR 112 it splits to go east as far as NW 7th Avenue (this served the produce district along NW 22nd Street for a number of years).
- South of SR 112 the west fork travels to LeJeune Road (NW 42nd Avenue) where it follows the airport and then travels west until it splits again.
- Here is a link to the nationwide map of the CSX routes (a Class I Railroad):
<https://www.csx.com/index.cfm/customers/maps/csx-system-map/>.

CSX (and SFRC) connections with FEC

- The only two places that the CSX/ SFRC (South Florida Rail Corridor) track converges with the FEC track:
 - o At the “IRIS” in NW Miami-Dade (NW 37th Avenue and NW 74th Street)
 - o At the “Northwood Connection” in West Palm Beach (connection between the CSX/SFRC and FEC tracks in West Palm Beach, east of I-95 and Australian Avenue at 25th Street).
- These connections are state funded and designed for mutual redundancy.

Action Items

- For further details, if they are needed, we will need to speak with Stephanie Lane,
CSX Director of Industrial Development
Phone (727) 324-7261
Email: Stephanie_Lane@CSX.com

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Florida Customs Brokers & Forwarders

December 7th, 2016 (4:00 PM)



Purpose of Meeting

- Introduce Barbara Pimentel to our study and give her the opportunity to express concerns and interests in the project
- Hear any comments or concerns regarding traffic logistics and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in the Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and regular business operations

Key Takeaways

- Many of the issues in the Town are engineering/infrastructure related that make the area unsafe.
- According to Barbara, long carrier drivers who are on a time limit are more inclined to take the Turnpike toll even though container movement doesn't usually get on the Turnpike because they wish to avoid the toll.

Attendees

Name	Organization/Company
Barbara "Barbie" Pimentel	Florida Customs Brokers & Forwarders, Administrator
John Dohm	Florida Transatlantic Consulting, Sub Consultant
Jeremy Mullings	CTS Consulting, Project Manager
Fred Michel	CTS Consulting, Consultant Team Member

Items Discussed

- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Are there any comments you have been hearing from frequent users in the area or anything you have noticed yourself?
- Where are some problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- What information can you share as a stakeholder that may contribute to the study?

Traffic Infrastructure Discussion

- During the rainy seasons, most of the roads in the area tend to flood. The drainage is not up to par. It gets so bad sometimes that it is hard to see where the street ends in the rain.
- The roads in Medley are too narrow and do not accommodate the truck traffic and their turn radii. The bridges leading into Medley, for example, are not wide enough so when trucks are turning into Medley, they block the other right of ways.
 - An example she used was Northbound on Okeechobee turning to Southbound onto NW South River Drive

A solution Barbara suggested was placing sidewalks up to the buildings so there is room to add a lane but the problem would be that there is no room for landscaping.

- Dumping is an issue that also affects the turn radius as well as the cleanliness of the shoulders. When there are flooding events, debris is scattered along the road.
 - Barbara Pimentel also mentioned that some of the debris is harmful to truck tires which are \$400-\$600 per tire.
 - The piles of debris make spaces for people to hide which presents a security threat for trucks carrying valuable cargo.
- The lighting in the area is not effective. The area is dangerous to people driving at night because the roads are uneven and it's too dark.
- Barbara suggests helpful signage like "dead ends" because it is hard for tractor trailers to "backtrack"
- The connectivity of roads is weak. Drivers cut through parking lots and complexes to get to their destination.

Action Items

- Contact Pro Transport as a stakeholder.
 - Oscar Akaraminao
 - They have 750 Trucks in their fleet and they are the #1 drayage mover (Miami-Savannah)
- Contact Quality Container as a stakeholder.
 - They have two terminals; one near Global Logistics and one near the Miami River
- Contact All Ports as a stakeholder.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Florida East Coast Railway

September 23rd, 2016 (11:30 AM)



Purpose of Meeting

- Introduce the study to FEC Railway and gain information regarding the study area and topic
- Request any data or information regarding FEC Intermodal facilities, and problem/high traffic areas
- Find out about any users of the FEC in order to acquire insight on more stakeholders

Key Takeaways

- FEC rail users include Cemex, Titan, and V&G (Vecillio & Grogan)
- FEC is addressing the difficulty that businesses have getting across during peak arrival hours but the change is dependent on Cemex having prepared to cross at an earlier time. It is planned to go into effect shortly
- The High Traffic Area on NW 107th Avenue is a repeating theme and may be due for an investigation (according to John Dohm)
- Some Stakeholders that Rob Hinson mentioned were County-Wide Trucking and Raven Trucking and some other FEC users would be considered mom-and-pops

Attendees

Name	Organization/Company
Rob Hinson	FEC Railway, Train Master
Jeremy Mullings	CTS Engineering, Consultant Team PM
John Dohm	Florida Transatlantic Consulting, Sub Consultant

Items Discussed

- What is some of the intermodal activity on the FEC Railway through Medley?
- Are there any plans to alter the morning train schedule due to traffic delays at rail crossings?
- Who handles the freight at the Hialeah Yard and what is trucked into the FEC at Hialeah Yard?
- Any expectation regarding an increase in freight movement?

Problem/High Traffic Areas

- NW 116th Way is a high traffic area where FEC is “doing all [they] can to minimize the delays”
- NW 107th Avenue cuts across the Medley yard at the Sysco entrance but this was originally planned as an overpass.
- NW 74th Street was labeled as a problem area at the entrance of the Hialeah Rail Yard
- For more information on the proposed facility in the southwest quadrant of NW 74th Street and NW 97th Avenue, contact either Dave Banfield or Bob Lidoux (General Counsel)



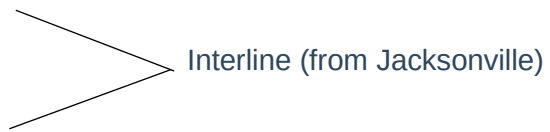
- Hinson stated that any anticipation FEC may have on any increase in freight movement would be pure speculation at this time.

The Hialeah Yard

- The freight at the Hialeah Yard is handled by the Highway Services division of FECI (FECHS) the Drayage arm of FEC Rail
- There are about 300-400 trucks that go in and out of this yard and a large portion is highway services
- Hialeah Rail Yard is where all FEC intermodal activity occurs

Carload Business

- Primarily building materials and food
 - o Refrigerated: Preferred Freezer
 - o Dry: Sysco
 - o Cooking Oil: Marina Foods
 - o Bleach: Allied
 - o Chlorine: Miami-Dade Water supply



Action Items

- Contact Dave Banfield regarding the proposed intermodal facility on NW 74th Street and NW 97th Avenue
- Contact Bertha Orta at the Hialeah Yard

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ FedEx Express

September 13th, 2016 (1:30 PM)



Purpose of Meeting

- Inform nearby Federal Express locations of the current Town of Medley Freight Mobility Study
- Hear any comments or concerns regarding traffic logistics and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in The Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and regular business operations

Key Takeaways

- FedEx occupies and operates three facilities in Medley:
 - o FedEx Ground: 10400 NW 122 Street (This is Mr. Dumas' location)
 - o FedEx Freight: 10401 NW 121 Way
 - o FedEx Home Delivery: 11801 NW 101 Road
- NW 121st Way is a corridor for both FedEx Ground, FedEx Freight, as well as Titan America, Pensuco Cement, Coreslab and other nearby users to US 27 (Okeechobee Road)
- Roughly 80 Tractor Trailers alone come and go from FedEx every day. Other vehicles in their trip generations are delivery vehicles as well as 400-420 step-van vehicles. These step-van vehicles are dispatched at 9:00-9:30 AM and return between 2:30-8:30 PM
- Mr. Dumas believes that the flyover at Beacon Station Boulevard (NW 116th Way/Hialeah Gardens Boulevard) would be a great improvement
- Trains are not a big problem for FedEx. They only have a minimal conflict in the early morning hours
- Mr. Dumas graciously offered to help in any way he could with our study.

Attendees

Name

Mario Dumas
John Dohm
Jeremy Mullings

Organization/Company

Pickup & Delivery Manager, Federal Express
Florida Transatlantic Consulting, Sub Consultant
CTS Consulting, Project Manager

Items Discussed

- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Where are some problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- What information do you as a stakeholder have that may be of positive contribution to the study?

NW 121st Way

- The light at the Okeechobee Road (US 27) and NW 121st Way lasts a long time for cross-traffic onto Okeechobee Road (US 27) from NW 121st Way
- The viaduct crossing from NW South River Drive onto Okeechobee Road (US 27) is not equipped to handle the current traffic volume.
 - o The width of the bridge is a main issue. If the bridge was wide enough for a turning lane, trucks trying to get to the Palmetto could continue moving
 - o The lane divides, but only at the light itself
 - o One tractor-trailer waiting to turn left (to NW bound Okeechobee Road (US 27)) will block all traffic to SR 826
- Per Mr. Dumas, "Trucks slide on this road during rain events and accidents are frequent."
- The heavy traffic near the Pilot Travel Center access is caused by trucks trying to access the center. The trucks must make wide turns onto/from the viaduct to enter. Other vehicles on the road must move over whenever a truck needs to enter.
- NW 121st Way is also what Mr. Dumas considers an extremely bad road due to potholes and the traffic they may cause
- **Solutions/Fixes**
 - o Improve turning radii
 - o Fix guard rail
 - o Widen the bridge
 - o Accommodate traffic that wants to turn right
- **Work-Arounds**
 - o Because traffic backs-up on NW 121st Way and the light takes so long, two-axle delivery/step-trucks go straight across 121 Way, take NW South River Drive to Beacon Station Boulevard (NW 116th Way/Hialeah Gardens Boulevard) and make a left turn on Okeechobee Road (US 27)
 - o Tractor trailers headed to the Palmetto will double-back west, to the NW 107th Avenue Viaduct to access Okeechobee Road to Palmetto Expressway. There is so much back-up on NW 121st Way that they will still beat the other traffic

NW 138th Street

- Around lunchtime and early evening, NW 138th Street begins to back up. This corridor will become more problematic with the build-out of Liberty Property Trust's 1.6 million SF development, which is, at the time of this meeting, roughly 25% complete.
- Morning traffic from the HEFT backs up on NW 138th Street. Trucks will double-up and ride the lane to create a double-left as there are more trucks turning left onto NW 138th Street than are going straight on Okeechobee Road (US 27).
- Turning onto NW 138th Street from the SR 826 in the mornings is also problematic

Hialeah Gardens Blvd

- The traffic lights at the intersection of Frontage Road and Hialeah Gardens Boulevard often cause a traffic back up because when the light turns red, some vehicles are stuck on sections of Okeechobee Road (US 27) which impedes traffic on Okeechobee Road (US 27). The same goes for the intersection of Beacon Station Boulevard and NW South River Drive, which is on the other side of the intersection of Okeechobee Road (US 27).

- A big problematic area per Mr. Dumas is turning left onto Beacon Station Boulevard from Okeechobee Road. It is at its worse during the noon and evening traffic peak periods. Some traffic comes very close to hitting each other toward the middle of the intersection.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Flagler Global Logistics

December 20th, 2016 (2:00 PM)



Purpose of Meeting

- Introduce the study to Flagler Global Logistics and give them the opportunity to express concerns and interests in the project
- Hear any comments or concerns regarding traffic logistics and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in The Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and regular business operations

Key Takeaways

- Bridge is definitely interested in the Gratiigny Extension but would like access to it from their parcels
- The representatives also expressed concerns regarding some FDOT projects that were not completed

Attendees

Name	Organization/Company
Chris Sutton	Flagler Global Logistics, SIOR, Vice President
Stuart Gordon	Flagler Global Logistics, SIOR, Sr. Vice President
Javier Dominguez	Flagler Global Logistics, Development, Vice-President
John Dohm	Florida Transalantic Consulting, Sub Consultant
Jeremy Mullings	CTS Consulting, Project Manager
Fred Michel	CTS Consulting, Consultant Team Member

Items Discussed

- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Where are some problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- What information can you share as a stakeholder that may contribute to the study?

Projects Underway

- At today's pace, Flagler is expecting 500 acres within 5-10 years.
- Flagler Station is currently at 10.5 million square feet.
- There are currently 100 acres of Phase 1 of their development underway.
 - o 800,000 square feet of the first 2 million square feet is spoken for (40%)
 - o There is enough demand to absorb all 2-million square feet

- NW 97th Avenue will see an influx of residential development and commercial traffic mixed with the residential traffic which will make traveling on the roadway overwhelming.
- The improvements at NW 107th Avenue as well as the flyover to the HEFT to accommodate for the NW 107th Avenue traffic are essential to the growth and efficiency of the area.
- Countyline Industrial Park's plans include a 6-million square feet of industrial development that will also function as office, retail and hotel according to the DRI/Development Agreement.
- Countyline Industrial Park's freight traffic's origin is evenly split between the Interstate 75 and the Homestead Extension of Florida's Turnpike.
- KLX Aerospace will have 800 car parking as it will be a heavy employment center and traffic generator

Traffic Infrastructure Discussion

- The majority of traffic is from the Turnpike coming from PortEverglades and Miami. Flagler Station is like the middle of a "U" where the ports are the two ends.
- The intersection of NW South River Drive at 116th Way causes traffic back up and can take about half an hour to cross. It is a combination of Okeechobee Road (US 27), NW South River Drive as well as train traffic.
 - o A workaround that the representatives discussed was exiting the park on NW 106th Terrace to NW 106th Street from NW 116th Way, go through PelMed, and exit the area at the next bridge, NW 105th Way, which also gets congested.
- NW 112th Avenue and NW 106th Street have similar problems accessing NW 106th Street to get on to the HEFT.
 - o Going across the street (i.e., across NW 106th Street/ Beacon Station Blvd.) into Phase III (project on the north side), making a "U" turn and then making a right turn onto NW 106th instead of a left.
- There isn't enough space for the approaching NW 106th Street from the Northbound direction. Currently, this is a single lane and that infrastructure is not enough.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Florida's Turnpike

September 12th, 2016 (1:30 PM)



Purpose of Meeting

- Introduce the study to Florida's Turnpike Planning Group, District 8 of FDOT
- Request data and information from FDOT Turnpike regarding the study area
- Get information about current projects that relate to and may affect traffic in The Town of Medley or corridors leading to it
- Discuss problematic elements that influence the study area's surrounding traffic

Key Takeaways

- Kim from FDOT has toll counts that count axles but doesn't have traffic counts for traffic that is not tolled and is willing to share but the data will take a few months
- Turnpike has a project under design regarding widening the Turnpike near the study area which would add two express lanes
- The Gratigny Extension project is under the Miami Dade Expressway Authority
- An interchange at 170th Street is in Turnpike's master plan as a "future interchange delivered by a developer" regarding the American Dream Mall
- American Dream Mall was to be developed and completed by 2017 but now may be pushed to 2020

Attendees

Name	Organization/Company
John Easterling	FDOT District IV, Traffic Operations Engineer
Kim Samson	Turnpike Planning Group, Consultant
Jeremy Mullings	CTS Engineering, Consultant Team PM
John Dohm	Florida Transatlantic Consulting, Sub Consultant
Fred Michel	CTS Engineering, Consultant Team Member

Items Discussed

- What businesses are generating traffic at Okeechobee and the Turnpike?
- Locations of traffic congestion?
- What are some current projects that involve the Turnpike and transportation near the area?
- How far along are these projects?
- What are some studies and data types that Turnpike have that can benefit the study?
- Any traffic related complaints regarding the area?

Turnpike Studies and Data Collected

- Turnpike Planning has done traffic projections to support the PD&E Study
- Mostly information regarding the interaction between local roads and the HEFT
- Kim wasn't sure about the level freight played as part of the PD&E Study
- The turnpike entrance (toll) data is available on an on-going basis so to get current counts, must wait a few months.

Discussion on Tandem-Truck Lot

- Turnpike is replacing former area at the turnpike exit to US 27 (Okeechobee Road)
- There is legislation in place for truck drivers to carry two full sized trailers (tandem)
- Truck lot provides a staging area to couple and uncouple the doubles

American Dream Mega Mall Development and the 170th Street Interchange

- Development will be located at the southwest of the intersection of I-75 and HEFT
- Development by Graham Companies
- There are plans for an interchange at 170th Street in the Turnpike master plan but the plan states "future interchange delivered by developer" (Turnpike has no funding for it)
- According to John Easterling, the developers are more than a year behind (They still have more work to get done on the comprehensive plan amendment)
- There is not connection planned for 170th Street beyond the mall and Graham developments

Future Development

- John Dohm mentioned an interest in whether future development, both north and south of US 27 (Okeechobee Road), might opt to access the Turnpike by an alternative interchange
 - 170th to the north by the new Bridge Development and AMB/Prologis projects.
 - 106th Way by Flagler Station Phase III
 - 74th Street by the Ridge Development, Carlos Lopez-Cantera, and Airport North
- Mentioned that there have been comments about difficulty getting off the Turnpike at 106th Way which is now a 4-way traffic stop
- John Easterling expressed concern regarding a new signal where it was an original 3-way intersection at 106th Way which has been slowing traffic
 - Easterling mentioned the intersection still has characteristics of a 3-way intersection even with the addition of a "fourth leg"

Action Items

- Kim has shared information with Zhuan regarding the interaction of local roads with Turnpike Extension
- Keeping John Easterling and Kim Samson in the loop regarding the study by scheduling monthly teleconferences similar to this one

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ City of Hialeah

[INSERT DATE HERE] (10:00 AM)
GoToMeeting (1 (408) 650-3123, Access Code: 145-150-885)



Purpose of Meeting

- Familiarize the City of Hialeah's representatives of the current Medley freight project and the stage it is currently in
- Hear Mr. Hernandez and Mr. Sanchez's concerns regarding the study area, freight movement, and other comments that are related to the topic
- Advise both representatives to expect future correspondence from FDOT and/or the consultant team regarding this project, and
- Get a list of recommended stakeholders with whom the City of Hialeah recommends the consultant team should perform outreach and coordination for this study.

Attendees

Name

Jorge Hernandez
Jose Sanchez
John Dohm
Jeremy Mullings

Organization/Company

City of Hialeah, Superintendent
Roadway & Storm-Water Engineering Manager
Florida Transatlantic Consulting, Sub Consultant
CTS Engineering, Consultant Team Project Manager

Items Discussed

- What businesses & business types are generating traffic?
- The location of concerning traffic/congestion?
- Types of congestion?
- Who in the community has strong opinions and has been particularly vocal?
- Perspective(s) on already suggested solutions and proposals?
- What the City would like to see come out of this effort?
- Additional suggestions?

Key Takeaways

- PortMiami is impacting freight movement, mostly into Hialeah, primarily along Okeechobee Road (US 27)
- Major employers are not the big traffic generators as one may assume. The many small businesses in the Hialeah/Medley area are the sources of trucking and traffic
- Mr. Hernandez and Mr. Sanchez are aware of the link that MDX has on 138th Street extension of the Gratigny to the Homestead Extension. The problem is merging the Turnpike traffic with Okeechobee Road (US 27) traffic

Intersections and Other Project Concerns

- Hialeah has two major connections to the Town of Medley; NW 74th Street (Hialeah Expressway) and Okeechobee Road (US 27)
- There are improvement projects currently underway that the City of Hialeah is aware of at major intersections on Okeechobee Road (US 27)
- Mr. Sanchez and Mr. Hernandez described the “normal impediments” between LeJeune and SR 836 where they believe it needs two main improvements; modify the left turns to two (dual) left turn lanes at 3-4 intersections, and dedicated right turn lanes
- The only dedicated right turns on Okeechobee Road (US 27) eastbound are Miami Springs and LeJeune Road
- The intersection of Okeechobee Road (US 27) and SR 826 is being fixed with proposed direct ramps (v. 2 lights)
- SR 112 and Okeechobee Road (US 27) need a direct linkage like a ramp or an overpass. This is one of the major bottlenecks in the area.
- The Hialeah Rail Yard area’s main connection is W 12th Avenue and the intersection at Okeechobee Road (US 27), which is problematic.

Rail Proposal

- Hialeah (Hernandez and Sanchez are most familiar) proposes two miles of new rail
- The proposal will have two spurs:
 1. An extension from south of Okeechobee Road (US 27) generally along the west side of the HEFT
 - o Northerly to a future “Turnpike Station” across from the Dream Mall.
 2. An extension from the FEC east-west rail to the Palmetto Metrorail Station.
 - (3.) Possible future connection from the above “Turnpike Station” by the Dream Mall
 - o Southerly to the Dolphin Mall Park-and-Ride facilities.
- Affected parties are aware of this proposal
 - o FEC is aware of this and “is receptive”.
 - o CSX is already doing a north leg connection with FEC *[Ed note: this is the IRIS]*. This would be a connection to the south for the proposed east-west “light passenger rail”.
 - o MPO is aware of the proposal.
- FEC and CSX discussed this roughly 6-8 months ago where Commissioners Bovo and Pepe Diaz were present. It was also discussed in an FDOT listening session and an American Dream Mall meeting.

Action Items

- Mr. Sanchez and Mr. Hernandez advised that we speak with the two County Commissioners representing Hialeah. There isn’t too much value in going to Mayor, City Council members, or other departments because they will simply direct our inquiries back to Mr. Hernandez’s department

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ City of Hialeah Gardens

July 26th, 2016 (3:00 PM)
City of Hialeah Gardens Administrative Building



Purpose of Meeting

- Familiarize the City's Chief Zoning Official, Ms. Mirtha Gonzalez, with the study,
- Hear Ms. Gonzalez's concerns that may be addressed as a part of the study,
- Advise Ms. Gonzalez to expect future correspondence from FDOT and/or the consultant team regarding this project
- Get a list of recommended stakeholders with whom Ms. Gonzalez recommends the consultant team should perform outreach and coordination for this study.

Key Takeaways

- The City supports the study.
- Ms. Gonzalez is particularly concerned with the large amount of illegal left turns along the Frontage Road.
- She is also very concerned about the mixing of trucks with local traffic around the City's concentration of schools.
- Ms. Gonzalez has been involved in similar efforts before and is not clear on who lead those efforts (i.e. FDOT, MPO, etc.). We made a deliberate effort to ensure she was aware that our effort was an FDOT lead effort.
- A one-page, user friendly study description should probably be left with stakeholders with whom we meet.
- Most of the discussion relied on the 8½ x11" handouts of the study area maps. In the future larger maps should be used.

Attendees

Name

Mirtha Gonzalez
Robert Piatowski
John Dohm
Jeremy Mullings

Organization/Company

City of Hialeah Gardens, Chief Zoning Official
Renaissance Planning Group, FDOT Consultant
Florida Transatlantic Consulting, Sub Consultant
CTS Engineering, Consultant Team PM

Items Discussed

By design, the meeting did not follow an agenda in order to keep the flow and feel conversational, but the consultant team established ahead of time that the items to be addressed were, at a minimum:

- What businesses & business types are generating traffic?
- The location of concerning traffic/congestion?
- Types of congestion?
- Who in the community has strong opinions and has been particularly vocal?



FreightMovesFlorida.com

- Perspective(s) on already suggested solutions and proposals?
- What the City would like to see come out of this effort?
- What level of involvement would Ms. Gonzalez like to have going forward?
- Additional suggestions?

New Industrial Development

Newest industrial development within the City is within the elongated triangle formed by the HEFT, Okeechobee Road (US 27) and NW 107th Avenue.

- Bridge Development Partners is developing approximately 63 acres in three projects
- West: 17 Acres with 243,296 SF
- East: 29 Acres with 420,973 SF
- South: 16.9 Acres with 255,846 SF

Largest Employers

The largest employers are:

- Wal-Mart
 - o Supercenter at 9300 NW 77th Avenue
 - o Neighborhood Market at 11800 Hialeah Gardens Blvd
- Preferred Freezer, 11093 NW 138th Street

Problem Intersections

Access to the City from Okeechobee Road (US 27) at the following locations needs significant improvements.

1. 138th Street: Worst (Ms. Gonzalez referred to it as the “Suicide Intersection”)
2. Hialeah Gardens Blvd./ NW 116th Way (aka Beacon Station Blvd. to the south before becoming NW 106th Street)
3. Combined NW 103rd Street / NW 87th Ave. (aka West 28th Avenue)

Primary Conflict Locations – Trucks and Passenger Vehicles

The following locations are concerning as there are large numbers of trucks and passenger vehicles sharing the roads.

- NW 138th Street at Okeechobee Road (US 27)
- Schools (north of Okeechobee Road (US 27))
 - o Hialeah Gardens Blvd .– Cluster of three
 - Hialeah Gardens High School – 11700 Hialeah Gardens Blvd
 - Hialeah Gardens Middle School – 11690 NW 92nd Ave.
 - West Hialeah Gardens Elementary School – 11990 NW 92nd Ave.
 - o 103rd Street - Mater Academy
 - Elementary – 8003 NW 103rd St.
 - Performing Arts & Entertainment Academy – 7901 NW 103rd St.
 - High School – 7901 NW 103rd St.

Other Issues

- A possible solution was discussed of an “always go” (Texas U-Turn style) lanes from Frontage Road (i.e., the US 27 service road aka West Okeechobee Road) at some access points onto Okeechobee Road (US 27) to alleviate traffic back-up.
 - o NW 138th Street
 - o Hialeah Gardens Drive
 - o NW 103rd Street
- Signal timing improvements is needed at “every” intersection. They could also be better coordinated with the school hours within the City.
- 87th Avenue intersection needs a left turn onto Frontage Road.

Recommended Stakeholder to Contact

- Ms. Gonzalez stated that MDX has been engaging property owners, so it is a good idea to coordinate with them.

Action Items

- No direct action items, but Ms. Gonzalez is looking forward to reviewing the draft recommendations. She also recommended keeping Joe Lopez (Public Works Director) in the loop.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Liberty Property Trust (Development)

December 9th, 2016 (01:30 PM)



Purpose of Meeting

- Introduce the study to Liberty Property Trust and have them express concerns and interests in the project
- Discuss problematic areas in and around Medley that influence Liberty Property and their tenant's transit experience
- Inquire about any work arounds to any problematic areas that Liberty Property Trust has established
- Get information about current projects that relate to and may affect traffic in the Town of Medley or corridors within a 2-mile radius

Key Takeaways

- NW 138th Street has been known to flood consistently during heavy rain events at the "arc" portion of the path.
- The bridge widening at NW 138th Street and Okeechobee Road (US 27) works well with mitigating the traffic that was an issue before.
- The Liberty Property Trust representatives think that a similar bridge widening at NW 107th Street and Okeechobee Road (US 27) would have a positive effect as well. The NW 107th Street Corridor
- The traffic signal timing at NW 121st Way doesn't allow for traffic on NW South River Drive toward NW 121st Way efficiently. There is stacking mostly from delivery and straight/street trucks.
- The traffic signal timing at the intersection of Beacon Station Blvd. and Okeechobee Road (US 27) is also not adequate for the traffic volume.

Attendees

Name

Andy Petry
Pete Sheridan
Jeremy Mullings
John Dohm
Fred Michel

Organization/Company

Liberty Property Trust, Vice President, Development
Liberty Property Trust, VP, Marketing
CTS Engineering, Consultant Team PM
Florida Transatlantic Consulting, Sub Consultant
CTS Engineering, Consultant Team Member

Items Discussed

- What is the full extent of Liberty Property Trust's development (present and future) in the Medley area?
- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Where are some problem areas and are there any "work-arounds" to these problem areas that provide stakeholders with options?

Project by Liberty Property Trust: Liberty Miami International Tradeport

- So far, they have 3 buildings that are 100% leased. (Buildings A, B, and G)
- Building C will receive a Certificate of Occupancy in January 2017 and it is currently 50% leased
- Building E will have trailer storage, which is in high demand, and will take up 199,000 square feet
- Liberty plans on 1 million square feet of deliveries within the next 18 months:
 - o 150,000 square feet more in March
 - o 160,000-170,000 more in December
 - o 300,000-400,000 square feet per year for the next 3 years after that
- With respect to the amount of trucks that will serve a typical building and the doors, Liberty's buildings will typically have 4 doors/bay.
 - o Some buildings are 210-255' deep (such as Buildings A-D and Building E)
 - o Some buildings are 160' deep like building F
- The Liberty International Tradeport's largest tenants are Ace Hardware, Progressive Distributors, and Global Logistics
- Liberty now owns Turnpike Distribution Center which was formerly owned by Cabot
- As for empty container storage on their sites, Liberty does not provide any but they are trying to provide some trailer storage at Building E.

Traffic Infrastructure Discussion

NW 115th Avenue and NW 138th Street Junction

- NW 138th Street, where it meets NW 115th Avenue, located at the north side of the FEC tracks, sees roughly 3"-15" of flood retention when it rains. The flooding can extend from the junction of NW 115th Avenue and 138th Street to 113th Court located further north on 138th Street.
- The road itself here at this bend north of the FEC tracks needs to be repaved.

NW South River Drive and NW 121st Way

- This intersection suffers from backups and stacking problems that is comprised mostly of delivery and straight/street trucks. The backup is usually located on NW South River Drive heading southeast on NW South River Drive toward NW 121st Way.
- The traffic lights, located at NW South River Drive and NW 121st Way, signal timing only seems to be timed to accommodate traffic coming from Tarmac (located to the south) and not heedful of the heavy traffic volume coming from the northwest along NW South River Drive.

Beacon Station Blvd. (Hialeah Gardens Blvd./ NW 116th Way)

- The intersection located at Okeechobee Road (US 27) and Beacon Station Blvd. is not adequate for the traffic volume. It requires roughly three light changes to cross Okeechobee Road (US 27) onto Hialeah Gardens Blvd.

Trucks and The Liberty Property

- Liberty Tradeport has not heard any complaints from drivers regarding Turnpike tolls
- Mattress Firm is the only entity on the property with its own truck fleet. All of the other tenants are utilizing 3rd party trucking
- Truck traffic from the Liberty Tradeport is roughly as follows:
 - o 40-45% NW bound on Okeechobee Road (US 27)
 - o 40-45% SE bound on Okeechobee Road (US 27)

- o 10-20% NE bound on NW 138th Street, crossing Okeechobee Road (US 27)

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting Miami-Dade Expressway Authority

November 1st, 2016 (10:00 AM)



Purpose of Meeting

- Familiarize the Miami-Dade Expressway Authority of the Medley Freight Mobility Study
- Hear Miami-Dade Expressway Authority's concerns and recommendations that may be addressed as a part of the study,
- Advise the Miami-Dade Expressway Authority to expect future correspondence from FDOT and/or the consultant team regarding this project, and
- Get a list of recommended stakeholders with whom MDX recommends the consultant team should perform outreach and coordination for this study.

Attendees

Name

Kevin Brown, PE
Ytve Guerrero, PE
John Dohm
Mayra Diaz
Jeremy Mullings

Organization/Company

Project Manager, HNTB
Project Manager, HNTB
Florida Transatlantic Consulting, Sub Consultant
Planning Manager, Miami-Dade Expressway Authority
Project Manager, CTS Engineering Consultant

Items Discussed

- What businesses & business types are generating traffic?
- The location of concerning traffic/congestion?
- Types of congestion?
- Who in the community has strong opinions and has been particularly vocal?
- Perspective(s) on already suggested solutions and proposals?
- What would MDX like to see come out of this effort?
- Additional suggestions?

Miami-Dade Expressway Projects

- The Miami-Dade Expressway Authority is coordinating an interchange to improve mobility for the southbound Homestead Extension of Florida's Turnpike to westbound on SR 836 as well as eastbound SR 836 to northbound on the HEFT. There is an agreement between MDX and Florida's Turnpike.
- The SR 836 Park & Ride is moving forward with a planned completion for early 2018.
- The SR 836 Extension is currently in the PD&E phase and they have two options for it.
- There is a proposed interchange at 170th Street to accommodate the Miami Dream Mall and will be funded by the Miami Dream Mall owners and Flagler.
- The Gratigny/SR 924 Connection at the HEFT from SR 826 is in the PD&E phase. SR 924 will be six lanes and west bound to NW 107th Avenue where it will become a flyover



FreightMovesFlorida.com

from westbound NW 138th Street to the southbound HEFT and northbound HEFT to eastbound NW 138th Street.

- There will also be new ramps from northbound on the HEFT to southeast-bound Okeechobee Road (US 27) south of the intersection. This new ramp will replace the current “U” exit
- There will also be a new ramp from southeast-bound Okeechobee Road (US 27) on to southbound HEFT and this will replace the “U” entrance.
- The PD&E for these improvements has been completed.
- The Gratiigny/SR 924 connection to I-95 is currently in the PD&E phase.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting Miami Dade TPO

August 11, 2016 (2:00 pm)
GoToMeeting (1 (408) 650-3123, Access Code: 145-150-885)



Purpose of Meeting

- Familiarize the Miami Dade TPO Freight Transportation Advisory Committee member, Carlos Roa, with the study,
- Hear Mr. Roa's concerns and recommendations that may be addressed as a part of the study,
- Advise Mr. Roa to expect future correspondence from FDOT and/or the consultant team regarding this project, and
- Get a list of recommended stakeholders with whom Mr. Roa recommends the consultant team should perform outreach and coordination for this study.

Attendees

Name

Carlos Roa
Robert Piatowski
John Dohm
Zhuan Loo

Organization/Company

Miami Dade TPO
Renaissance Planning Group, FDOT Consultant
Florida Transatlantic Consulting, Sub Consultant
CTS Engineering, Consultant Team

Items Discussed

By design, the meeting did not follow an agenda to keep the flow and feel conversational, but the consultant team established ahead of time that the items to be addressed were, at a minimum:

- What businesses & business types are generating traffic?
- The location of concerning traffic/congestion?
- Types of congestion?
- Who in the community has strong opinions and has been particularly vocal?
- Perspective(s) on already suggested solutions and proposals?
- What the TPO would like to see come out of this effort?
- What level of involvement would Mr. Roa like to have going forward?
- Additional suggestions?

Short Term and Mid-Term Considerations

Mr. Roa had the following comments and concerns:

- Hotspots areas, geometrics, timing, turns and resurfacing
- The study may not have time for a PD&E
- The beginning and end of the project limits are the heaviest
- All expressways, rails and major roadways that people can't access



- Along Okeechobee Road (US-27) access to bridges and canals should be reviewed, roads should be reviewed to determine how they affect truck circulation, and queues of trucks
- Coordination with FEC rail access for the 'circle' located at the north end of Hialeah Rail Yard.

Intersections and Other Project Concerns

- NW 74th Street
- NW 122nd Avenue is a local bottleneck
- Providing a direct connection from Palmetto to Metrorail Station (parking and access to rail)
- The widening of the HEFT (to 10-lanes) and the 170th Street Interchange at Turnpike (the interchange project is not supported by Commissioner Seijas)
- I-75 reaching completion
- NW 97th and NW 107th Street are proposed for widening
- For NW 121st Street, some projects were requested by the Town of Medley; the projects were negotiated with public works.
- The Town of Medley received \$48,000 for a Multi-Modal Opportunity Study to do a Master Plan
 - o The plan is needed so that officials can present the purpose and need to the TPO
 - o Used to establish deficiencies
- Connectivity Issues between Medley and Hialeah
 - o The lakes are mined very deep and the roadways stop at the lakes, there is no cohesion. There is difficulty connecting what is there and what is being shown on the records.

Previous Concerns from FTAC

FTAC previously had issues with lighting. John Dohn mentioned that about 3-4 years ago, FTAC was focused on Okeechobee Road (US 27) north of the Turnpike. Carlos Roa mentioned that no investments was given unless it was a capacity investments.

Other Issues and Points

- The Mayor is involved with the TPO and has been trained on the TIP.
- The project should identify needs and purpose and produce an alternative plan as well as identify if right of way is needed.
- Carlos Roa used to import/export furniture from Indonesia so he is familiar with freight other than his position with the FTAC. [There were talks about gold being mined in Bolivia, banks that are available for the companies coming in, standardized electronic ID chips available for each city, the ability for the different Consulates in Miami to nationalize merchandise, the type of internet connectivity we are providing (3G, 4G), automated vehicles and night travel, such as Home Depot who changed their delivery schedules to 10 PM thru 5 AM, the state of the buildings in Medley and whether there should be incentives to upgrade the buildings.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Miami International Airport

September 30th, 2016 (10:00 AM)



Purpose of Meeting

- Introduce the study to representatives of Miami International Airport and gain information regarding the study area and topic from their viewpoint
- Request any data or information regarding Miami International Airport facilities, and problem/high traffic areas
- Find out about any users of the Miami International Airport's cargo functions in order to acquire insight on more stakeholders

Key Takeaways

- None of the cargo that comes into Miami International Airport stays on site for more than a few hours.
- Miami International Airport has a department for planning and they are the ones who know where the cargo forwarding centers are.
- The representatives were interested in FDOT's goals for the study

Attendees

Name

Pedro Hernandez, PE
Carlos Jose
Ralph Cutie
Melvine Payne
Carlos Castro
Jeremy Mullings
John Dohm

Organization/Company

Facilities Development Division, Assistant Director
Facilities Mgt & Engineering Division, Assistant Director
Facilities Management, Division Director
Utilities Maintenance, Director
FDOT District 6
CTS Engineering, Consultant Team PM
Florida Transatlantic Consulting, Sub Consultant

Items Discussed

- What are some goals that MIA would like to be met at the conclusion of this study?
- What are some main arteries used by truckers between Medley and the Miami International Airport?
- Does Miami International Airport have any suggestions regarding cargo traffic flow in the area?

Problem/High Traffic Areas

- Freight going through Miami Springs and Virginia Gardens is a challenge.
- Medley is only accessible by Milam Dairy Road or the Palmetto; they are the only quality arteries into and out of Medley.
- NW South River Drive is not an option
- The east/west connections are a big problem for the airport and are unaddressed because everyone is concentrating on the north/south corridors

- NW 36th Street is a problem, and crossing the 826 Palmetto Expressway is a problem. NW 36th Street is not purposed for cargo traffic in the Master Plan currently. The representatives said that it has not really been looked into, so there are no estimates or right of way acquisitions at the moment.

Miami International Airport

- The airport was looking to buy land at the west of the runway. Ideally they would like to expand to the 826.
- Regarding cargo, nothing stays at the airport longer than a few hours.
- The representatives feel as though some of the businesses around the airport cargo area are taking up space. For example, flight simulation can be done off-site.

Action Items

- Try to get in contact with the Miami International Airport planners in order to set up a meeting regarding what could not be covered today.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Brett Bibeau, Managing Director of the Miami River Commission



August 8th, 2016 (4:00 PM)

Purpose of Meeting

- Inform Brett Bibeau, Managing Director of the Miami River Commission, of the current Town of Medley Freight Mobility Study
- Hear any comments or concerns regarding traffic coordination and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in the Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and businesses

Key Takeaways

- The heart of the marine shipping industry is in the upper river, from 22nd Avenue to NW 36th Street.
- The Miami River Commission recommends the preservation and improvement of the job generating marine industrial businesses on the Miami River

Attendees

Name	Organization/Company
Brett Bibeau	Miami River Commission, Managing Director
Carlos Castro	FDOT D6
Robert Piatkowski	FDOT D6, Renaissance Planning
John Dohm	Florida Transatlantic Consulting, Sub Consultant
Jeremy Mullings	CTS Consulting, Project Manager
Zhuan Loo	CTS Consulting Team Member

Items Discussed

- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Where are some problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- Where, on the Miami River, are goods loaded and unloaded?

Previous and Relevant Studies Discussed

- Carlos Castro provided foundational information regarding this study as a part of a series to assist in freight planning efforts.
 - o These studies are to identify freight centers throughout Miami-Dade County



- o CTS Engineering, Inc. will be working on Medley
 - o Cambridge is working on Opa-Locka, etc.
- The Miami River Corridor Multi-Modal Transportation Plan
 - o <http://miamidadetpo.org/library/studies/miami-river-corridor-multi-modal-transportation-plan-final-report-2007-08.pdf>
 - o The plan recommends increasing multimodal freight transportation of cargo and utilizing the existing railway terminals along North River Drive
 - o This plan also recommends short sea shipping and emphasizing barge transportation to mitigate road congestion.
 - o PortMiami River is a SIS facility (Strategic Intermodal System)
 - o PortMiami River is the 4th Largest port in Florida (tied with Tampa)
- Discussed the Miami River Corridor “Urban Infill Plan”
 - o <http://www.miamirivercommission.org/PDF/UIP-Final.pdf>
- The Miami River Study is planning to address “short-sea shipping”
 - o Barge traffic/Shallow draft vessels
 - Typically 400± containers

Miami River Freight and Cargo Logistics

- Goods are loaded and unloaded in the Miami River’s designated international shipping terminals at various locations.
- The river ends at the “salinity dam” located south of NW 36th Street and south of Medley. Ships cannot go past NW 36th Street.
- The cargo that is being shipped is mostly to shallow Caribbean ports. They have cranes on the vessel [vs. unloading by port-mounted gantry cranes] and/or use roll-on/roll-off [Ro-Ro] ships.
- Some of the cargo being shipped consists of goods that families are shipping to their relatives and break-bulk.
- The Antillean Line is a primary stakeholder on the Miami River, a company that has been operating for 50+ years. Their exports include fabric to the Dominican Republic that returns as DKNY, Calvin Klein, and other name-brand products.
- Almost all goods arrive at the port via truck.
- The goal they are trying to achieve is to take the trucks off the street. Their recommendation has always been their multi-modal plan which is to use the rail line on North River Drive.
 - o It could stop at the river terminal, where the exchange of cargo could occur.
- There is a rail line (CSX) along North River Drive
 - o Peels off near Miami Jai Alai
 - Note: crosses under the Metrorail and turns north, under SR 112, and continues upward through Seaboard Industrial Park along the South Florida Rail Corridor, just east of NW 37th Ave, to connect with FEC Rail at the IRIS connector just south of NW 79th Street.

Action Items

- Contact Mark Bailey
 - o Miami River Marine Group, Executive Administrator
[3030 NW North River Drive, Miami, 33142 / 305-637-7977]
- We are invited to contact the Miami River Commission at any time.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Old Dominion Freight Line

April 4, 2017 (8:30 AM)



Purpose of Meeting

- Familiarize Old Dominion Freight Line representatives of the current Medley freight project and the stage it is currently in
- Hear Steve Perhla, the Old Dominion Freight Line representative's concerns regarding the study area, freight movement, and other comments that are related to the topic
- Advise Old Dominion to expect future correspondence from FDOT and/or the consultant team regarding this project, and
- Get a list of recommended stakeholders with whom Steve Perhla recommends the consultant team should perform outreach and coordination for this study.

Attendees

Name

Steve Perhla
John Dohm

Organization/Company

Old Dominion Freight Line, Manager
Florida Transatlantic Consulting, Sub Consultant

Items Discussed

- What businesses & business types are generating traffic?
- The location of concerning traffic/congestion?
- Types of congestion?
- Who in the community has strong opinions and has been particularly vocal?
- Perspective(s) on already suggested solutions and proposals?
- What Old Dominion Freight Line would like to see come out of this effort?
- Additional suggestions?

Key Takeaways

- Mr. Perhla supports and encourages the extension of NW 107th Avenue across Okeechobee Road (US-27)
- The bridge located on NW 107th Street that crosses onto Okeechobee Road (US-27) needs to be widened and should contain at least two lanes in each direction
- The signal timing in the area is not adequate enough for the volume of traffic crossing into Medley.
 - Mr. Perhla suggests moving the "pressure activating plate" back (South) from the intersection so the signal could react earlier.
- Safety enforcement could alleviate current issues such as:
 - Vehicles blocking the Old Dominion exit
 - Illegal lane use in the afternoons approaching the HEFT southbound
 - Speeding dump trucks, primarily SE-bound on Okeechobee Road (US-27) approaching and crossing the intersection at NW 138th Street

- Encourage FEC to load and dispatch the morning train either before or after the AM rush hour.

NW 107th Avenue at Okeechobee Road (US 27)

- At the intersection of northbound NW 107th Avenue crossing NW South River Drive onto Okeechobee Road, the bridge contains two lanes, one in each direction. These lanes serve both right and left turns.
- The traffic attempting to cross the canal and enter onto Okeechobee Road (US-27) backs up a quarter-mile south of the intersection on NW 107th Avenue.
 - o The time to cross the intersection during peak periods exceeds 30 minutes
 - o This intersection also sees very heavy tractor trailer and FedEx traffic and very few alternatives for the businesses in the area. (FedEx, Preferred Freezer, Old Dominion)
 - They could double back and take 122nd Street east toward Pilot to access NW South River Drive
 - They could also double back across the FEC tracks and take 122nd Street west past Liberty Property
- The pressure/signal light activation plate is too far forward
 - o Passenger cars often fail to pull forward enough to activate the vehicle sensing device
- Mr. Perhla supports and encourages the extension of NW 107th Avenue across Okeechobee Road (US-27)
- Mr. Perhla also mentioned that on his commute home (which is south of Medley) he has resorted to traveling on NW 106th Street (Beacon Station Blvd.)
 - o This work around has been mentioned by other stakeholders

NW 138th Street and Okeechobee Road (US-27)

- The intersection is inadequate
 - o There is only one lane turning left onto NW 138th Street from SE-bound Okeechobee Road (US-27). There are also three adjacent straight-continuing lanes and one dedicated right turning lane.
 - o At certain hours, trucks will create a second left turning lane
 - o At all hours, passenger vehicles will slow from the adjacent lane and try to cut-in between the trucks starting slowly in the left lane to make the turn, or they will simply stop (half-in and half-out of the lane)
 - That causes the vehicles behind them to move to the next adjacent lane.
 - This creates a blind “ally” for the vehicles turning left onto NW 138th Street from NW-bound US 27 and results in multiple accidents.

FEC Railway

- The traffic southbound on NW 107th Avenue waiting for the morning FEC train blocks both the entrance/exit points of the Old Dominion Property
 - o Traffic is gridlocked and at a standstill preventing exit from the property

- o Mr. Perhla suggests and requests a sign stating “Do not block exit from property” (e.g., signs in Coral Gables on Miracle Mile stating “Do not block entrance”)

The HEFT

- Mr. Perhla echoes the concerns that we heard from other stakeholders of difficulty accessing the HEFT southbound from US 27
 - o Vehicles utilize the right lane (as if going onto the northbound HEFT, and then cut-over and cut-in to the left lanes to access the southbound HEFT.)

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ PortMiami

September 29th, 2016 (2:00 PM)



Purpose of Meeting

- Introduce the study to PortMiami and gain information regarding the study area and topic
- Request any data or information regarding PortMiami facilities, and problem/high traffic areas that have become obstacles for the Ports daily services
- Get information about current projects that relate to and may affect traffic in the Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that effect the study area's surrounding traffic and businesses

Key Takeaways

- PortMiami has no reports of specific traffic issues regarding the Medley study area
- PortMiami is considered a Landlord Port who leases land to terminal operators so PortMiami does not have much direct contact with shippers
- PortMiami would like to see an increase in loops and turn-arounds as a result of this study

Attendees

Name

Andy Hecker

Kevin Lynskey

Alissa Penaloza

Jeremy Mullings

John Dohm

Organization/Company

FEC Railway, Chief Finance Performance & Strategic Management Officer

Business Development, Assistant Director

Manager of Planning, Grants & Real Estate Development (LEED AP)

CTS Engineering, Consultant Team PM

Florida Transatlantic Consulting, Sub Consultant

Items Discussed

- Is PortMiami able to share any more information regarding the creation of an intermodal "inland terminal" facility around the southwest quadrant of NW 97th Ave. and NW 74th St.?
- What would PortMiami like to see as a result of the Medley Freight Mobility Study?
- Is there any data that PortMiami has collected regarding volume of traffic

Traffic Volume

- 75% of the cargo that comes to the Port are containers en route to Medley and Doral
- 15% are on rail or long haul truck movements that are being shipped elsewhere
- 75% trucks in or around Medley
- 10% on rail
- 10-15% end up on long haul trucks

- John Dohm asked specifically about the rail capacity and whether it handled more than the 10-15% mentioned. PortMiami replied with their observation of the dwell cars becoming more full.
 - o 85% is near full utilization
 - o How fast they can be turned around is an operational question
 - o FEC has more information pertaining to rail capacity and whether it is at the maximum it can be

Action Items

- Send requests in writing to Alissa Hecker regarding specific information such as origin and destination trip pairs
- Andy can be a compiler/collector of information and may be able to have more information about how many loops a driver can do

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Preferred Freezer

November 22nd, 2016 (3:00 PM)



Purpose of Meeting

- Inform Preferred Freezer about the current Town of Medley Freight Mobility Study that is underway
- Hear any comments or concerns regarding traffic logistics, their right of ways and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in the Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that effect the study area's surrounding traffic and businesses and operations of Preferred Freezer

Key Takeaways

- Preferred Freezer does not actually have its own fleet of trucks. It's their customers, and suppliers that make up their freight traffic.
- A majority of port traffic is from PortMiami and some from Port Everglades. They see very little traffic from Miami International Airport.
- Paul Montero, the Preferred Freezer representative in this meeting, thought that a 107th Avenue crossing at Okeechobee Road (US 27) would be helpful

Attendees

Name	Organization/Company
Paul Montero	Preferred Freezer, General Manager
Jeremy Mullings	CTS Engineering, Consultant Team Manager
John Dohm	Florida Transatlantic Consulting, Sub Consultant

Items Discussed

- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Where are some problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- Are there any infrastructure recommendations that you may have for the area?

Problematic Areas

- Paul mentioned that the intersection of NW 138th Street and NW 112th Avenue is a hotspot for accidents that have caused a multitude of injuries and deaths.
- The dump trucks going eastbound on Okeechobee Road (US 27) are going too fast, especially at the HEFT exit and entrance to Okeechobee Road (US 27)

- Vehicles block the intersection of NW 138th and Okeechobee Road (US 27) and ignore the standard 4-way protocol. Drivers also tend to make their own traffic lanes. Any decisions made here should be based on opportunity.
- Entering the Preferred Freezer facility on the south side of Okeechobee Road (US 27) is a hassle. Trucks clog all three lanes at Okeechobee Road (US 27) and NW 138th Street. There are two lanes with dump trucks and one line that has 18-wheelers. Mr. Montero suggested a restriction to the far left lane for trucks greater than 18k pound gross weight.

Preferred Freezer

- Preferred Freezer has three locations, where two of them are located south of Okeechobee Road (US 27) and one north.
 - o 13700 NW 115th Avenue, Medley, FL 33178
 - o 13801 NW 112th Avenue, Hialeah Gardens, FL 33018 (or 11093 NW 138th Street)
 - o 12855 NW 113th Court, Miami, FL 33178
- Preferred Freezer does not have its own fleet of trucks. Trucks coming and going are independent operators, or belong to suppliers and customers.
 - o 70% are 18-wheelers or containers
 - o 30% are smaller box trucks/ delivery trucks

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Pro Transport

March 22, 2017 (10:00 AM)



Purpose of Meeting

- Familiarize Oscar Acharandio, the President of Pro Transport, of the current Medley freight project and the stage it is currently in
- Hear Mr. Acharandio's concerns regarding the study area, freight movement, and other comments that are related to the topic
- Advise both representatives to expect future correspondence from FDOT and/or the consultant team regarding this project

Attendees

Name

John Dohm
Oscar Acharandio
Cosme

Organization/Company

Florida Transatlantic Consulting, Sub Consultant
Pro Transport, President
Pro Transport, Dispatcher/Traffic Controller

Items Discussed

- What businesses & business types are generating traffic?
- The location of concerning traffic/congestion?
- Types of congestion?
- Who in the community has strong opinions and has been particularly vocal?
- Perspective(s) on already suggested solutions and proposals?
- What stakeholders such as Pro Transport would like to see come out of this effort?
- Additional suggestions?

Key Takeaways

- Pro Transport is a Southeastern U.S. trucking company with terminals located in Miami, Charleston, Savannah, Jacksonville, and Tampa. Their emphasis is in seaport areas.
- Pro Transport's Miami terminal is located in Medley, on NW South River Drive near the NW 105th Way bridge to Okeechobee Road (US 27).

Pro Transport

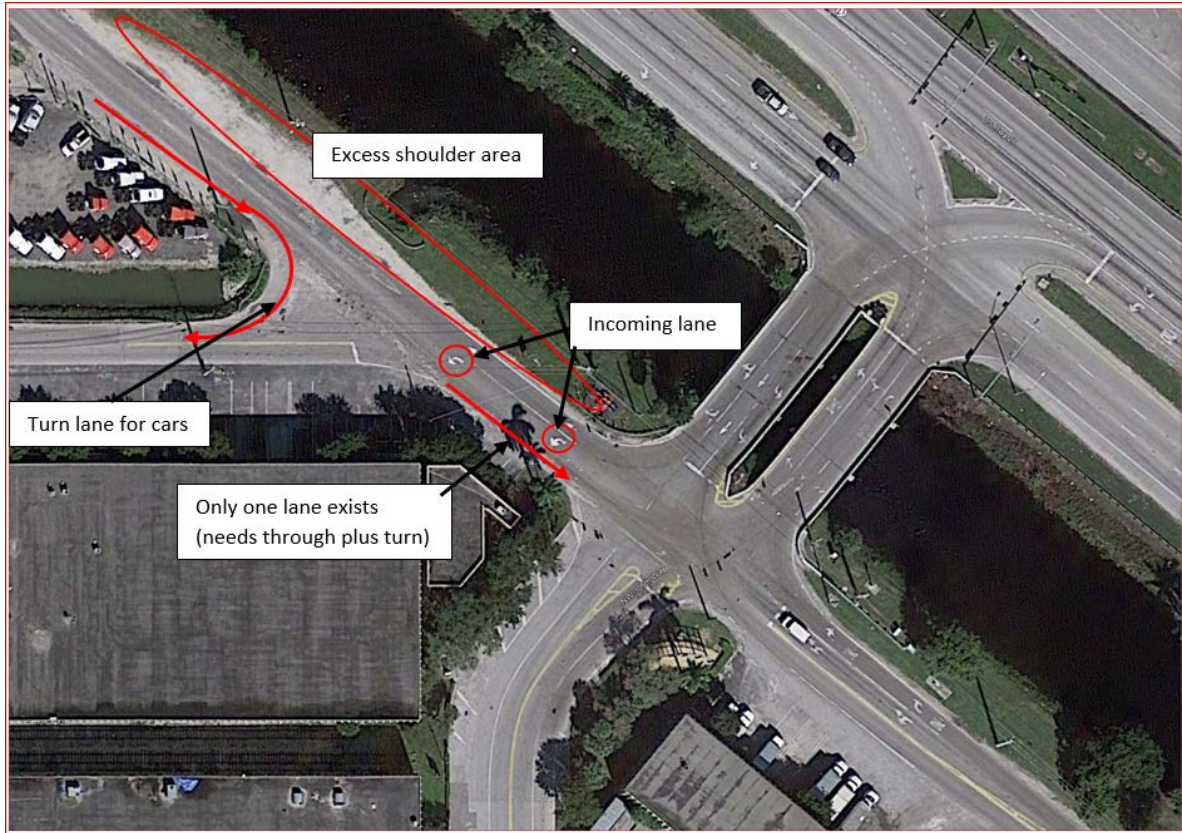
- Pro Transport's main traffic consists of containers and 53' trailers
- Their traffic is typically split 50/50 between PortMiami and Port Everglades. The pick up/drop off ratio is nearly equivalent as well (when a container is picked up, one is usually dropped off).
- They have a sophisticated operation with tracking and mapping technology including both seaport video and satellite surveillance.
- Truck drivers mostly take I-75 and Okeechobee Road (US 27) to Broward County and they take Okeechobee Road (US 27), I-75 and I-95 up north.

Medley Traffic Discussion

- Pro Transport's primary traffic problem is the bridge area at NW South River Drive and NW 105th Way. On NW South River Drive, there are only 2 lanes approaching the intersection with no turning lanes.
 - The task to cross the canal is an ongoing problem that is getting worse.
 - The coordination of the signals from Okeechobee Road to NW South River Drive is aggravating the situation. One trailer will block the entire intersection and breakdowns are disastrous.
 - There is an "incoming lane" to accommodate vehicles turning right onto NW South River Drive from the 105th Way bridge that is subsequently turning left (west) onto NW 106th Street. This lane is very confusing for traffic.
- Exiting the Pro Transport terminal going south east on NW South River Drive and then west on NW 106th Street is troublesome. Mr. Acharandio suggested a right turn only lane from SE bound NW South River Drive onto NW 106th Street to allow automobile traffic to proceed.
 - Mr. Acharandio also mentioned that there is a space on the shoulder of the NW-bound lane on NW South River Drive.
 - The problem with leaving via 106th Street peaks during the lunch hour and at 4:00 PM.
- Another suggestion Mr. Acharandio had for getting into/out of Medley were:
 - An extension of NW 87th Avenue and NW 97th Avenue to NW 74th Street
 - A continuation of NW 107th Avenue across Okeechobee Road
- With respect to rail, the only problem that Pro Transport has come across is the traffic it causes in the morning and its only one train.
- When traffic is bad and they are unable to make a trip to PortMiami in the afternoon, it becomes a problem for the next day.

Terminal Yards

- An observation that Oscar mentioned was that the terminal yards in Miami need to be open for more hours throughout the year. He referred to Savannah which is open on Saturdays and they do not close for lunch. They are open many holidays and open in the evenings, only closing for Christmas and New Year's Day.
 - There is an argument that Savannah yards are port-owned and operated whereas South Florida's are not.



MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Prologis

December 7th, 2016 (4:00 PM)



Purpose of Meeting

- Introduce the study to Prologis and give them the opportunity to express concerns and interests in the project
- Hear any comments or concerns regarding traffic logistics and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in the Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and regular business operations

Key Takeaways

- There is a lack of communication regarding what projects are underway and the status of each:
 - NW 87th Avenue-how and when will it go through?
 - Okeechobee Road (US 27)—what is already underway and when will improvements be made?
 - Gragny/SR 924 connection to HEFT (also aastbound connection to I-95)—What does it consist of and has a timeline been established.
- There are serious flooding issues at NW 79th Avenue & NW 79th Place

Attendees

Name	Organization/Company
Scott Gregory	Development & Marketing, Vice President
Barbara Mantecon-Rodriguez	Leasing and Property Manager
John Dohm	Florida Transatlantic Consulting, Sub Consultant
Jeremy Mullings	CTS Consulting, Project Manager

Items Discussed

- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Where are some problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- What information can you share as a stakeholder that may contribute to the study?

Projects Underway

- Prologis has looked at acquisitions within the southeast Quarter of Okeechobee Road (US 27) and the Homestead Extension of Florida's Turnpike but the FEC tracks and the delays were a deterrent.



- Prologis' development is/will be affected by the 170th Street Bridge across I-75 and the Gratigny Expressway to I-95 link.
- The roadwork on NW 87th Avenue will begin this year (2017) regarding the flooding that goes between NW 90th-93rd Street
- Gamma Delta Corp is building two buildings
 - o Truck court emptying onto NW 79th Avenue (rear-loaded)
- Their larger clients/freight users include Seaboard Marine

Traffic Infrastructure Discussion

- There are flooding issues on NW 79th Avenue but they are working with Medley in order to resolve the issue. The representatives said they are hoping the lane gets upgraded to a three-laned road, the flooding is fixed, and the addition of a sidewalk is constructed. Currently, there is only \$500,000 in funding and that does not include the road expansion.
- NW 79th Avenue is a choke point at Okeechobee Road (US 27)

Action Items

- The consultants promised to get back to Scott Gregory and Barbara Rodriguez with
 - o PD&E report for US 27 including
 - i. Whether there are plans north of HEFT
 - ii. 87th Avenue improvements across US 27
 - o Plans for the 170th Street bridge across I-75
 - o Timing for Gratigny (SR 924) eastbound link to I-95
 - o Plans for street work on NW 79th Avenue and whether the DOT will be involved.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Seaboard Marine

September 22nd, 2016 (10:00 AM)



Purpose of Meeting

- Introduce the study to Seaboard Marine and have them express concerns and interests in the project
- Discuss problematic areas in and around Medley that influence Seaboard's mobility

Key Takeaways

- NW 74th Street is a problem area for Seaboard Marine due to construction
- Okeechobee Road (US 27) and NW 79th Avenue is a problem intersection

Attendees

Name	Organization/Company
Soulange Kruger	Seaboard Marine, Manager – Sourcing & Facilities
Maritere “Mari” Martinez	Seaboard Marine, Vice-President of Specialized Services and Transportation
Daniel O’Neil	Seaboard Marine, Director of Compliance and LCL (Less-Than-Container-Load) Services
Jeremy Mullings	CTS Engineering, Consultant Team PM
John Dohm	Florida Transatlantic Consulting, Sub Consultant

Items Discussed

- How many trucks does Seaboard Marine have entering and leaving their facility?
- What are Seaboard Marine's peak hours during operation?
- What are some peak times for traffic problems that Seaboard has observed?

Seaboard Marine Information

- Seaboard Marine transfers 40' containers into 53' trailers so the contents of four 40' containers, or FEU's (Forty-foot Equivalent Units) combine into three 53' trailers
- Utilize two facilities located across the street from each other
- The location in the Medley study area is a regional location so, for the most part, they are only shipping southbound

Problematic/High Traffic Areas

- NW 74th Street from the Palmetto is a problem area
- NW 87th Avenue and NW 107th Avenue are problem areas due to constant construction
- Okeechobee Road (US 27) and NW 79th Avenue tends to have a heavy traffic back up from the warehouse exit onto the Okeechobee Road (US 27) and NW 79th Avenue intersection
- Maritere “Mari” suggested that there be a constant right turn at the NW 79th Avenue intersection



- NW 74th Street crossing into Medley is problematic. There is a lack of alternate routes into the study area
- Problems are only at peak work period of arrivals from 7:30 AM-8:30 AM

Traffic/Operational Peak Times

- Peak times for traffic problems are during work transit hours as well as lunch times

Action Items

- Request the number of trucks entering and leaving the facility in writing
- Contact Prologis, who is Seaboard Marine's property manager, as a stakeholder

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ South Florida Regional Transportation Authority

November 30th, 2016 (2:00 PM)



Purpose of Meeting

- Inform the South Florida Regional Transportation Authority of the current Town of Medley Freight Mobility Study
- Hear any comments or concerns regarding traffic coordination and their facilities that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in the Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and the effect it has on SFRTA operations

Attendees

Name

Jeremy Mullings
Fred Michel
Kris Morrow
Manosh Varghese

Organization/Company

CTS Consulting, Project Manager
CTS Consulting, Transportation Planner
CTS Consulting, Transportation Planner
CTS Consulting, Engineer
[SFRTA Staff]

Items Discussed

- Are there any comments regarding the traffic between your infrastructure and the Medley area?
- Does the SFRTA have any useful data pertaining to the subject topic to enhance our recommendations?

Key Takeaways

- The Town of Medley and the surrounding traffic has a minimal effect on SFRTA operations. Geographically, SFRTA rail infrastructure doesn't directly cut through Medley. Although there may be minimal traffic interjection, the Regional Transportation Authority was willing to share some data from an on-board survey. This survey may exemplify the number of riders whose destination/origin is in or near the Medley area.

MEETING SUMMARY

Town of Medley Freight Plan – FM# 435754-2-22-01 Planning and Conceptual Engineering (PACE) Study Contract No. C-9076 Outreach Meeting w/ Town of Medley

August 8th, 2016 (4:00 PM)



Purpose of Meeting

- Familiarize the Town of Medley's Town Engineer, Mr. Jorge Corzo, P.E., with the study
- Hear any comments or concerns regarding traffic coordination that may be addressed as part of the study
- Get information about current projects that relate to and may affect traffic in the Town of Medley or corridors within a 2-mile radius
- Discuss problematic elements that affect the study area's surrounding traffic and businesses

Attendees

Name

Jorge Corzo, P.E.
John Dohm
Jeremy Mullings

Organization/Company

Town of Medley
Florida Transatlantic Consulting, Sub
Consultant CTS Consulting, Project Manager

Key Takeaways

- Mr. Corzo opened by emphasizing the need for this type of effort. The daytime population of the Town of Medley is over 60,000, however, the resident population is under 1,200.
- The Town of Medley strongly supports the proposed Metro Rail Station. They feel that this will impact future development.
- Mr. Corzo suggested a recommendation regarding the roads on either side of Okeechobee Road (US-27), suggesting that they should be one-way in each direction, similar to major roadways in Texas.

Items Discussed

- What information do you have regarding the origin of traffic?
- What roads do you feel are most frequently used?
- Where are some problem areas?
- Are there any "work-arounds" to these problem areas that provide stakeholders with options?
- Where, on the Miami River, are goods loaded and unloaded?

Existing Bridges

- The existing bridges in the Town were built by private developers for their access, however they don't serve the greater needs of the community. For example, the 105th Way bridge doesn't line up with NW 196th Street.
- He understands that FDOT has plans to improve the bridges as well as complete the missing segment of NW 87th Avenue, which will provide significant congestion relief.
- NW 116th Way is often overlooked but its volume is significant as he points out that it has nearly the same ADT as Okeechobee Road (US-27).
- FDOT shared design plans for US-27 project with him (KMZ file). This was an image overlay showing the 105th Way/106th Street bridge realignment. He is not sure of the status of the project beyond design.

Stakeholder Outreach

- Mr. Corzo mentioned key stakeholders who were large trip generators within the area including:
 - o Sysco
 - o FedEx
 - o Seaboard Marine
 - o Waste Management
 - o Southeast Trailers and Containers
 - o Titan America
 - o Tarmac America
 - o Prologis
 - o Preferred Freezer
- The Town has been concerned about the lack of public/stakeholder outreach for the 74th Street Connector, also known as the Hialeah Expressway (adjacent to the FEC Hialeah rail yard.)
- This matrix of roads serves the rail yard to the southeast and the warehouses to the north and south of the Hialeah Connector. Local businesses have learned to utilize this matrix efficiently.
- The traffic that uses the existing intersection will now be routed to NW 72nd Avenue to the east.

The Town of Medley

- New functional classifications of certain roads within the Town have availed federal funding that could not have been applied to those roads in the past. For example NW 106th Street can become a SIS (Strategic Intermodal Systems) connector between US-27 and the HEFT, via Beacon Station Boulevard (NW 116th Way).
- Certain roads that Mr. Corzo pointed out that are in Federal Highway Classification plans are:
 - o NW South River Drive
 - o NW 106th Street
 - o NW 89th Avenue
 - o NW 93rd Street
 - o NW 87th Avenue
 - o NW 74th Street
 - o NW 116th Way
- Mr. Corzo did reiterate that the main issue is getting to Okeechobee Road (US-27)
- The Town of Medley is also pursuing annexation of several large tracts east of the HEFT including the Liberty Property Trust development site and the Hitachi site.

Appendix L

Roadway Analysis Report

Roadway Network Analysis

Miami-Dade County is home to diverse communities with extensive freight needs, while serving as a gateway for import/export activities. The Town of Medley, located in Miami-Dade County, has a high concentration of industrial and freight-related businesses that are part of the logistics supply chain that meet the increasing freight activity in the County.

Approach

This section describes the approach to conducting the roadway network analysis, including the purpose, basic assumptions, methodology, and a summary of the additional truck trip volumes to be tested on the network according to the methodology.

Purpose

The purpose of this section of the report is to present the approach of performing an analysis of the roadway network within the study area for this plan. Specifically, this methodology for roadway network analysis addresses the scope requirements under Task 5 – Alternatives Analysis in terms of travel demand analysis and associated network deficiencies.

With regard to conceptual alternatives, improvement options with multiple complimentary elements will be developed with consideration of the following four concepts:

1. Overall freight mobility for current and expected freight movements;
2. High freight growth scenario of post-Panamax vessels entering Florida ports and higher than average overall economic growth;
3. Low freight growth scenario of post-Panamax vessels entering Florida ports and lower than average overall economic growth, and;
4. No-build scenario, where no additional improvements are proposed beyond programmed improvements.

A matrix was developed to summarize proposed improvements to provide project-related information, project impacts and costs to illustrate local and regional importance of alternatives for ultimate recommendation.

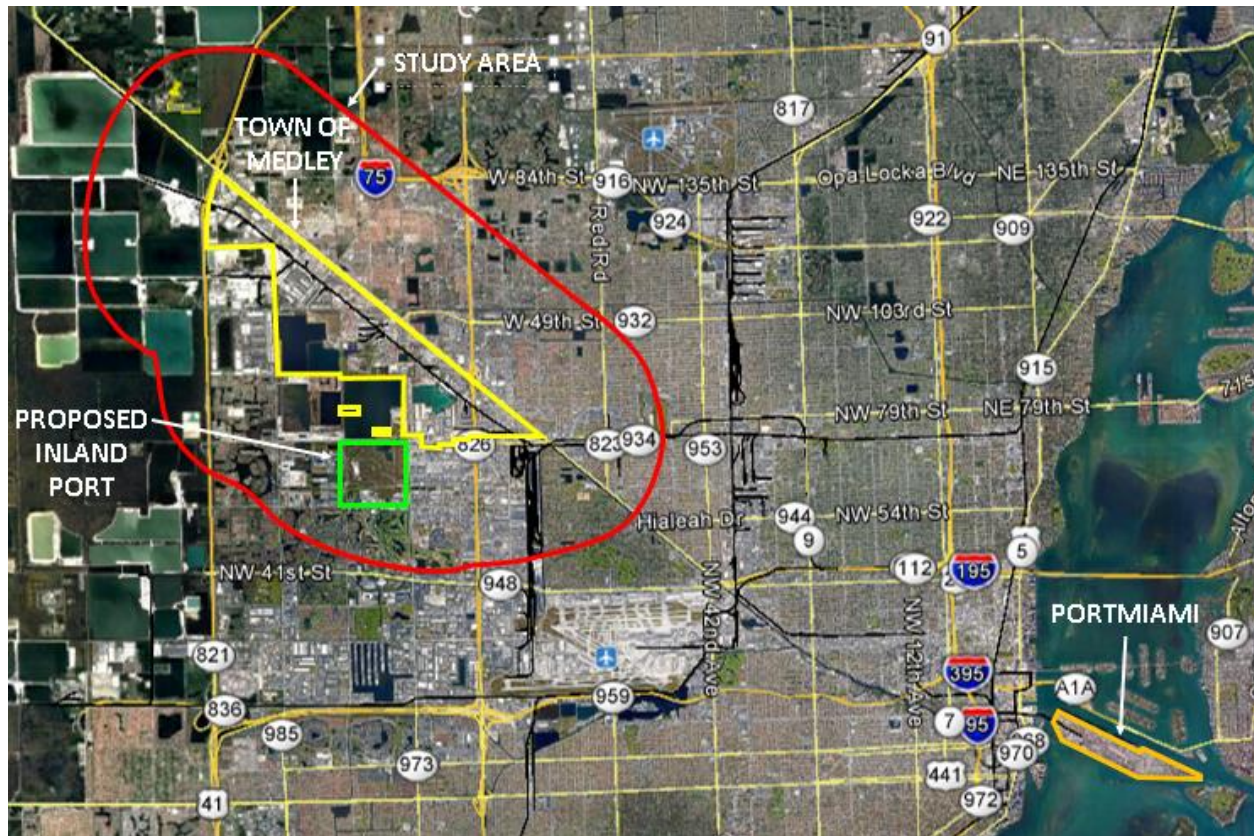
Basic Assumptions

The methodology of the roadway network analysis was created to support the development and definition of the conceptual alternatives described above, and comprises four companion scenarios. The principal variable in this travel analysis is the change in truck trips, particularly those moving shipping containers that are associated with trips between PortMiami and the West Miami-Dade warehousing and distribution center district which includes the Medley study area. There are also significant cruise ship provisioning truck movements which enter and exit the seaport that are considered in this analysis.

Finally, PortMiami is considering the development of an inland terminal facility in Miami-Dade County. The facility is potentially expected to process cargo containers to and from PortMiami by rail, reducing truck trips on the roadway network; allowing shippers to deliver and receive containers at the inland terminal rather than on PortMiami. The inland terminal would also serve as an additional storage point for empty containers, rather than at the seaport. In effect, the inland terminal will be an extension of PortMiami's cargo logistics structure, providing an alternate site for pick-up and delivery of containers. Figure 1 illustrates a 250-acre site which was identified as the

potential Inland Terminal on December 13, 2016 by the Miami-Dade Trade and Tourism Committee. This site was used to calculate trip generation for this roadway network analysis since at the time being it was the only proposed site for the potential facility. Since the completion of the analysis, in January 24, 2017, the Board of County Commissioners passed a resolution (R-58-17) directing the Port to study all potential locations for the Inland Terminal. This study has yet to be completed, hence the potential location for the Inland Terminal is still undetermined and could potentially be located at a different location than depicted in Figure 1.

Figure 1: Freight Logistics Context



The frame of reference for developing roadway network travel demand within the study area for these four concepts or scenarios will be the current 2035 PortMiami Master Plan which included three forecasts of future cargo growth in terms of Twenty-foot Equivalent Unit (TEU) movements, as follows:

- Moderate Growth
 - 2040 estimated volume: 2.4 million TEUs annually
- Aggressive Growth
 - 2040 estimated volume: 3.1 million TEUs annually
 - 29% increase over Moderate Growth forecast
- Aggressive Plus Growth
 - 2040 estimated volume: 3.7 million TEUs annually
 - 19% increase over Aggressive Growth forecast
 - 54% increase over Moderate Growth forecast

These forecasts were based on a 2014 reported TEU volume of approximately 1.0 million TEUs. Thus the port's growth scenarios call for an increase in cargo by 2040 in the range of 2.4 to 3.7-fold over 2014 volumes, depending upon forecast condition.

There are two other key sources of useful information for the Medley roadway network travel analysis:

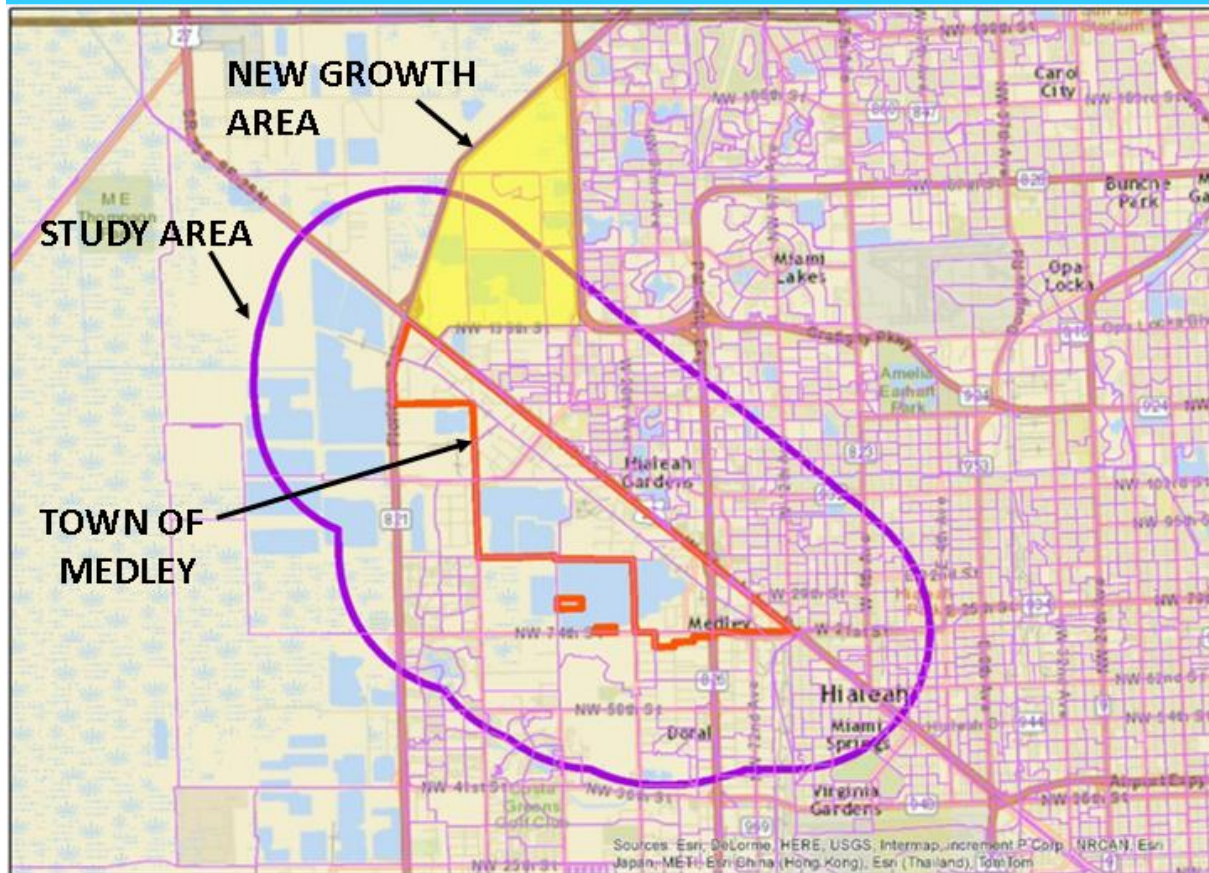
- The first is the Southeast Florida Regional Planning Model (SERPM), referred to herein as the Travel Demand Model (TDM), underpinned by the development of the 2040 Miami-Dade Long Range Transportation Plan. That TDM will be used as the foundation for a segment-based analysis of the study area roadway network, examining segment volume-to-capacity (V/C) ratio and level of service (LOS).
- The second is the study conducted by FDOT District 6, entitled Downtown Miami Freight Mobility Study (DMFMS), which is charged with examining the need for secondary PortMiami access through downtown Miami as an alternate to the PortMiami tunnel. This study analyzed the truck traffic patterns and levels associated with the 2035 PortMiami Master Plan, and examined potential contingency network improvements to accommodate those needs over the long term. The study translated port cargo forecasts in TEUs into vehicular volumes for each of the three forecast scenarios. This travel demand information is very useful for application towards the Medley study area because of the strong linkage of PortMiami truck trips traveling to/from northwest Miami-Dade and its substantial warehousing and distribution center operations. This methodology takes advantage of this data in the roadway network analysis methodology described herein.

Review of Demographics

The Medley study area has undergone significant growth beginning in the 1990's, and then accelerating after 2000 to the point now where current development is claiming the remaining vacant land, some former rock mining sites are being converted to other uses, and some former excavated rock lakes are being refilled due to surrounding land values. The remaining large tracts of undeveloped land are quickly being consumed by planned industrial, residential and retail projects in the area north of NW 138th St, between the Turnpike and I-75; about half of which lies within the study area.

To assess the extent to which the 2040 Long Range Transportation Plan captured growth in the study area, a review of population and employment demographics over the 2010-2040 period was performed. Figure 2 shows the three areas of interest: the Town of Medley, the balance of the study area, and the "triangle" of new growth activity on the north side of the study area.

Figure 2: Demographic Statistical Areas



Population and employment data as input into the travel demand model for 2040 was obtained and tabulated for the micro traffic analysis zones comprising the geographic areas in Figure 2. The resulting data was compiled and is presented in Table 1 below, and is summarized as follows:

Population

- Town of Medley
 - 2010 (base year of the model) population was 837, with a projected figure of 9,436 in 2040. This is consistent with anecdotal information as to the Town's intent.
 - This is an increase of more than tenfold in population
- Two-Mile Study Area Buffer
 - 2010 population was a robust 182,488, with a projected figure of 223,546 in 2040.
 - The projected increase of 41,058 is an increase of 22%.
- New Growth Area
 - 2010 population was tallied at only 6, with a projected figure of 14,100 in 2040.
 - The projected increase yields an extremely large growth rate.

Employment

- Town of Medley
 - 2010 (base year of the model) employment was 17,046, with a projected figure of 24,217 in 2040.
 - This is an increase of 42% in employment.

- Two-Mile Study Area Buffer
 - 2010 employment was a robust 89,201, with a projected figure of 134,949 in 2040.
 - The projected increase of 45,748 is an increase of 51%.
- New Growth Area
 - 2010 employment was tallied at 358 persons, with a projected figure of 11,744 in 2040.
 - The projected increase yields an extremely large growth rate.

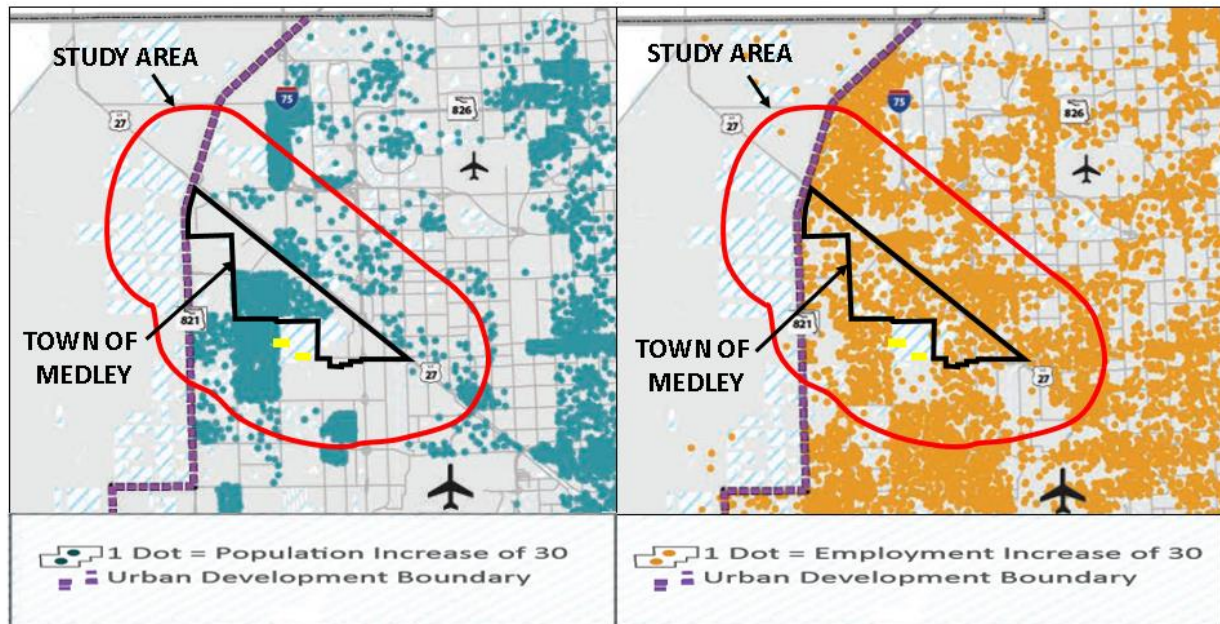
Table 1: Summary of Study Area Demographic Statistics

Statistical Area	Households	Population	Employment
2010			
Town of Medley	334	837	17,046
Two-Mile Buffer Area Only	60,134	182,488	89,201
Total Study Area	60,468	183,325	106,247
NW 138th St./I-75/Turnpike Subarea	4	6	358
2040			
Town of Medley	3,854	9,436	24,217
Two-Mile Buffer Area Only	71,872	223,546	134,949
Total Study Area	75,726	232,982	159,166
NW 138th St./I-75/Turnpike Subarea	3,178	14,100	11,744
Change (2010-2040)			
Town of Medley	3,520	8,599	7,171
Two-Mile Buffer Area Only	11,738	41,058	45,748
Total Study Area	15,258	49,657	52,919
NW 138th St./I-75/Turnpike Subarea	3,174	14,094	11,386
Percent Change (2010-2040)			
Town of Medley	1054%	1027%	42%
Two-Mile Buffer Area Only	20%	22%	51%
Total Study Area	25%	27%	50%
NW 138th St./I-75/Turnpike Subarea	79350%	234900%	3180%

Figure 3 below graphically depicts the forecast long-term growth shown in Table 2. Population growth is concentrated in the south-central and north portions of the study area with employment

growth forecasted broadly across the study area with several areas of concentration including the northern triangle discussed above.

Figure 3: 2040 Long Range Transportation Plan Demographic Growth



The northern triangle was an area of interest as this mostly undeveloped area (between NW 138th St, I-75, and the Turnpike) was quickly and completely consumed over the last few years with a mix of proposed industrial, retail, and residential development projects. There was a concern identified as to whether the 2040 Long Range Transportation Plan had suitably captured all of the growth in this area as it related to employment.

As a check, a review of the proposed development projects was performed. Deducting residential, commercial and retail areas yielded about 1,600 acres involved with the new industrial (warehousing) projects. Making a land allowance of 20% for roads and 20% for drainage areas yielded 1,024 net developable acres. Using 10.63 warehouse employees per acre (from an [employment density study](#) done by the Southern California Assoc. of Governments (SCAG)) yielded 10,885 new employees associated with warehousing. Allowing for another 385 retail acres including the proposed American Dream Mall and retail power centers along NW 138th St yielded another 3,700 jobs for a total of 14,585 jobs in this subarea that is partially within the study area.

Table 1 above reported a 2040 total for the area between I-75, NW 138th St, and the Turnpike of 11,744 total jobs in the subject area, such that the 2040 model forecast accounts for roughly 80% of the potential jobs based on our calculation. There may be a difference in the assumed employment density or in some of the growth occurring after 2040 but, regardless, there is a fairly robust capture of future employment in this particular area. Based on this review, it is considered that the long-range plan reasonably captures anticipated growth in the northern triangle.

Methodology

Based on the definition of conceptual scenarios for this Medley study, the following points summarize the assumed relationship of those scenarios with the 2040 Long Range Transportation Plan, the current Transportation Improvement Program (TIP), and PortMiami cargo growth

scenarios, and describe how the TDM and the DMFMS resources will be utilized to quantify varying travel demand by scenario on the roadway network within the Medley freight plan study area. The approach to analyzing the roadway network for each of the scenarios was conducted through the steps described below, with the four scope scenarios reordered and expanded to represent a hierarchy of increasing cargo travel demand and proposed improvements to enhance freight mobility.

As a starting point, a baseline analysis was performed to establish the relationship of the 2040 Long Range Transportation (Cost Feasible Plan) as represented with the SERPM travel demand model, and using data from the DMFMS, as follows:

- Compare 2015 and 2040 PortMiami total and truck trip generation from SERPM with data from the DMFMS.
- Identify PortMiami 2015 and 2040 PortMiami truck trip distribution to travel analysis zones (TAZs) in the Medley study area per the TDM, total volume and percentage of PortMiami truck trips.
- Review the above data for consistency, identify anomalies, and reconcile those. Compare TDM data for 2040 to DMFMS data to confirm their relationship to PortMiami cargo forecasting scenarios.

This review determined that the cargo truck trips generated within the 2040 Long Range Transportation (Cost Feasible Plan) were nearly identical to those of the PortMiami 2035 Master Plan for its Moderate Growth scenario for the growth of port cargo traffic. This condition was defined, therefore, as the Low Growth condition under this study scope.

In addition, this review found that truck trips from the port to the Medley study area were underrepresented. As a result, this study made a best-case assumption for roadway network testing purposes that 50% of port truck trips would be oriented to the relatively large Medley study area. The number of these truck trips increases across the three PortMiami cargo growth conditions of Moderate Growth, Aggressive Growth, and Aggressive Plus Growth.

The approach to incorporating the port truck trips per the port cargo forecasts involved the modification of the travel model trip table to reflect the increments of added truck traffic per the PortMiami cargo forecasts, and capturing 50% of those trips to the Medley study area. The DMFMS has quantified truck trips for PortMiami cargo growth scenarios and was the basis for estimating the additional truck trips to the Medley study area for each scenario.

Finally, PortMiami was considering the development of an inland terminal facility with potential rail access from the FEC Railroad at a location south of Medley as shown previously in Figure 1. This proposed facility was included in the scenario analysis by estimating the number of daily truck trips it was estimated to generate based on a calculation of the number of containers projected to be processed at that facility, and correlated to the three PortMiami cargo growth conditions.

Again, using data from the DMFMS, the share of TEU movements leaving the port by rail were identified for each port cargo growth scenario. It was assumed that 50% of these containers would be oriented to the FEC rail yard in Hialeah for shipment, and the other 50% would be oriented to the proposed inland port site. For these volumes of TEUs, daily truck trips were estimated and then oriented to surrounding traffic analysis zones based on the level of truck trips associated with each zone. The TDM truck trip table movements were adjusted, the TDM traffic assignment run, and

output graphics generated to capture total daily link volumes, daily link truck volumes, and PM peak link LOS values for roadway segments within the study area

After performing the Baseline Analysis review discussed above, it was confirmed that the Moderate Growth forecast for PortMiami growth was virtually identical in its seaport truck trip generation levels for PortMiami to the 2040 TDM values. In order to provide a range of future truck trip demand scenarios, the PortMiami Aggressive Growth forecast was included as Case 3 in the set of cases that were analyzed.

- Case 1: No Build Scenario
 - This case is defined as the 2040 LRTP Cost-Feasible network, but edited to remove proposed cost-feasible projects to be implemented after the 5-year Transportation Improvement Program (TIP).
 - This case was defined as a framework for comparison of limited improvement of the roadway network.
 - No adjustments to truck trips was made in this case for PortMiami truck trips or the inland terminal facility.
- Case 2: Cost Feasible Plan
 - This case is defined as the 2040 LRTP Cost-Feasible network
 - This case was defined as a framework for comparison to scenarios with increased truck trips as described above.
 - No adjustments to truck trips was made in this case for PortMiami truck trips or the inland terminal facility.
- Case 3: Low Growth Condition
 - Utilizes the PortMiami Moderate Growth forecast, in which the seaport truck trips equal the 2040 LRTP demand, and which increases the cruise terminal truck trips to equal the Downtown Freight Study assumptions (increase of ~600 daily truck trips).
 - Assumes conservatively that 50% of the increased truck trips travel between the cruise terminal and the study area.
 - Incorporates the inland terminal facility by converting PortMiami forecast of containers moved by rail to truck trips, with an assumption of 50% of seaport rail containers to the inland terminal facility, and the other 50% of seaport rail containers to the Hialeah rail yard for shipment out of the region. This yields approximately 700 daily truck trips associated with the inland terminal facility.
- Case 4: Medium Freight Growth Scenario)
 - Utilizes the PortMiami Moderate Growth forecast, in which the seaport truck trips equal the 2040 LRTP demand; and which increases the cruise terminal truck trips to equal the Downtown Freight Study assumptions (increase of ~600 daily truck trips).
 - Other assumptions are as for Case 3.
- Case 5: High Freight Growth Scenario
 - 2040 LRTP Cost-Feasible network utilized to incorporate proposed network improvements.
 - Utilizes the PortMiami Aggressive Plus Growth forecast.
 - Other assumptions are the same as for Case 3.

- Case 6: High Freight Growth Scenario with Proposed Build Projects
 - o This case is the same as Case 5, except that proposed roadway improvements discussed below are incorporated into the transportation network to assess their benefit.

Summary of Truck Trip Volumes

Based on the described methodology and defined case scenarios, additional truck trips were incorporated into the trip table for network assignment. Table 2 summarizes the added truck trips relating to the Medley study area and associated with the six future condition cases in relation to the Case 1: No Build condition, as well as the truck trips associated with the proposed inland terminal facility.

Table 2: Summary of PortMiami and Inland Port Facility Truck Trips					
PortMiami 2040 Peak Day Traffic					
Case	Cargo Trucks	Provisioning Trucks	Total	Share to Study Area (1)	Added Study Area Trips
Case 1 - No Build	2,780	3,300	6,080	600	----
Case 2 - Cost Feasible Plan	2,780	3,300	6,080	600	----
Case 3 - Low Growth	2,800	3,900	6,700	3,500	2,900
Case 4 - Moderate Growth	3,640	3,900	7,540	3,770	3,170
Case 5 - High Growth	4,300	3,900	8,200	4,100	3,500
Case 6 - High Growth & Build	4,300	3,900	8,200	4,100	4,100
Inland Terminal Facility 2040 Trip Generation					
Case	TEU/Year	TEU/Weekday	Share to Inland Port (2)	Daily Truck Trips (3)	Added Study Area Trips
Case 1 - No Build	----	----	----	----	----
Case 2 - Cost Feasible Plan	----	----	----	----	----
Case 3 - Low Growth	433,895	1,740	870	890	890
Case 4 - Moderate Growth	564,064	2,260	1,130	1,160	1,160
Case 5 - High Growth	666,340	2,680	1,340	1,370	1,370
Case 6 - High Growth & Build	666,340	2,680	1,340	1,370	1,370
(1) Conservative (worst case) assumption that 50% of trips relate to study area.					
(2) Conservative (worst case) assumption that 50% of rail cargo containers oriented to inland port and rest to rail yard.					
(3) Assumes 90% of containers are forty-foot units, 10% are twenty-foot, with two daily trips per container.					

Network Analysis Scenarios

The results of traffic assignments for the six case studies are presented graphically in the following series of study area maps depicting the resulting 2040 level of service, 2040 daily truck volumes, and 2040 daily traffic volumes by segment within the study area.

Case 1 – No Build Condition

Figures 4, 5, and 6 present the output graphics for the Case 1 – No Build Condition for study area roadways.

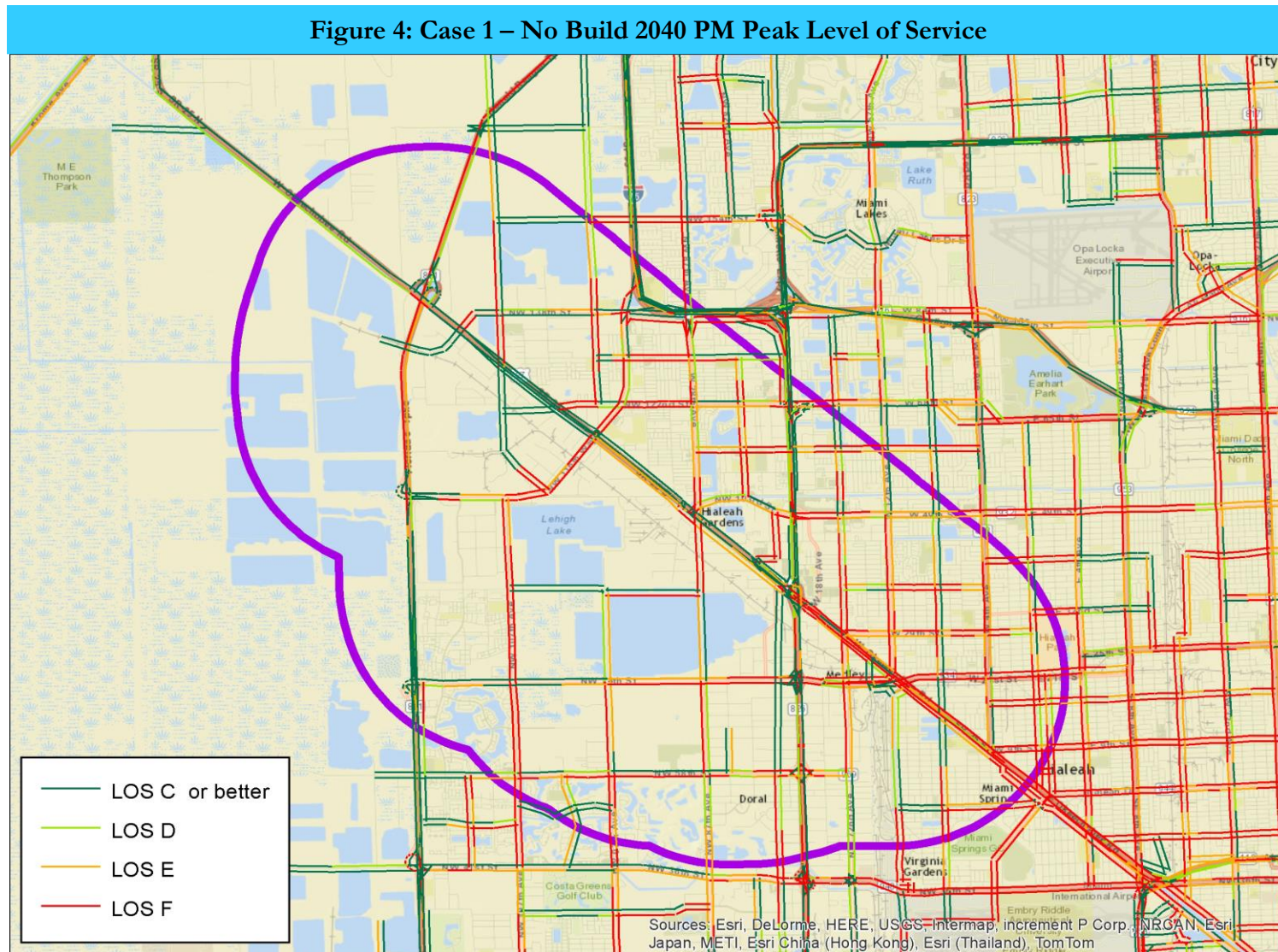


Figure 5: Case 1 – No Build 2040 Daily Truck Volumes

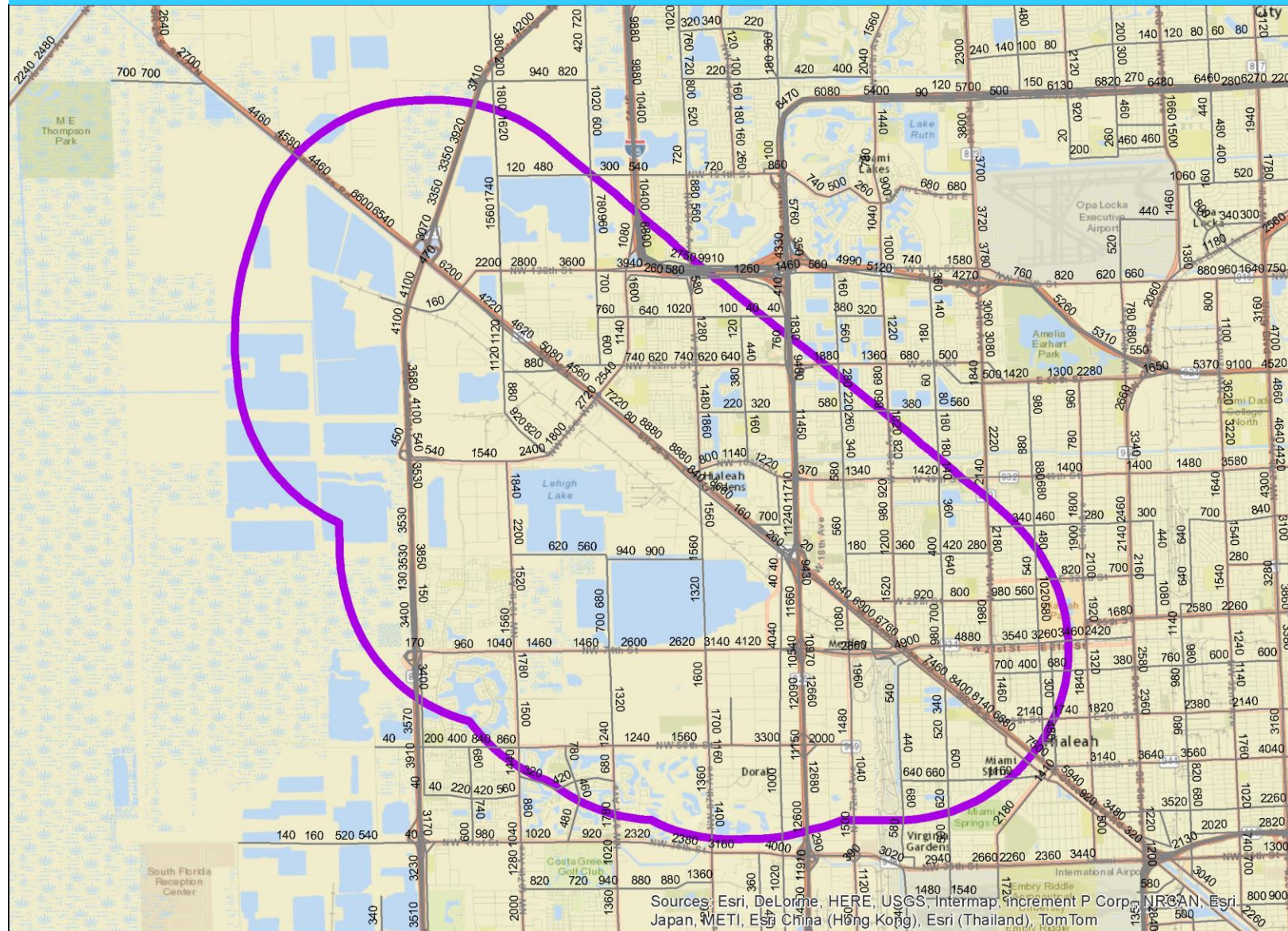
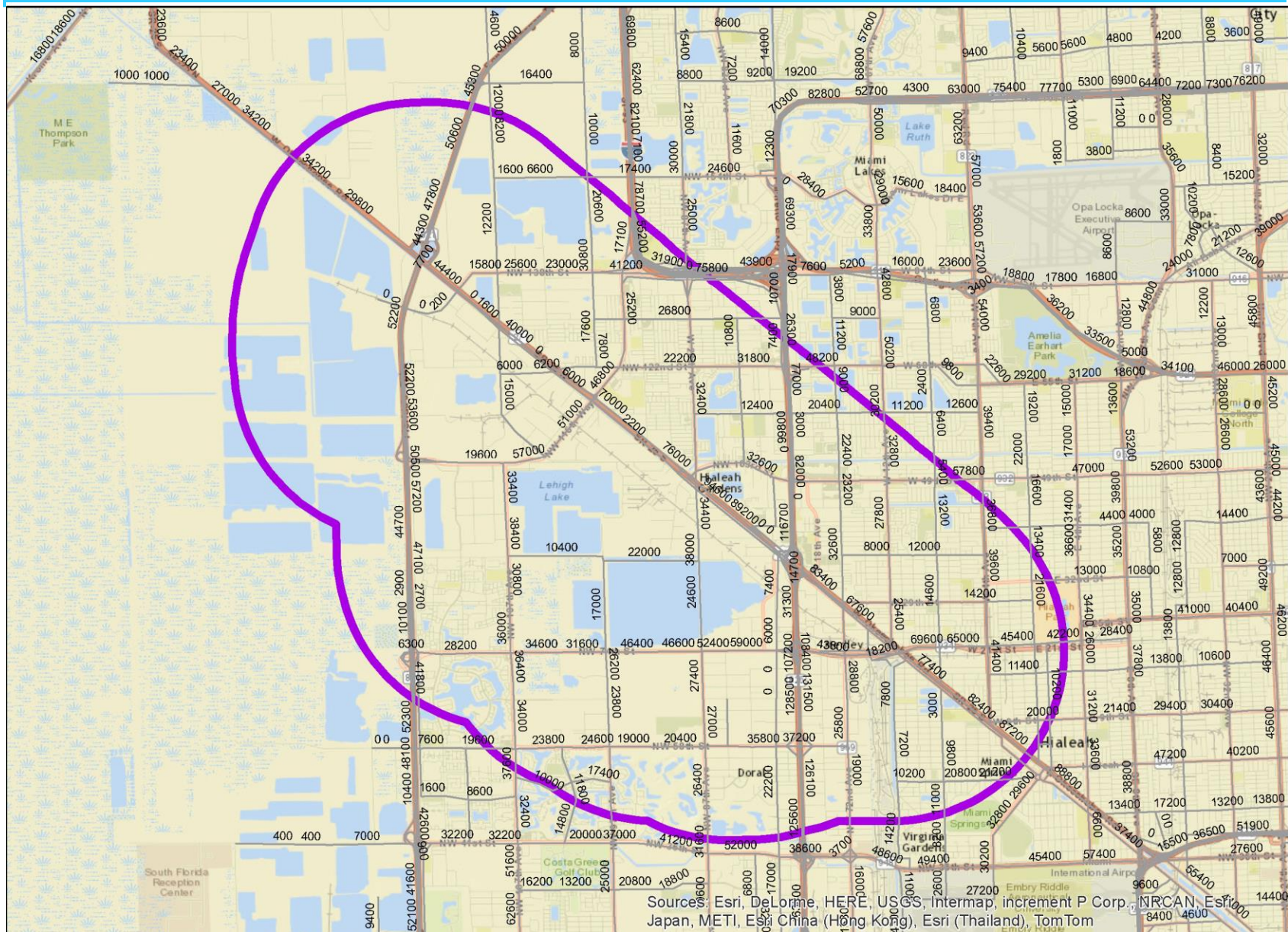


Figure 6: Case 1 – No Build 2040 Daily Volumes



Case 2 – Cost Feasible Plan Condition

Figures 7, 8, and 9 present the output graphics for the Case 2 – Cost Feasible Plan Condition for study area roadways.

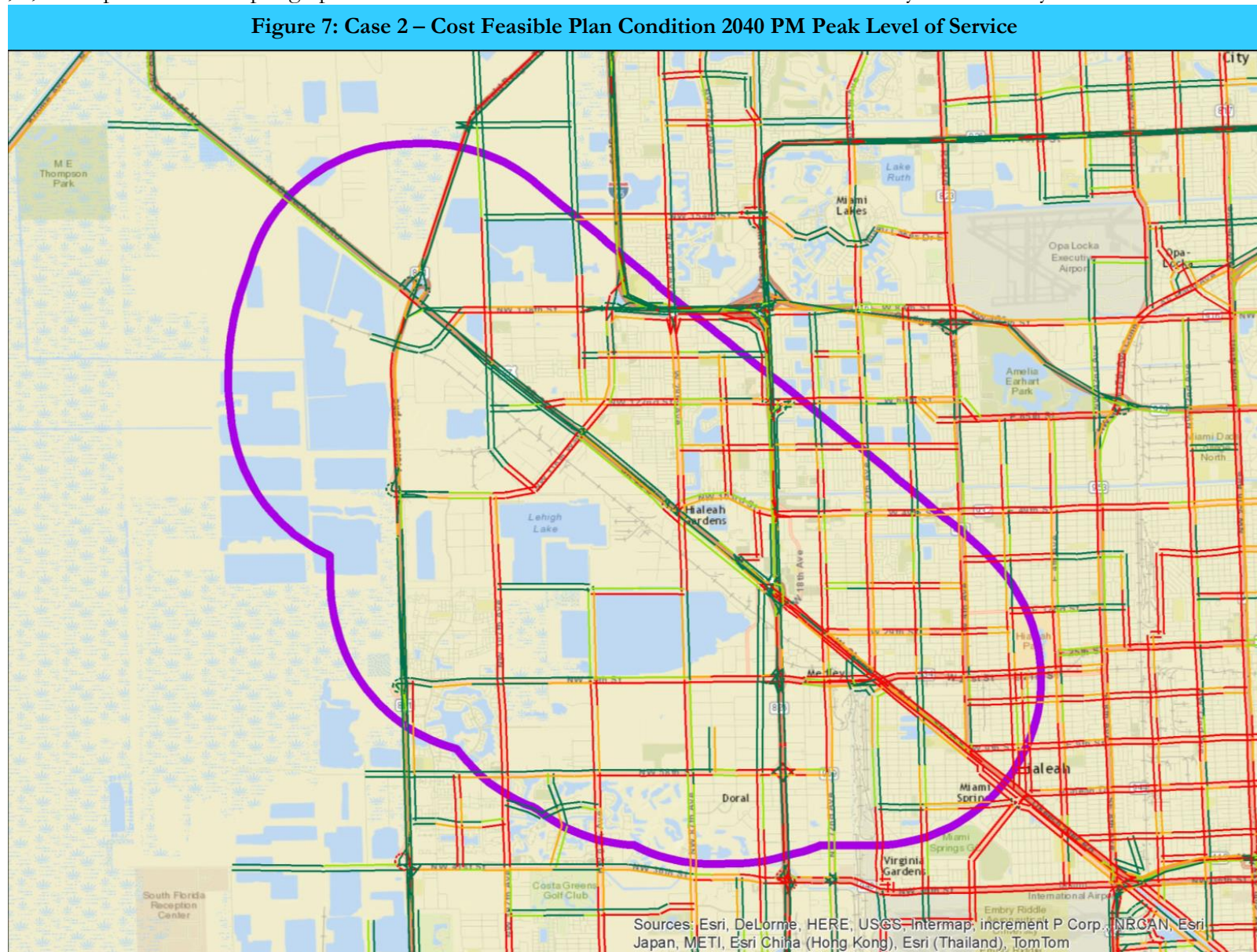


Figure 8: Case 2 – Cost Feasible Plan Condition 2040 Daily Truck Volumes

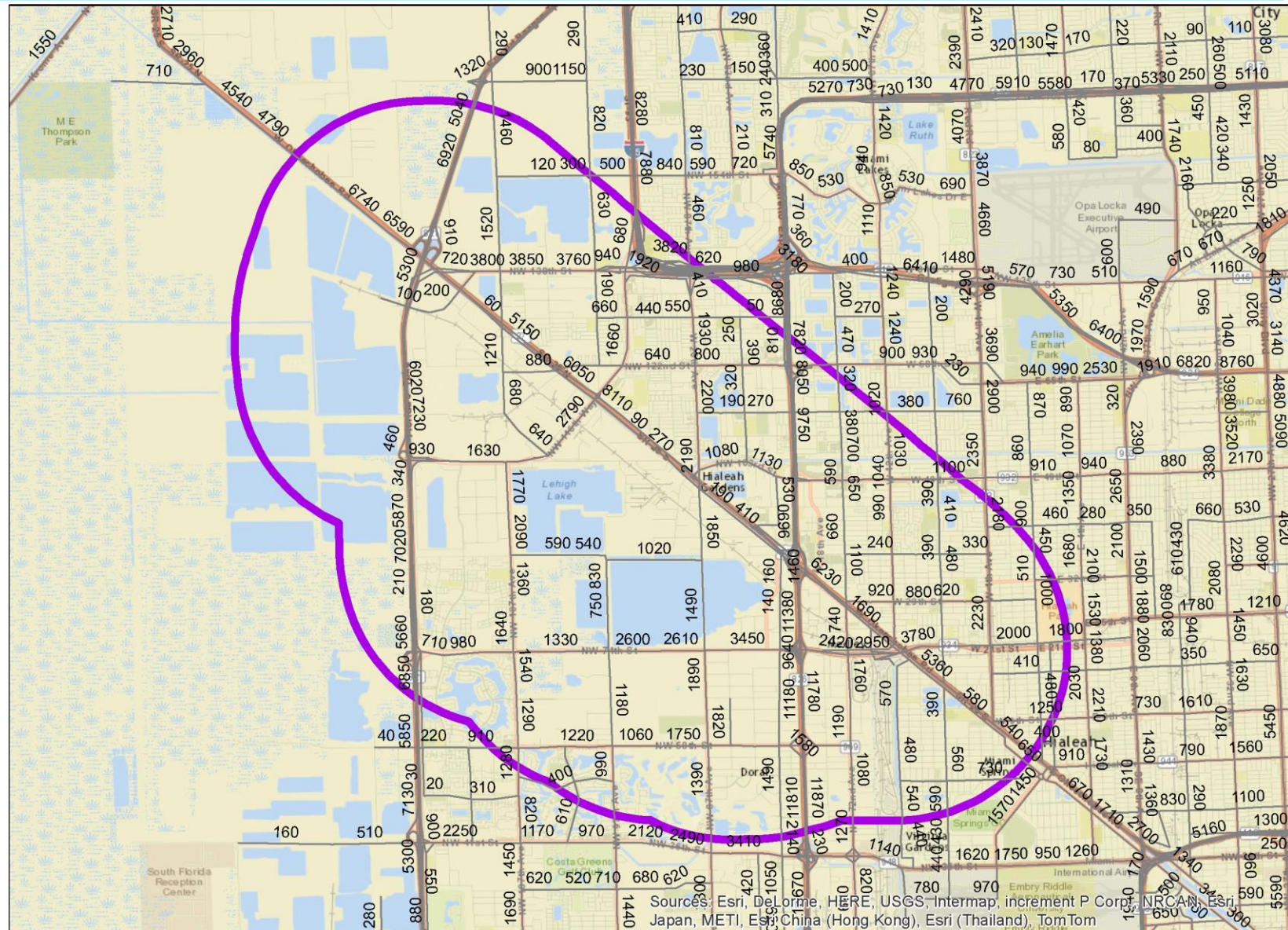
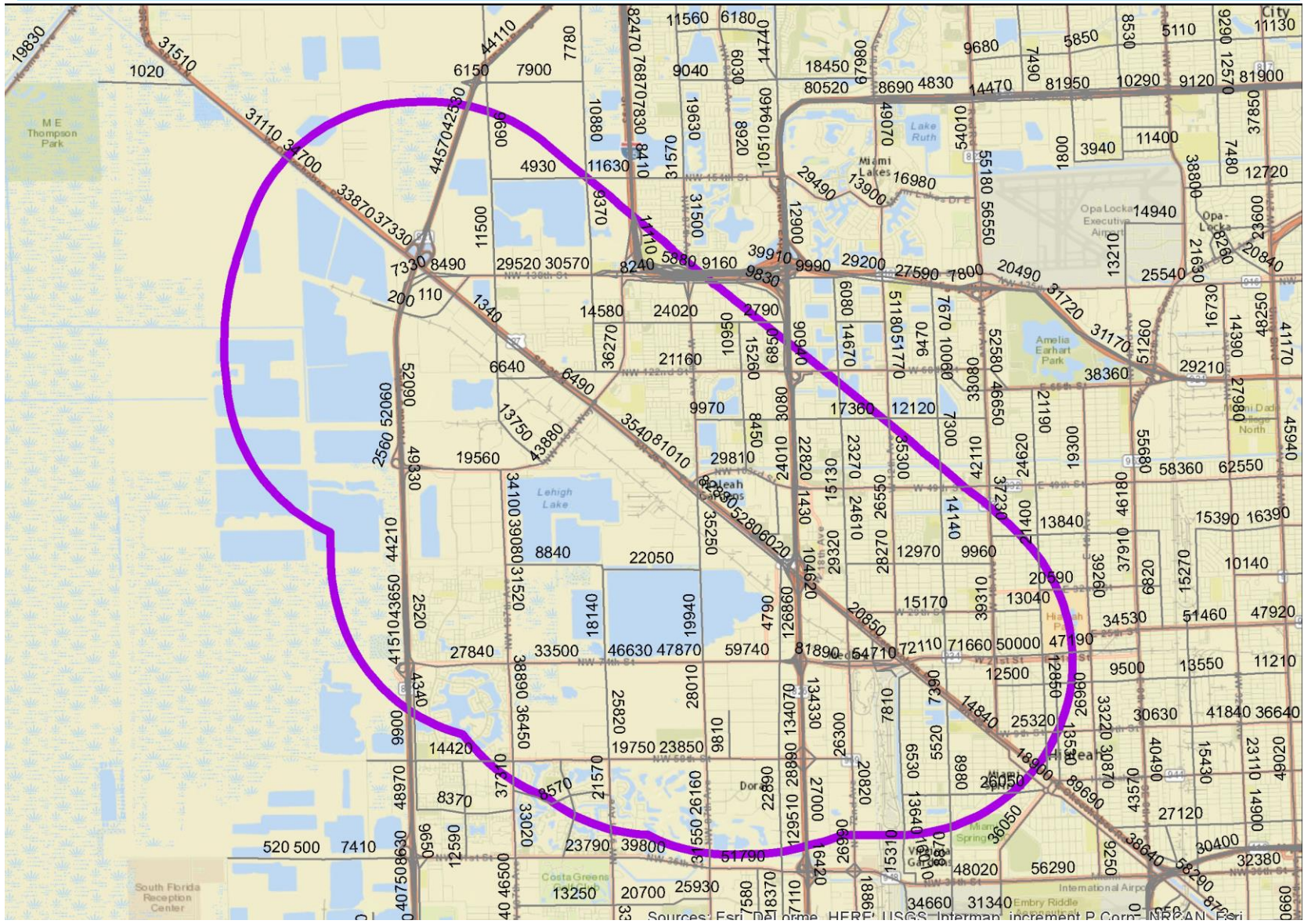


Figure 9: Case 2 – Cost Feasible Plan Condition 2040 Daily Volumes



Case 3 – Low Growth Condition

Figures 10, 11, and 12 present the output graphics for the Case 3 – Low Growth Condition for study area roadways.

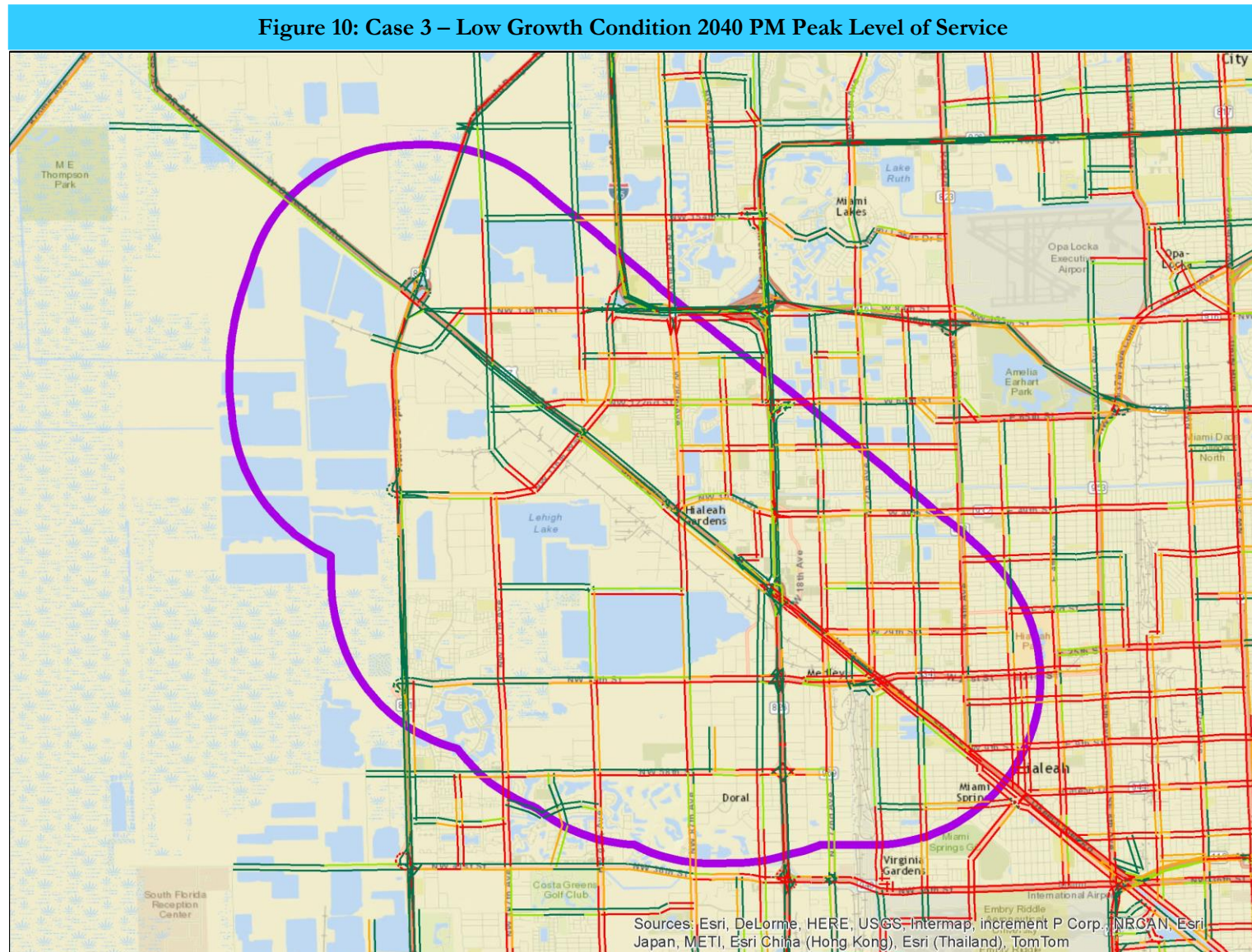


Figure 11: Case 3 – Low Growth Condition 2040 Daily Truck Volumes

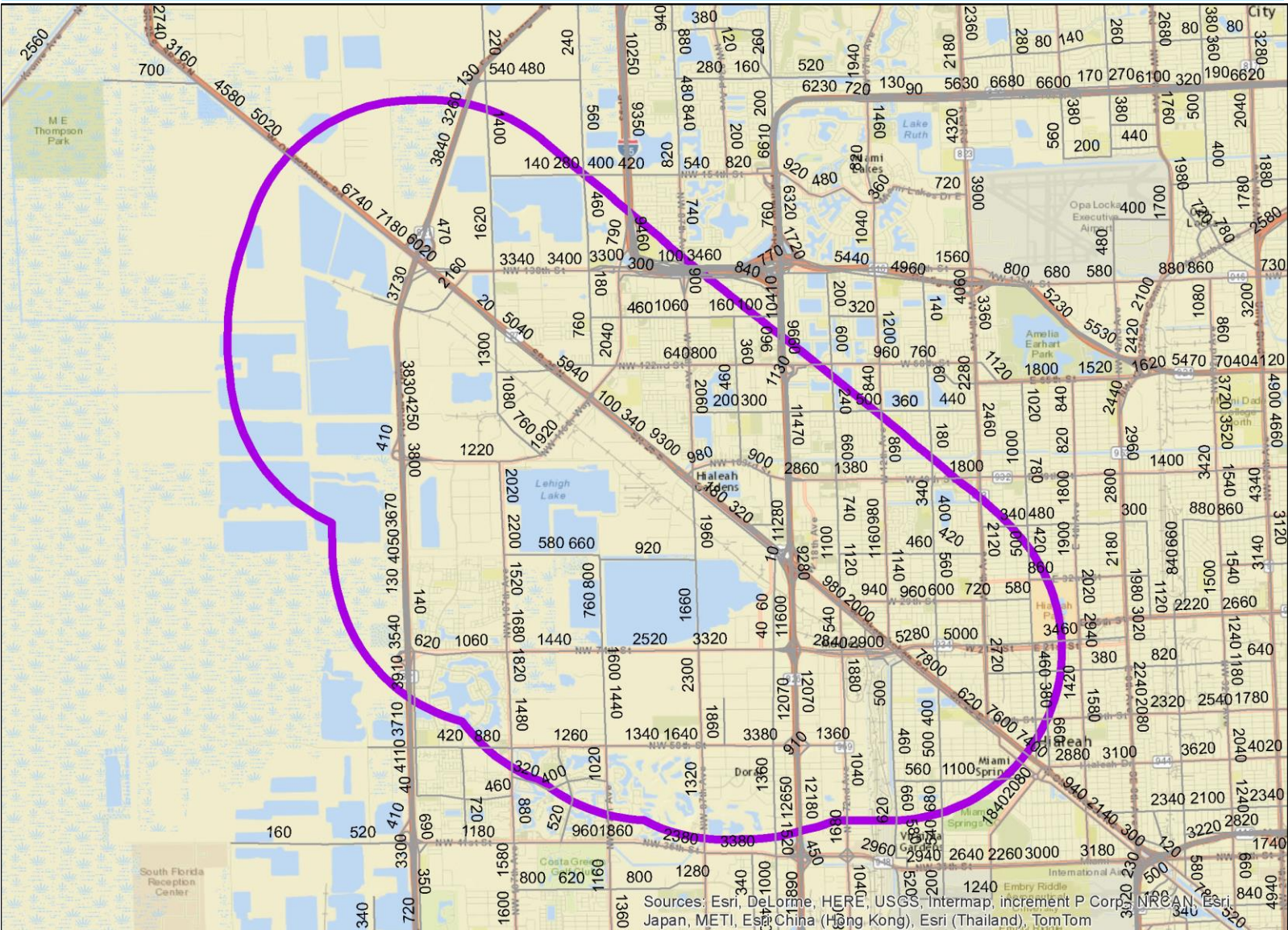
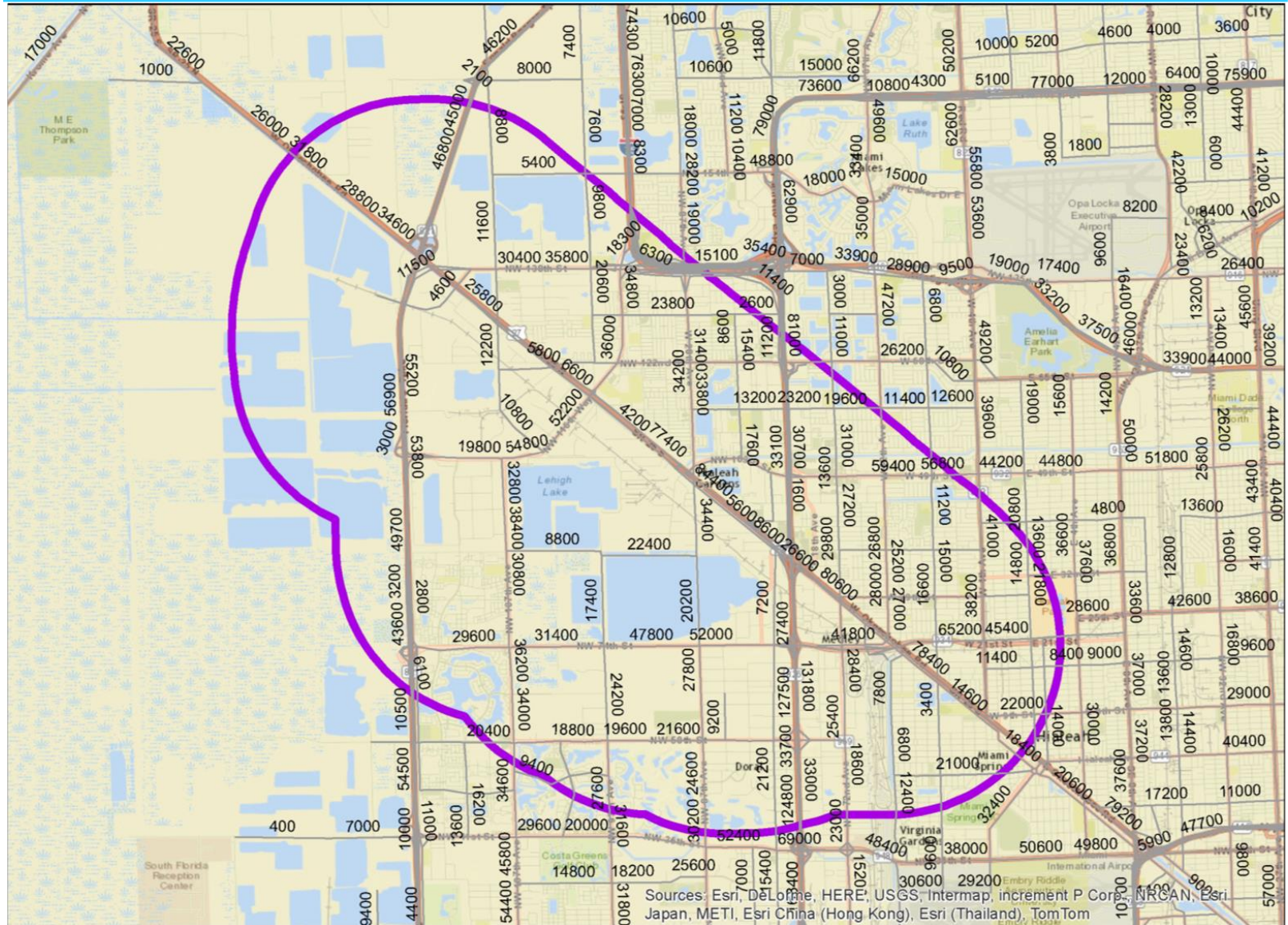


Figure 12: Case 3 – Low Growth Condition 2040 Daily Volumes



Case 4 – Moderate Growth Condition

Figures 13, 14, and 15 present the output graphics for the Case 4 – Moderate Growth Condition for study area roadways.

Figure 13: Case 4 – Moderate Growth Condition 2040 PM Peak Level of Service

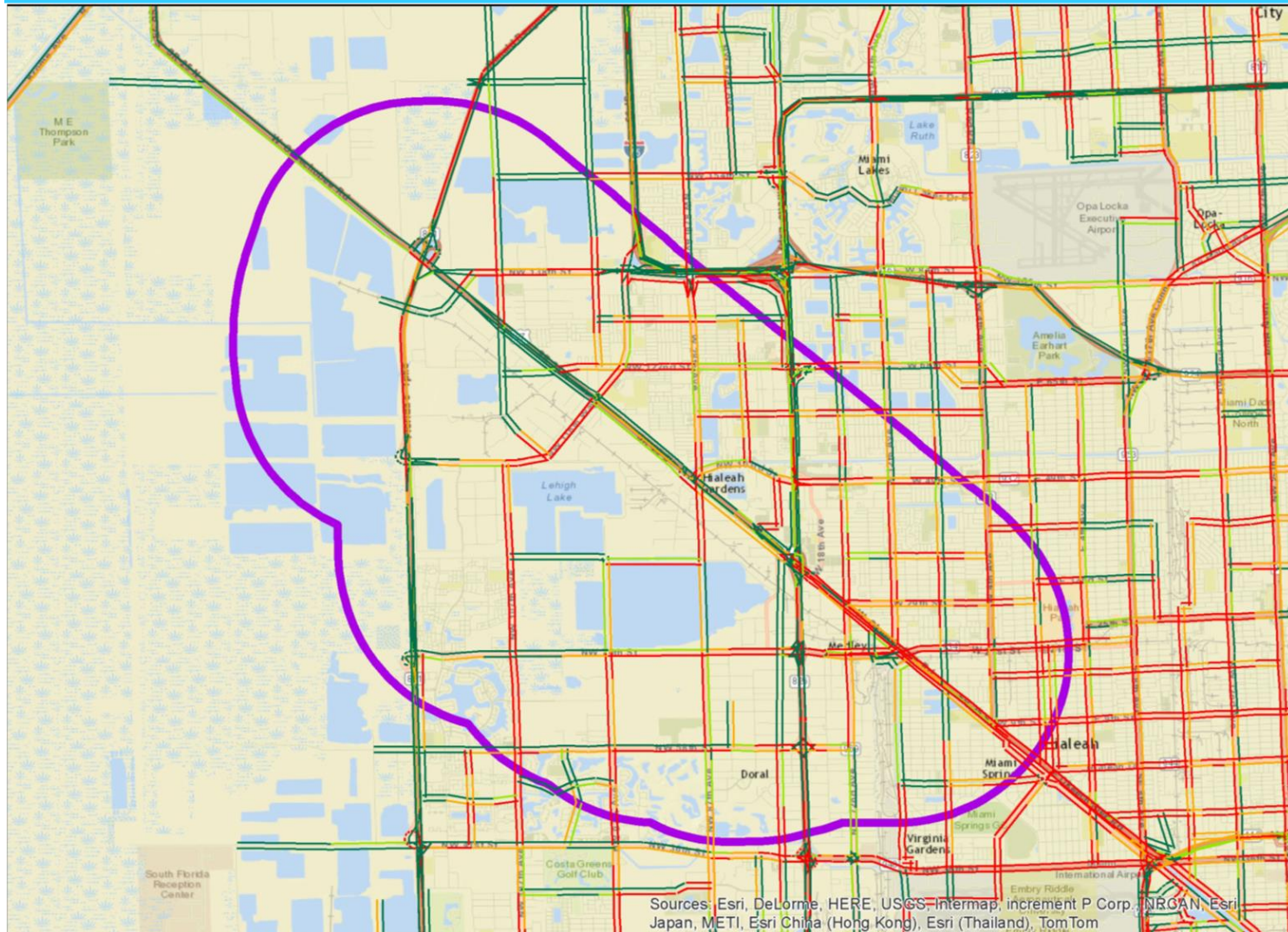


Figure 14: Case 4 – Moderate Growth Condition 2040 Daily Truck Volumes

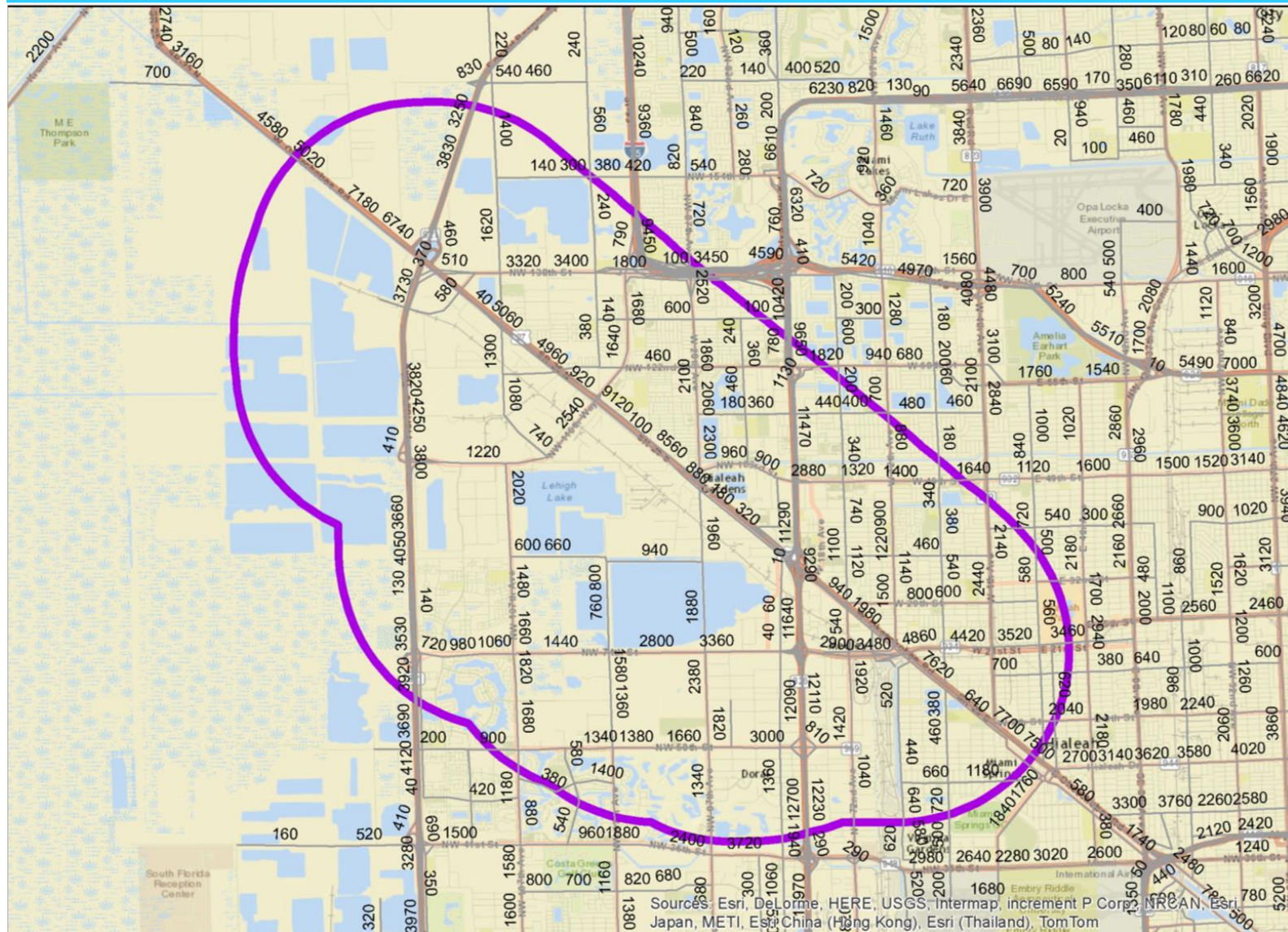
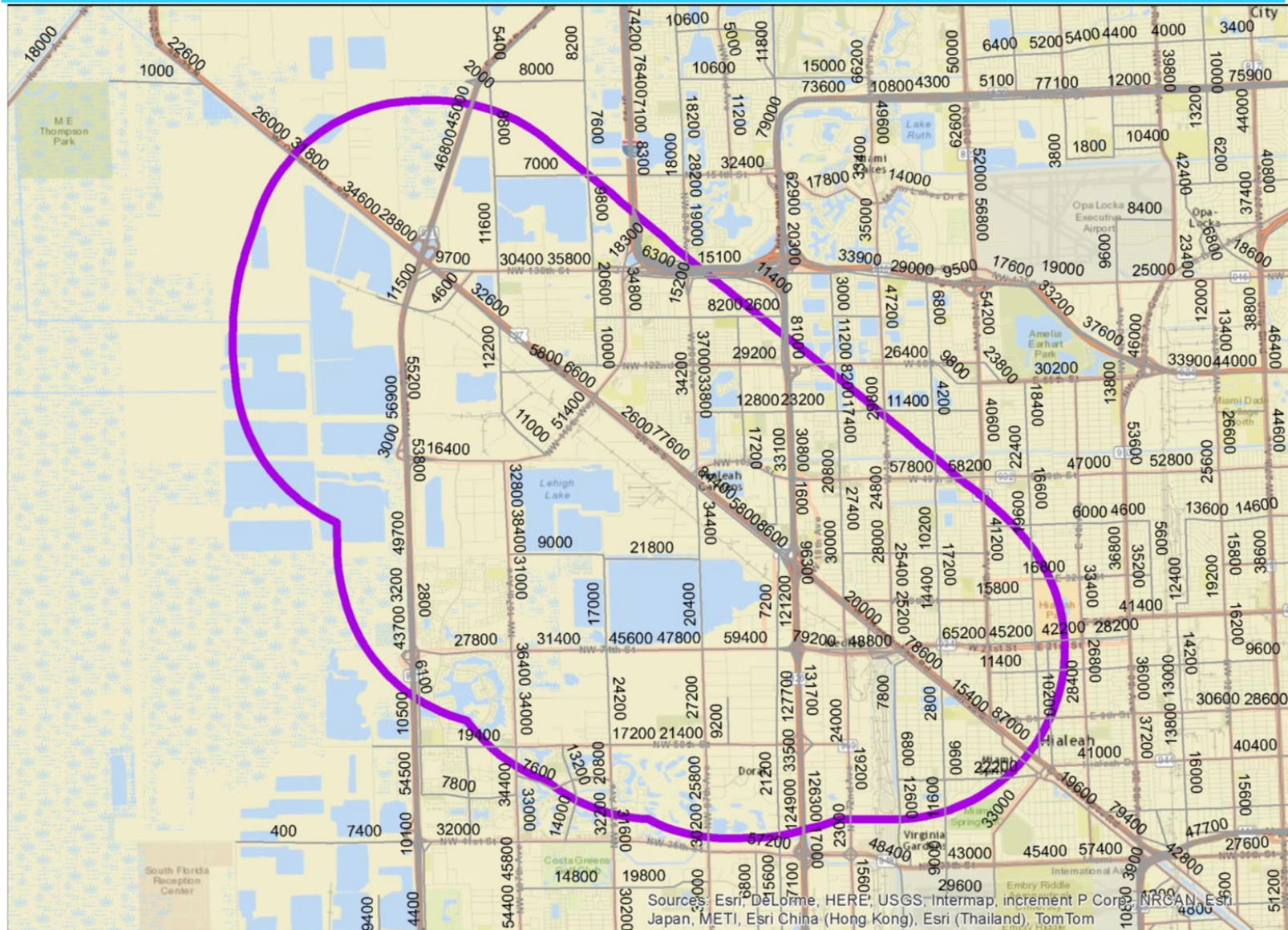


Figure 15: Case 4 – Moderate Growth Condition 2040 PM Daily Volumes



Case 5 – High Growth Condition

Figures 16, 17, and 18 present the output graphics for the Case5 – High Growth Condition for study area roadways.

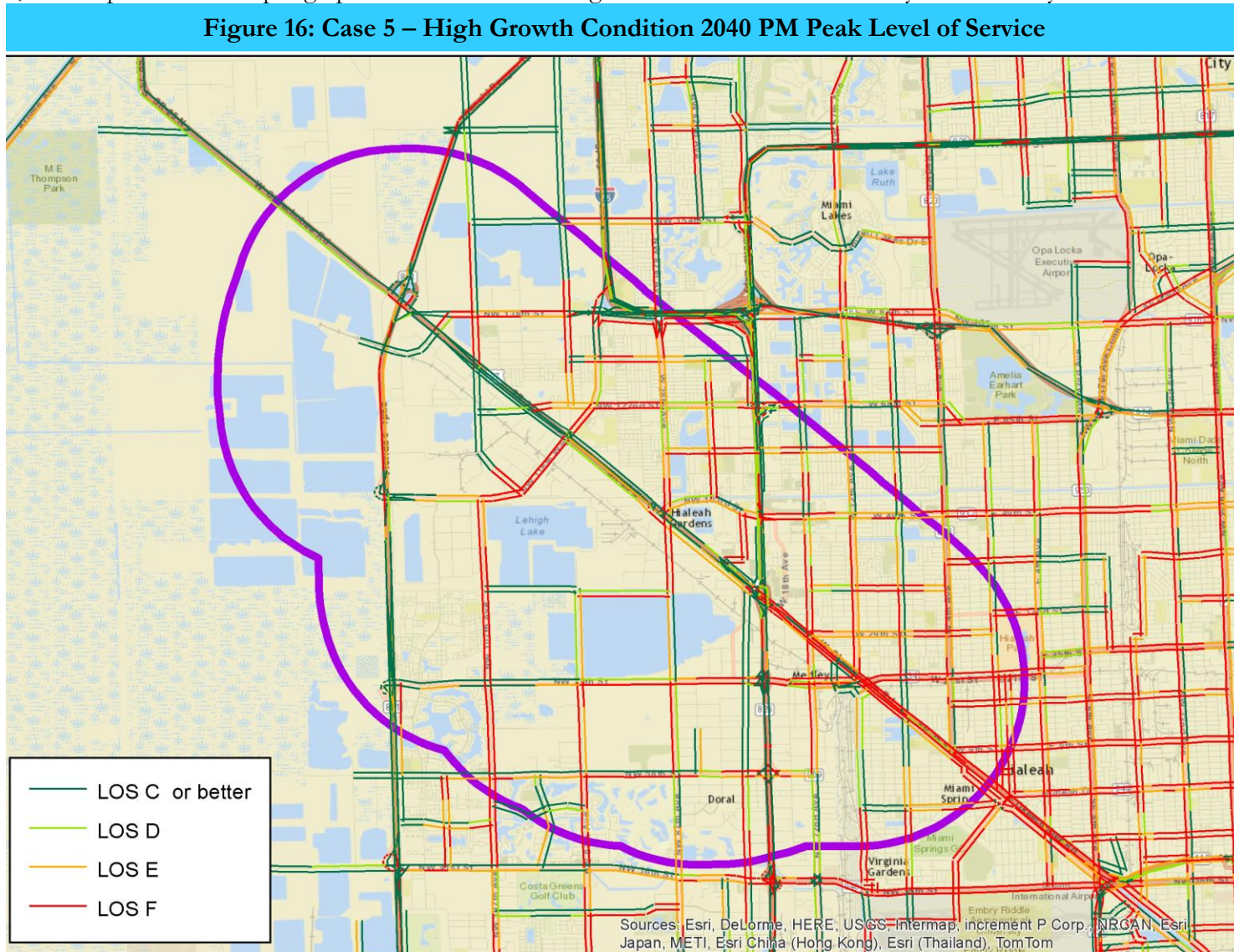


Figure 17: Case 5 – High Growth Condition 2040 Daily Truck Volumes

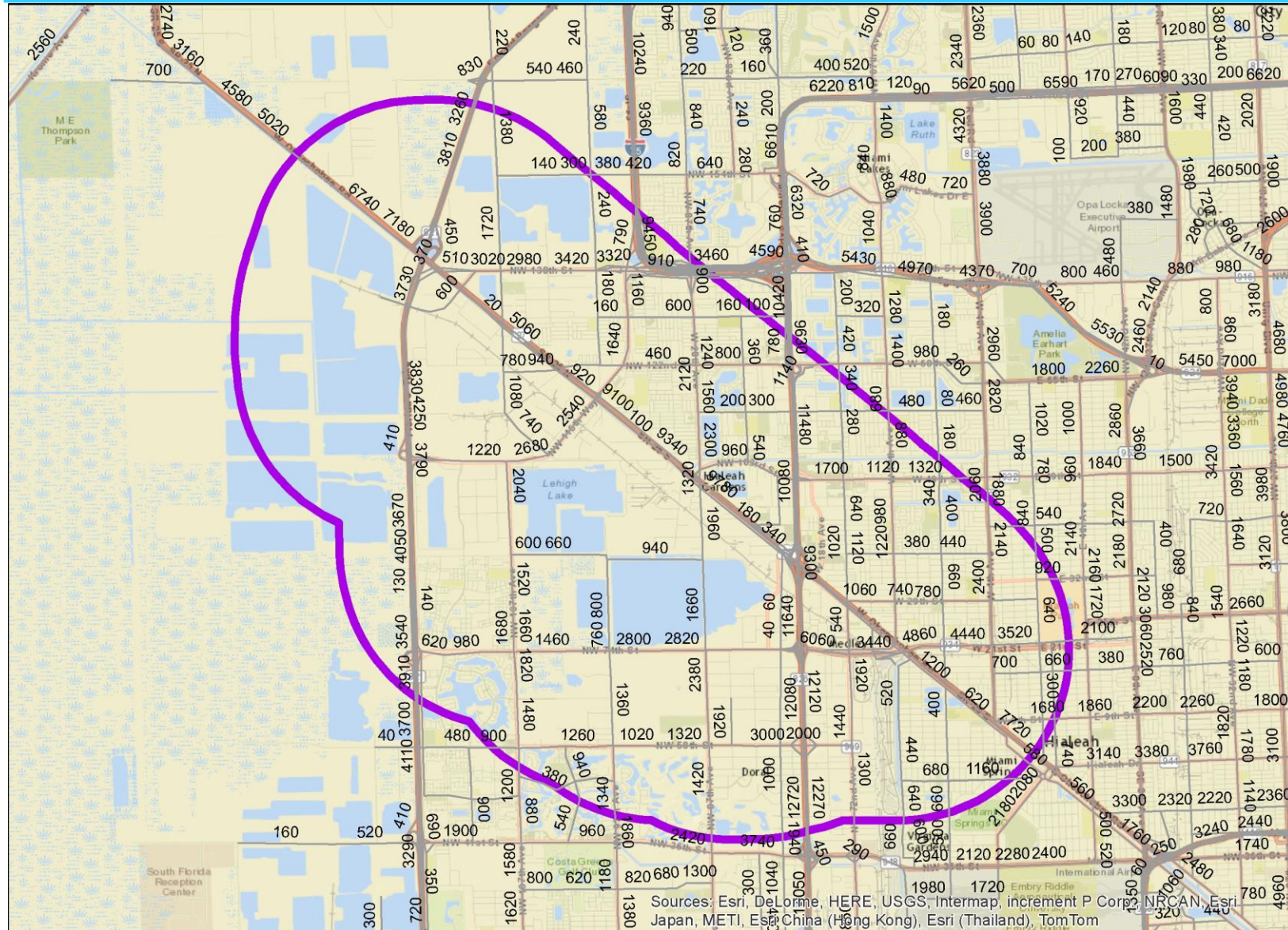
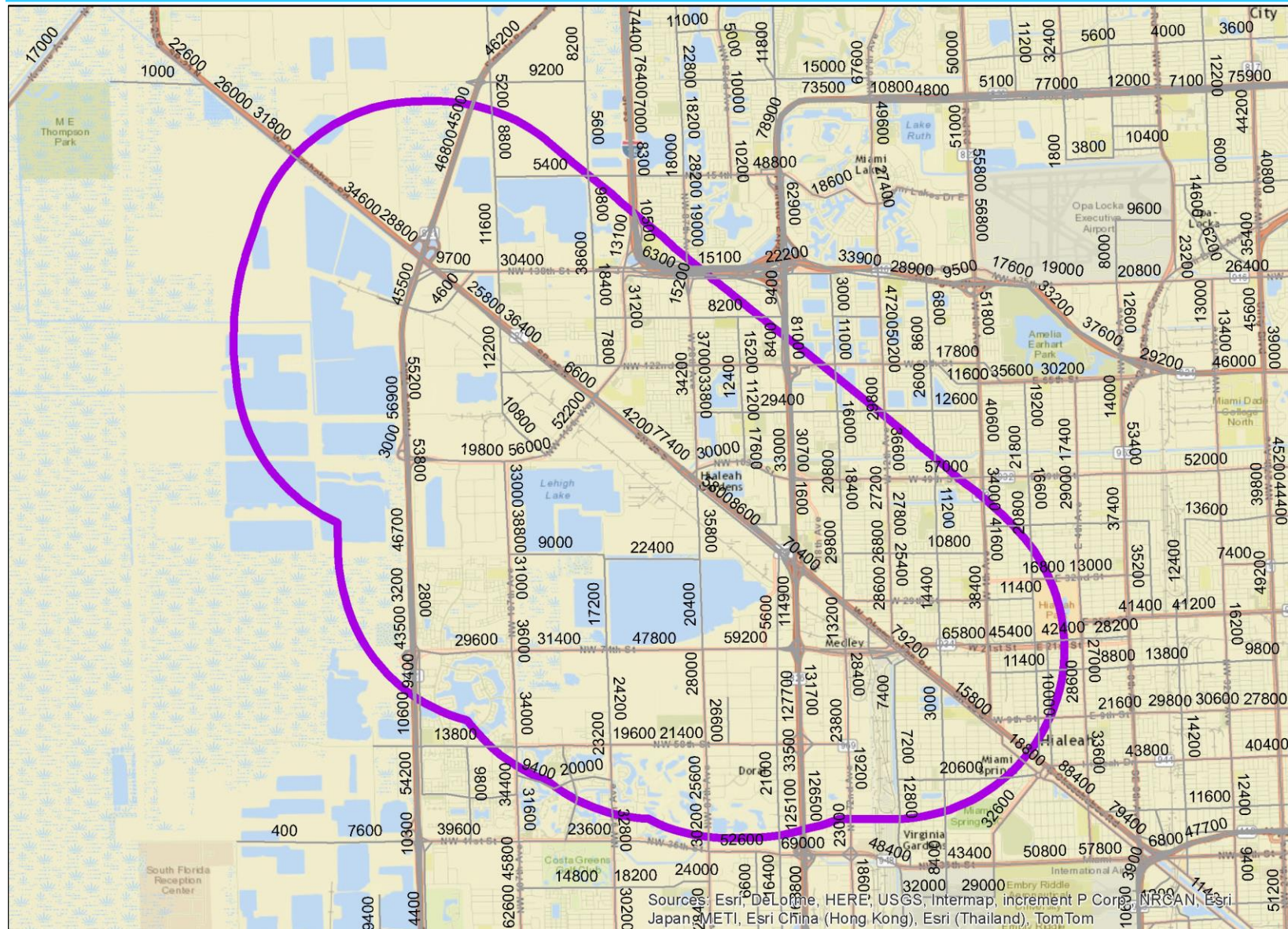


Figure 18: Case 5 – High Growth Condition 2040 Daily Volumes



Case 6 – High Growth with Proposed Projects Condition

Figures 19, 20, and 21 present the output graphics for the Case6 – High Growth Condition with Proposed Projects Condition for study area roadways.

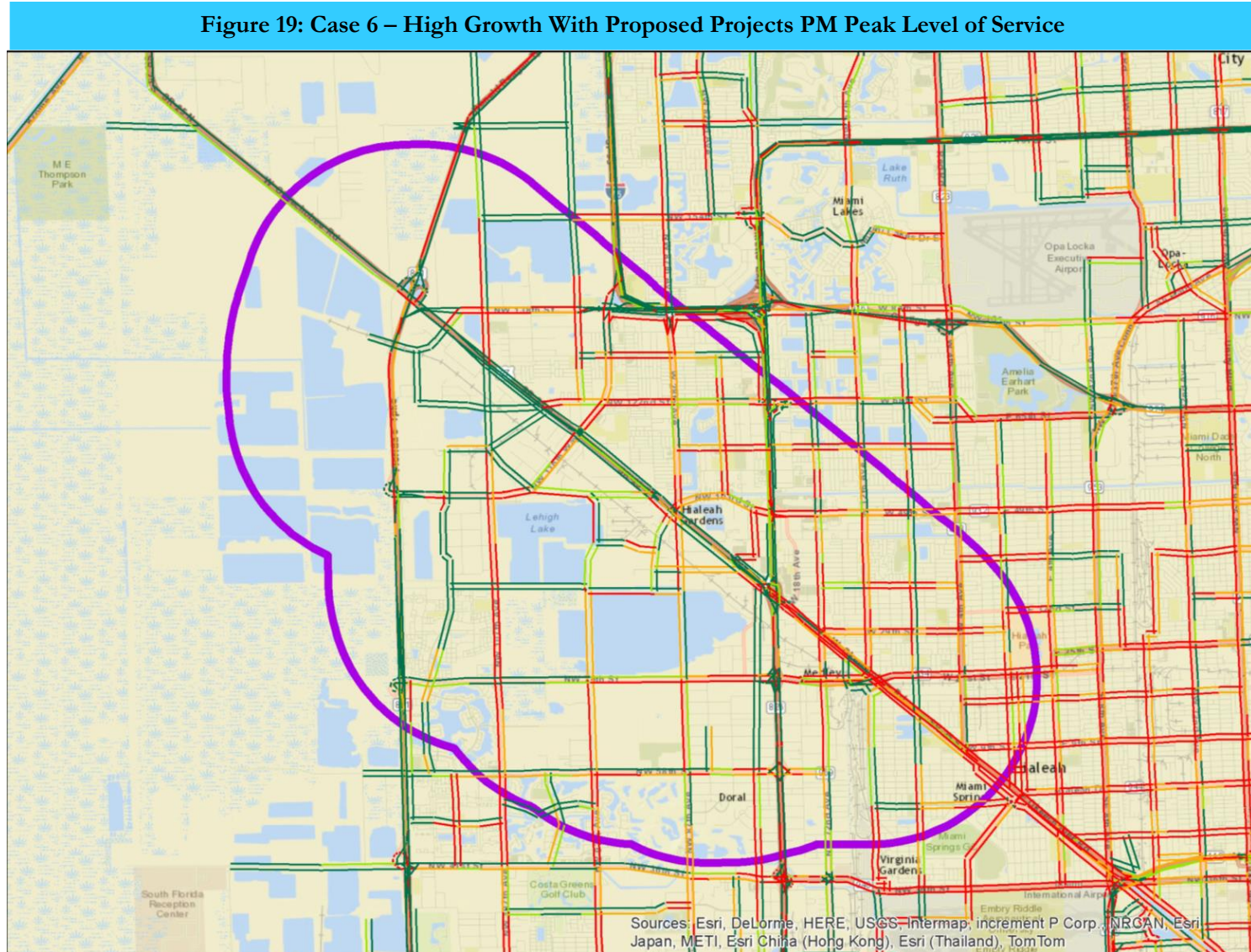


Figure 20: Case 6 – High Growth With Proposed Projects 2040 Daily Truck Volumes

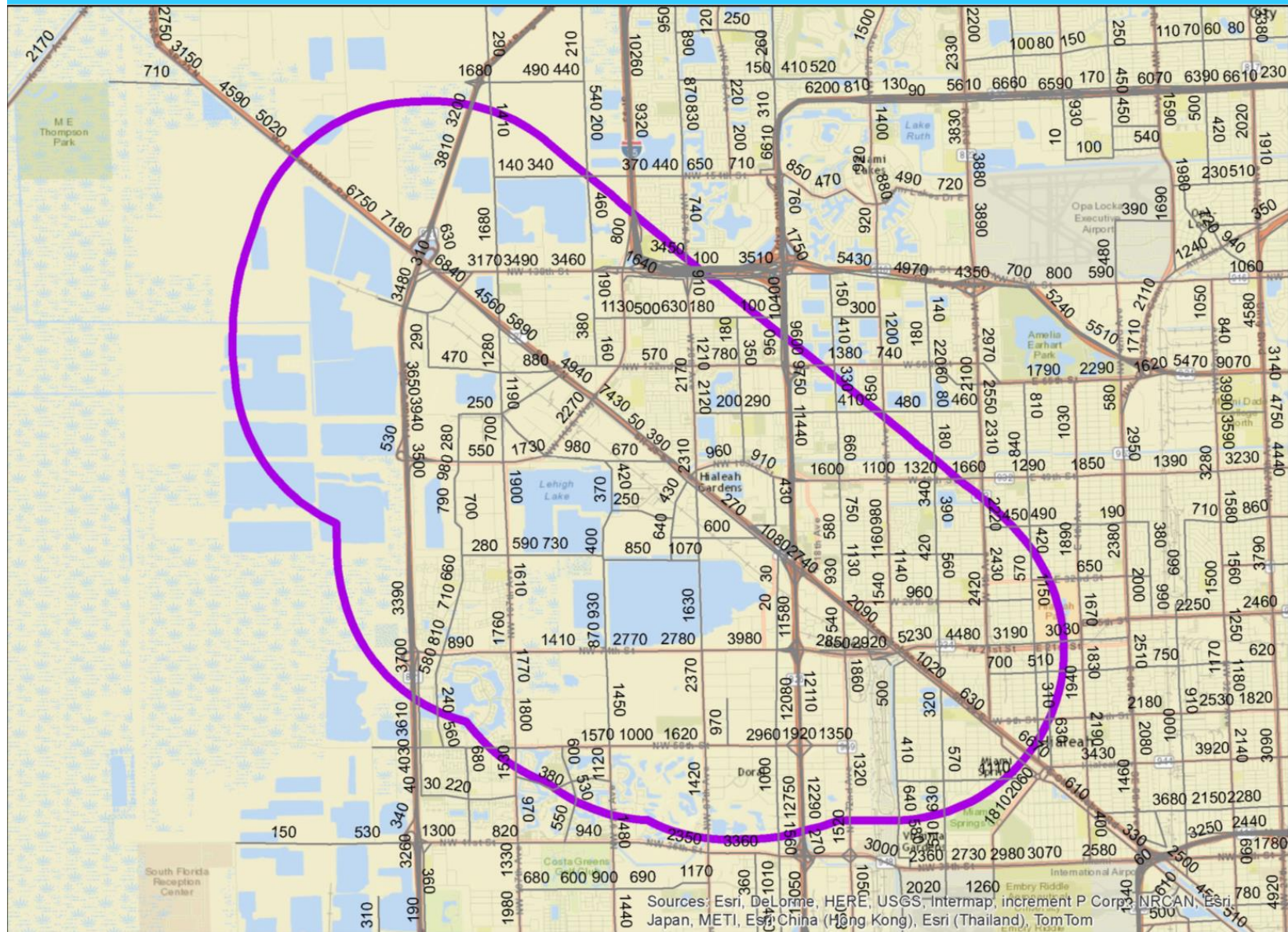
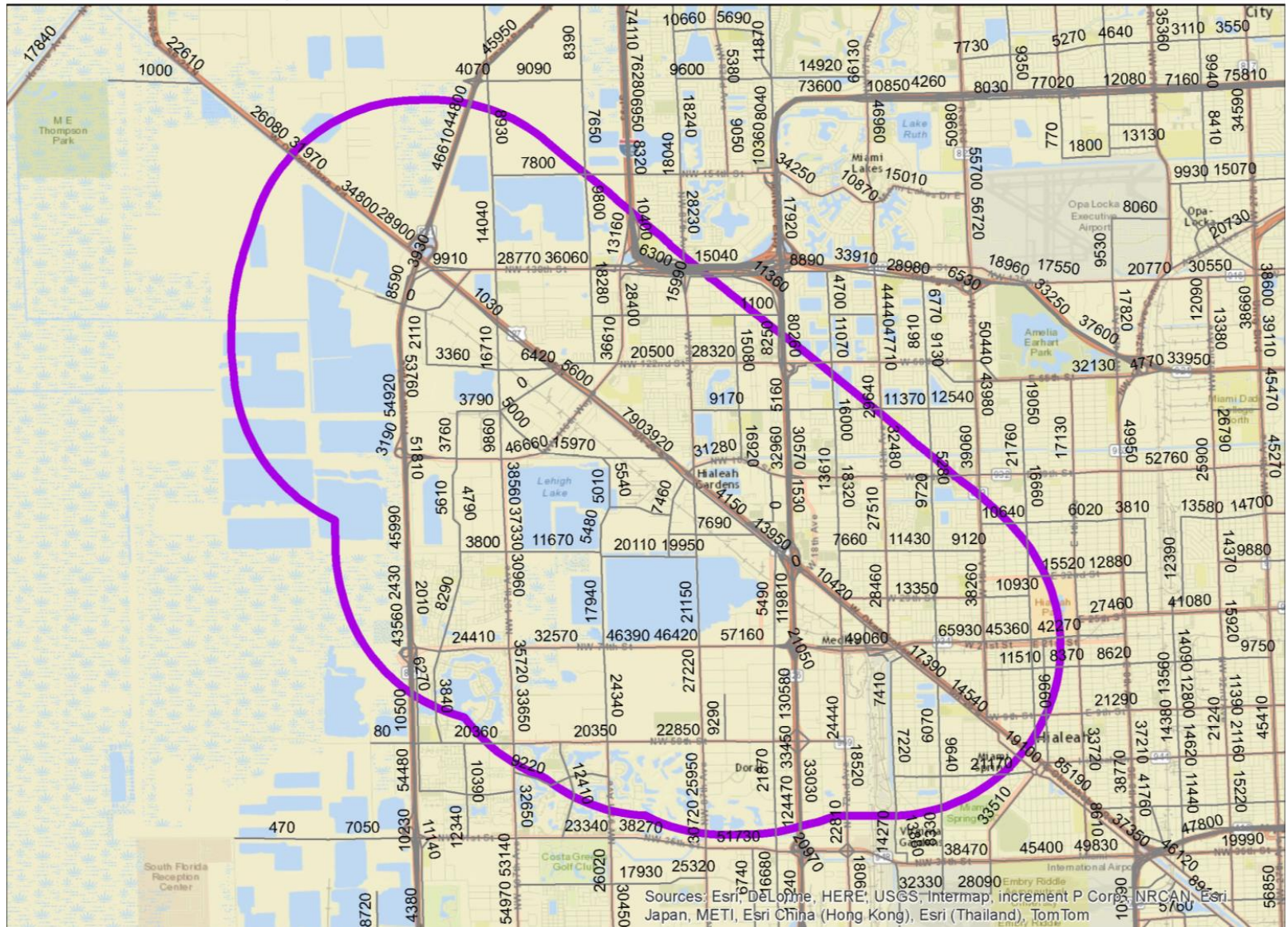


Figure 21: Case 6 – High Growth With Proposed Projects 2040 Daily Volumes



Okeechobee Road PD&E Study Intersection Level of Service

As a framework for comparison, the level of service analysis for 2040 No Build and Build options for the key intersections along Okeechobee Road between the Florida's Turnpike and the SR 826/Palmetto Expressway corridors is presented in Figures 22 and 23, respectively. This information is summarized from the US 27/SR 25/Okeechobee Road PD&E Study Preliminary Engineering Report.

Figure 22: Okeechobee Road PD&E Study No Build 2040 PM Peak Level of Service



Figure 23: Okeechobee Road PD&E Study Build 2040 PM Peak Level of Service



It is seen that with the recommended Okeechobee Road improvements, there is a clear improvement in traffic service for the PM Peak period and through the middle reaches of the corridor. Less pronounced improvement are visible at the east and west ends of this corridor. This outcome is generally consistent with the LRTP TDM-based segment analysis conducted for this study within the Okeechobee Road corridor itself.

Network Scenario Analysis

Summary Observations

From the TDM output from the four case studies representing alternative future freight demand scenarios affecting the Medley study area, the following observations are offered:

- **General**
 - The Medley study area is estimated to generate about 32,000 daily truck trips in 2040 according to TDM output and covers approximately 45 square miles. About 18 square miles, or 40% of this area, is consumed by warehousing, distribution, industrial, and construction product land uses, which are highly associated with truck trip generation.
 - Table 1 presents that under the PortMiami Case 4 - High Growth cargo forecast, the port would generously create 4,100 daily truck trips to the Medley study area at a 50% capture ratio, which would be 1,060 trips over the baseline Case 1 - No Build condition.
 - Likewise, the inland terminal facility would generate up to 1,370 daily trips in 2040 under the Case 4 - High Growth condition, all of which are considered to be new trips.

- Together, the port-related trips and the inland terminal facility trips would total 5,470 trips in 2040 under the Case 4 - High Growth condition, 2,470 trips more than the Case 1 – No Build condition.
- The 2,470 daily added truck trips in 2040 would be spread over the 45 square miles of the study area. The added truck trips comprise about 7.7% additional truck trips over the base level of truck trips in the study area. Over the 18 square miles of land uses with higher truck trip generation, this amounts to about 137 new truck trips per square mile in 2040.
- While the increase in the worst case is 7.7% additional truck trips in 2040, it is roughly a 1% increase in overall trip making in the study area. As shown in Table 1, there are relatively small increments of truck trip increases stepwise between the four case study conditions that were analyzed.
- Consequently, the case study output graphics show nearly indiscernible variations between the different truck trip growth cases that were studied, only minimal evidence of concentrations of added truck trips on various study area roadway links, and thus minimal variation in PM peak traffic service differentials.
- The roadway network in general is characterized for 2040 PM peak hour conditions by large extents of LOS E and F conditions. With mixed flows of general traffic and truck traffic, it is difficult to focus on projects with a specific benefit to trucking without addressing improvement of traffic capacity in general. From a freight perspective, the focus on investments should be on major arteries with high truck traffic percentages.

The observations below attempt to capture the subtle variations between the four cases across the study area for 2040 conditions:

- **Level of Service**

- There are only very subtle and very minor level of service (LOS) changes across the case studies. Case 1 includes short-term (5-year) improvements, mostly along Okeechobee Road. Cases 2-4 include cost-feasible projects in the 2040 LRTP and incrementally higher truck volumes due to the PortMiami forecast scenarios. Keep in mind that traffic assignments are dynamic, and certain capacity projects can change routing patterns for some trips, triggering volume and possible LOS changes as LOS thresholds are crossed.
- Figures 14 and 15 above summarize the LOS benefits without and with the planned Okeechobee Road improvements. With those projects, the intersection LOS values echo the prevailing segment LOS values shown in the case study figures.
- The most congested areas include:
 - Okeechobee Road at the Florida's Turnpike and near SR 826
 - NW 138th St. from Okeechobee Rd. to NW 97th Ave.
 - NW 107th St. south of NW 106th St.
 - NW 106th St./NW 116th Way/NW 92nd Ave. corridor
 - NW 87th Ave. corridor
 - NW 122nd Ave. east of Okeechobee Rd.
 - NW 74th St. from NW 97th Ave. to east of Okeechobee Rd.
 - NW 58th St. from NW 97th Ave. to NW 72nd Ave.
 - Most of the street grid in Hialeah and Hialeah Gardens (residential and commercial areas)
- The congestion registered south of Okeechobee Rd. on NW 116th Way and NW 87th Ave. may in part be a function of the street network conditions in the Town of Medley which include an irregular pattern, interruptions by the designated crossing points of the FEC

railroad, and the fact that certain existing roadway links are not included in the coded 2040 roadway network, including:

- NW 93rd St. (NW South River Drive west to NW 89th Ave.)
- NW 89th Ave. (NW South River Drive south to NW 93rd St.)
- NW 106th St./NW 106th Terr. (NW South River Drive west to NW 116th Way)
- NW 95th Ave. (NW 106th St. south to NW 100th St.)
- NW 100th St./NW 97th Terr. (NW 95th Ave. to NW 89th Ave.)
- NW 114th Ave./NW 112th Ct./NW 112th Ave. (NW 58th St. north to NW 106th St.)
- NW 90th St. (NW 112th Ave. east to NW 107th Ave.)
- NW 121st Way (Okeechobee Rd. southwest to NW 102nd Rd.)
- NW 122nd St. (NW 107th Ave. west to NW 115th Ave.)
- NW 115th Ave. (NW 122nd St. north to NW 138th St.)

The inclusion of these links in the model would help to distribute concentrations of traffic on those network links that are coded.

- **Daily 2040 Traffic Volumes and Daily 2040 Truck Traffic Volumes**

- As is the case for LOS results across the scenarios, there are generally subtle changes in daily 2040 link volumes. The only direct change in network demand was adjustments to truck trips in each of the case conditions due to the alternative PortMiami cargo growth forecasts and the inland terminal facility. However, due to the added truck trips and the vagaries of TDM network assignments, there can be slight shifts in general (non-truck) traffic routings. Keep in mind that the freight-related truck trips are only a share of overall truck trip movements which include also deliveries of goods and parcels, movement of construction equipment and materials, and larger trucks utilized in activities associated with businesses and trades.
- Table 2 below provides a summary of changes in daily 2040 traffic and daily 2040 truck traffic for a representative set of major roadway links within the study area, between the Case 3: Low Growth Condition and the Case 5: High Growth Condition for daily traffic, the changes in traffic from Case 3 to Case 5 are all slightly positive, as would be expected. It is seen that for daily truck traffic, the changes in traffic from Case 3 to Case 5 are also all slightly positive.
- This table reiterates the point that while there are as many as 1,060 added daily truck trips to the study area in 2040, the generalized impact is in the range of 1-2% on the roadway network in the core area of truck activity. The differences between Case 3 and Case 5 conditions are relatively small.

Table 2: Summary of Traffic Volume Changes Between Cases

2040 Daily Traffic									2040 Daily Truck Traffic							
Location	Case 1 - No Build (E+C Projects Only)	Case 2 - Cost-Feasible Plan	Case 3 - Low Growth	Case 5 - High Growth	Case 6 - High Growth & Build	Change (Case 5 vs. Case 2)	Change (Case 6 vs. Case 2)	Change (Case 6 vs. Case 5)	Case 1 - No Build (E+C Projects Only)	Case 2 - Cost-Feasible Plan	Case 3 - Low Growth	Case 5 - High Growth	Case 6 - High Growth & Build	Change (Case 5 vs. Case 2)	Change (Case 6 vs. Case 2)	Change (Case 6 vs. Case 5)
NW 116th Way - S. of Okeechobee Rd.	50,100	51,000	50,400	51,800	42,900	1.6%	-15.9%	-17.2%	2,530	2,640	2,640	2,700	2,070	2.3%	-21.6%	-23.3%
NW 92nd Ave. - S. of NW 138th St.	38,800	36,400	35,400	35,800	36,500	1.1%	0.3%	2.0%	1,510	1,890	1,790	1,850	1,800	-2.1%	-4.8%	-2.7%
Okeechobee Rd. - W. of HEFT	33,300	35,600	31,200	31,700	31,900	1.6%	-10.4%	0.6%	6,570	6,670	6,840	6,960	6,970	4.3%	4.5%	0.1%
Okeechobee Rd. - E. of NW 116th Way	80,700	77,400	72,600	73,200	61,500	0.8%	-20.5%	-16.0%	7,930	8,520	8,370	8,670	7,860	1.8%	-7.7%	-9.3%
Okeechobee Rd. - E. of NW 87th Ave.	87,400	82,100	81,200	81,800	78,600	0.7%	-4.3%	-3.9%	9,230	9,480	9,640	9,910	9,380	4.5%	-1.1%	-5.3%
NW 107th Ave. - S. of NW 106th Ave.	33,000	34,500	32,900	33,100	38,500	0.6%	11.6%	16.3%	1,870	1,850	1,880	1,950	1,960	5.4%	5.9%	0.5%
NW 138th Ave. - W. of NW 97th Ave.	26,500	32,600	34,200	34,500	35,100	0.9%	7.7%	1.7%	3,220	3,950	3,500	3,610	2,380	-8.6%	-39.7%	-34.1%
NW 74th St. - E. of HEFT	29,100	28,500	28,500	28,700	23,400	0.7%	-17.9%	-18.5%	1,000	1,110	990	1,040	980	-6.3%	-11.7%	-5.8%
NW 74th St. - W. of SR 826	59,500	58,500	58,500	59,500	57,300	1.7%	-2.1%	-3.7%	4,100	3,580	3,880	4,150	4,030	15.9%	12.6%	-2.9%
NW 87th Ave. - S. of Okeechobee Rd.	36,200	34,900	34,700	35,100	30,400	1.2%	-12.9%	-13.4%	1,560	1,870	1,770	2,030	1,770	8.6%	-5.3%	-12.8%
Overall Average						1.2%	-7.5%	-6.3%						3.8%	-5.7%	-8.6%

Key observations from this analysis of network case conditions are summarized below:

- With increasing truck trips under Cases 3 and 5, the incremental addition of truck trips to the TDM truck trip table is evidenced by slight increases in general and truck trips across many of the ten road network checkpoints in Table 2.
- Comparing Case 5 to Case 2, noting that several local roadway links in Medley that were absent in the TDM coding, shows that with additional truck trips in the network, overall general and truck volumes increase slightly by 1.2% and 3.8%, respectively.
- Comparing Case 6 to Case 2, noting that in Case 6 several new roadway links or widenings are added in Medley and the area to the south, shows that even with additional truck trips in the network, overall general and truck volumes decrease by 7.5% and 5.7%, respectively. This is interpreted to mean that providing additional roadway links and link capacity further results in broader distribution of trips across the network and reducing link volumes at checkpoints.
- Comparing Case 6 to Case 5 shows that overall general and truck volumes decrease by 6.3% and 8.6%, respectively. This ratio directly measures the benefit of additional roadway links and link capacity, showing that the proposed projects collectively benefit traffic conditions in the study area.

Network Improvement Strategies

The Medley study area is underlain by the standard Miami-Dade County section line grid pattern of roads. However, within the study area this pattern is interrupted by the diagonal Okeechobee Road corridor, the lack of master planning to preserve grid corridors, the combined barrier effects of the FEC rail corridor and the SFWMD C4/Miami Canal, large rock pits some of which are being partially refilled, and large construction materials operations sites such as the Tarmac and Coreslab Structures. Compounding this issue are generally narrow and unorganized roadway rights-of-ways, many with poorly defined boundaries, causing a lack of an interconnected back area roadway network off of Okeechobee Road to provide redundancy and flexibility in traffic circulation patterns. The result is a concentration of vehicles on few heavily travelled roadways such as Okeechobee Road through the study area and NW 106th St/NW 116th Way/NW 92nd Ave.-Hialeah Gardens Blvd. connecting from the Florida's Turnpike across Okeechobee Road to I-75.

The planned Okeechobee Road improvements provide generally good traffic service in 2040 along that backbone roadway for the study area. East of the SR 826 corridor within the study area, the roadways are very constrained and truck traffic is less except on Okeechobee Rd. and NW 74th St., making system capacity improvements challenging in this area.

The results of the traffic assignments and companion LOS outputs were reviewed to identify opportunities to enhance the roadway network within the Medley study area to enhance both truck as well as general traffic movements. Several strategies were considered:

- Further improvements to Okeechobee Road
- Additional connection points to Okeechobee Road
- Capacity improvements to existing corridors
- Completion of missing links to provide network continuity and redundancy
- Railroad grade separations in view of the potential for increased rail movements

Each of these opportunities are discussed below:

Further Improvements to Okeechobee Road

The planned improvements to Okeechobee Road provide considerable enhancement of capacity and level of service along this corridor. There will be a few locations along crossing roadways where traffic service in the 2040 PM peak will still be poor, such as on both approaches of NW 116th Way and NW 87th Ave. once reconfigured. These situations are compounded by the north side frontage road intersection, and on the south side the parallel South River Drive, as well as other intersecting roadways close by to the north.

More broadly, there are eight access connections to the Okeechobee Road mainline between Florida's Turnpike and SR 826 over a distance of five miles. The improvement plan introduces mainline overpasses at two locations, and additional flyover ramps at two locations. The other six locations with lesser intersecting volumes are at-grade signalized intersections. For the eight access connections, the average spacing is about 3,000 feet between junctions. Considering that fact alone, introducing additional access connections to the mainline is not reasonable.

It is useful to examine the configuration of the eight access points, per the corridor improvement plan, and as listed below:

• NW 138 th St.	At-grade intersection	Connects to both sides of Okeechobee Road
• NW 107 th Ave.	At-grade turbo	Connects only to south side
• NW 121 Way	At-grade turbo	Connects only to south side
• NW 116 th Way	Mainline overpass	Connects to both sides of Okeechobee Road
• NW 106 th St.	At-grade turbo	Connects only to south side
• NW 87 th Ave.	Mainline overpass	Connects to both sides of Okeechobee Road
• Frontage Connection	At-grade turbo	Connects only to north side
• NW 79 th Ave.	At-grade turbo	Connects only to south side

Based on this review, there are three connections providing full connectivity between intersecting streets, four which connect a street only on the south side to the mainline, and one which connects only to a street on the north side. Other intersecting streets from either side of Okeechobee Road connect only to the north frontage road or to South River Drive. This configuration was struck for sufficient traffic capacity and improvement in cost management. It also restricts portals into Hialeah Gardens on the north side of Okeechobee Road, which has the effect of inhibiting truck traffic and industrial workers commuting through the areas on the north side of Okeechobee Road. However, given the density of development, it has the effect of concentrating some traffic patterns at the “full access points” or encouraging zig-zag trips between one-sided access points serving opposite sides of Okeechobee Road.

It is unlikely that existing one-sided access connections such as those at NW 107th Ave. or NW 122nd St. would be converted to two-sided access connections. While both of these are long cross-county section line roads, their continuity is interrupted at Okeechobee Road.

Based on this review, it is concluded that no additional access points along Okeechobee Road can be accommodated. In addition, it is considered unlikely that any of the one-sided turbo intersections proposed would be converted to two-sided access. Since FDOT is just beginning the process of

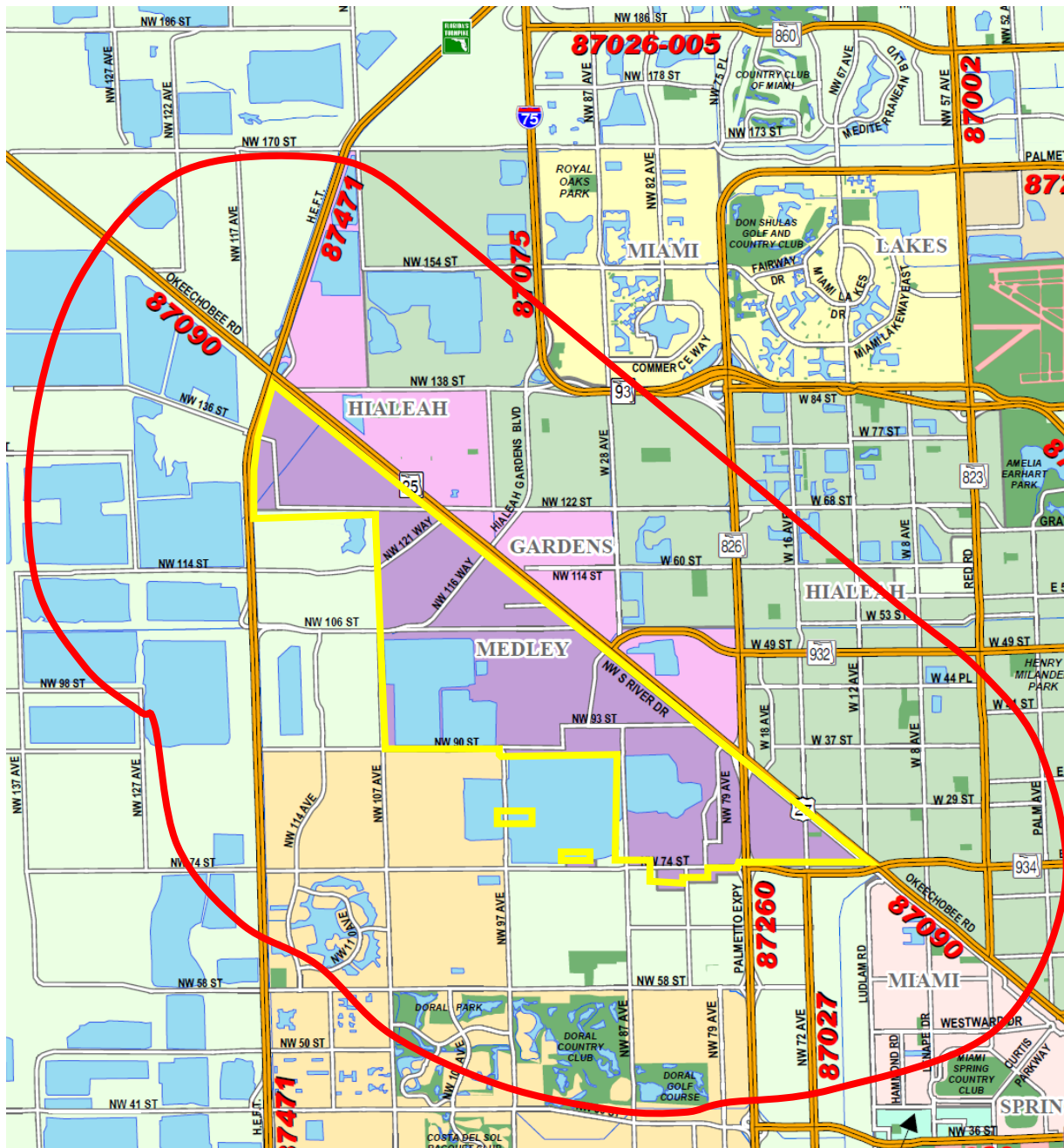
implementing proposed Okeechobee Road improvements, it is recommended that the beneficial effects of those projects be evaluated post-construction and further actions be determined based on actual prevailing field conditions, with the goal of improving free-flow conditions along Okeechobee Rd., if warranted. Such actions could include:

- Construct mainline overpass
 - NW 138th St.
- Construct mainline overpass at turbo intersections for roadway with interrupted flow
 - NW 107th Ave.
 - NW 121 Way
 - NW 106th St.
 - Frontage Connection
- Modify SR 826 interchange and incorporate NW 79th Ave. intersection.
- Modify ramp terminals at Florida's Turnpike interchange for improved capacity

Capacity Improvements to Existing Corridors

A review of the PM Peak LOS maps for the different case conditions for 2040 shows the broad need for capacity improvements on most roadway segments across the study area and beyond. Clearly the LRTP cost-feasible plans do not hold the financial capacity to address all needs. Added to this is the fact that FDOT is responsible for only specific corridors. All of the primary FDOT corridors in the study area – I-75, Florida's Turnpike, SR 826 – are experiencing improvement projects (see Figure 24). The other FDOT corridors are NW 74th St. east of Okeechobee Rd., NW 103rd St. east of Okeechobee Rd., and NW 72nd St. south of NW 74th St.

Figure 24: FDOT Roadways



Another consideration is that widening some roadways can be cost-prohibitive because of the need for right-of-way acquisition. This is the case for many secondary roadway segments within Medley proper. Other roadways which have already been improved to four or six lanes may be at the limits of existing right-of-way.

Another strategy for improving traffic service on congested roadway segments is to upgrade alternate or parallel routes to provide traffic relief to congested major corridors. In addition, providing connection between those roadways which intersect with Okeechobee Rd. can help to

distribute traffic patterns to more logical or underused travel routes. For example, in Medley proper, the historical evolution of development and roadways was somewhat helter-skelter rather than master planned. As a result without an underconnected roadway network, there are essentially four unconnected travelsheds in Medley fronting along Okeechobee Road:

1. Florida's Turnpike to NW 122nd Ave.
2. NW 122nd Ave. to NW 105th Way
3. NW 105th Way to NW 93rd St.
4. NW 93rd St. to SR 826

So, a combination of completing missing links and increasing capacity on selected links can be an efficient way of enhancing network traffic service. There are a number of projects in the 2040 LRTP cost-feasible plan which will contribute to the improvement of the study area roadway network. These are included in the table of proposed network improvements in the next section. The Town of Medley has been proactively working to improve its street network, improving drainage, defining rights-of-way, resurfacing streets, and widening streets, as well as participating in new links such as NW 87th Ave. and NW 97th Ave. In addition to the missing links discussed below, the following roadways segments are considered to be candidates for widening:

- NW 121st Way (South River Drive to NW 102nd Rd.)
- NW 106th St./NW 106th Terr. (South River Drive to NW 116th Way)
- NW 102nd Rd. (NW 116th Way to NW 121st Way)

It is noted that FDOT is slated to conduct a study on Okeechobee Rd. from SR 836 to NW 36th St. at NW 42nd Street within the northeast corner of Miami International Airport. It is also recommended that a corridor enhancement study be conducted on NW 74th St. from Florida's Turnpike to Red Rd./SR 823, to include such considerations as signal timing and progression, superarterial concepts, access management, and other improvement strategies.

Completion of Missing Links to Network Continuity and Connectivity

The review of the roadway network identified several potential roadway segments whose construction would fill gaps in network continuity and connectivity. Some of these links would be contingent on the evolution of some construction firms transitioning their large parcels to smaller development parcels for warehousing and distribution which may be a long-term proposition. Other segments may be dependent on the development of adjacent vacant land parcels.

The proposed identified roadway segments proposed for implementation are listed below:

- NW 114th St. (NW 112th Ave. (future)) east to NW 121st Way at NW 102nd Rd.)
- NW 112th Ave. (NW 108th Ave. north to NW 114th St.)
- NW 97th Ave. (NW 90th St. north to NW 106th St.)

Also included in this improvement category are the following links in the 2040 TDM cost-feasible network file which were identified as new links not currently in place and open to traffic:

- NW 90th St. (NW 87th Ave. to NW 97th Ave.) [not in 2040 LRTP cost-feasible plan]
- NW 87th Ave. (NW 74th St. to Okeechobee Rd.) [programmed for construction]
- NW 97th Ave. (NW 74th St. north to NW 90th St.) [not in 2040 LRTP cost-feasible plan]

- NW 107th Ave. (NW 122nd St. south to NW 121st Way at NW 102nd Rd.) [not in 2040 LRTP cost-feasible plan]

Railroad Grade Separations

As discussed elsewhere, the continued growth of the Medley study area features these elements:

- Build-out of vacant parcels for warehousing and distribution activities
- Potential consolidation and/or reconstruction of aging, undersized, and deteriorating warehouse parcels, and other underutilized parcels to be replaced with modern facilities
- Reclaiming of land by filling rock pits; there is continuing activity in this Medley and northern Doral
- Potential expansion of the Miami-Dade County Urban Development Boundary north of Okeechobee Rd. and west of the Florida's Turnpike, though politically unpopular
- Development of the proposed PortMiami inland terminal facility

In particular, development of the inland terminal facility, along with enhanced rail connectivity between PortMiami and the Medley study area via the FEC railroad, could stimulate the attractiveness of this district for freight handling by providing an alternative to truck drayage of containers to PortMiami on congested regional roadways. Currently, PortMiami is generating 5-6 container trains per week (in the range of 60,000 containers per year), and according to PortMiami Aggressive Plus cargo growth forecasts, by 2040 this could increase to about 40 trains per week, hauling 666,000 containers per year. This is more than a tenfold increase in such activity. The most affected crossings will be those east of the Hialeah Rail Yard along the NW 74th St. corridor connecting to the seaport. However, the several crossings between the Hialeah Yard and NW 106th St. will see a portion of that traffic along the current FEC railroad subdivision and a new rail spur that would be built to connect to the potential inland terminal facility. The delays from rail movements will be exacerbated by the relatively slow train operating speeds in this rail corridor.

Depending upon the rail spur connection, several crossing streets within the study areas would be affected:

- Palm Ave.
- West 1st Ave.
- NW 72nd Ave.
- NW 74th Ave.
- NW 79th Ave.
- NW 93rd St. (uncertain)
- NW 87th Ave.(future) (uncertain)

East of SR 826, NW 72nd Ave. is a major north-south arterial street. A railroad overpass on this street would be problematic due to the Metrorail transit overcrossing just to the south, the right-of-way width, the fine-grained street grid in this area, and abutting properties with access drives. Grade separations at the other crossings east of SR 826 do not appear to be feasible without high cost and right-of-way impacts.

West of SR 826, the most significant affected street is NW 79th Ave. Along this corridor, the physical setting is more open and property access points are fewer, but the road has a reverse curve

alignment to the south, and there are street or property access connections which would complicate the design solution and right-of-way issues.

It seems doubtful that the future NW 87th Ave. crossing would be subjected to the inland terminal facility rail traffic increases.

Since the inland terminal facility is several years away from implementation and the growth of container volume and rail shipment of containers relative to PortMiami will be a gradual development. Accordingly, the following recommendations are made accordingly:

1. Rail movements along the FEC railroad corridor in the study area should be monitored annually.
2. Crossing delay data should be collected for at least one rail crossing in Medley in order to track crossing interruptions and delay impacts.
3. This data can be used to trigger further studies regarding the need for rail grade separations at target locations.

Proposed Network Improvements

Table 3 presents proposed network improvements within the Medley study area. The table presents projects captured within the Town of Medley capital improvement program, projects contained within the adopted 2040 LRTP cost-feasible plan within the study area, and additional projects and actions identified by the study team. The table presents the project and description, its implementation phase using 2040 LRTP phase timelines, the estimated cost, and the source of the project. Figure 25 depicts additional projects beyond those in the 2040 Cost Feasible Long-Range Transportation Plan which were proposed throughout this study.

Table 3: Proposed Network Improvements

ID No.	Phase	Location	Limits	Description	Conceptual Cost	Source
1	1	NW 89th Ave. & NW 93th St.	Intersection	Widening improvements	\$1,000,000	Town
2	1	NW 79th Avenue Improvements	NW 77th St to NW 79th Place	2,000 LF of street widening, drainage improvements and new sidewalks	\$650,000	Town
3	1	NW 87th Avenue	NW 74th St. to Okeechobee Rd.	ROW Acquisition	\$3,000,000	Town/FDOT
4	1	NW 89th Ave. & NW 93rd Street Improvements	A. NW 89th Ave. from NW 93 to NW 95th St. (700 LF) B. NW 93rd St. from NW 89th Ave. to 87th Ave. (2,100 LF) C. NW 93rd St. from NW 87th Ave. to the FEC RR (900 LF resurfacing) D. NW 95th St. from NW 89th Ave east (750 LF)	New road construction, drainage, widening to 3 lanes and	\$3,300,000	Town
5		FEC Railroad Spur	Connection to Proposed PortMiami Inland Port	Alignment to be determined	TBD	PortMiami
6	1	NW 74th St.	Turnpike to SR-826	Widen by 2 lanes and reconstruct	\$8,476,000	LRTP
7	1	NW 87th Ave.	NW 74th St. - NW 103rd St.	Construct 2 lane road	\$36,822,000	LRTP
8	1	NW 97th Ave.	NW 70th St.- NW 74th St.	Construct 4 lane road	\$977,000	LRTP
9	1	NW 97th Ave.	NW 58th St. - NW 70th St.	Add 2 lanes and reconstruct	\$5,500,000	LRTP
10	1	SR 821 (HEFT)	NW 106th St. - HEFT	Add lanes and reconstruct	\$100,907,000	LRTP
11	1	SR 821 (HEFT)	SR 836 - NW 74th St.	Add lanes and reconstruct	\$194,220,000	LRTP
12	1	SR 826 & I-75	Flagler St. to NW 170th St.	Managed lanes	\$298,103,000	LRTP
13	1	I-75	South of NW 170th St. to County Line	ITS communications	\$6,593,000	LRTP
14	1	I-75	NW 170th St. to South of Turnpike	Managed lanes	\$38,853,000	LRTP
15	1	I-75 Managed Lanes	South of Turnpike to County Line	Managed lanes	\$108,037,000	LRTP
16	2	NW 107th Ave.	NW 12th St. - NW 74th St.	Operational and capacity improvements	\$1,100,000	LRTP
17	2	NW 79th Ave.	NW 36th St. - NW 48th Way	Reduce access points	\$254,000	LRTP
18	2	SR 924 Gratigny Ext.	I-75	HEFT	\$240,800,000	LRTP
19	2	Medley Bridge/Canal	NW 121st Way, NW 116th Way, NW 105 Way, NW 79th Ave.	Improvements	\$6,750,000	LRTP

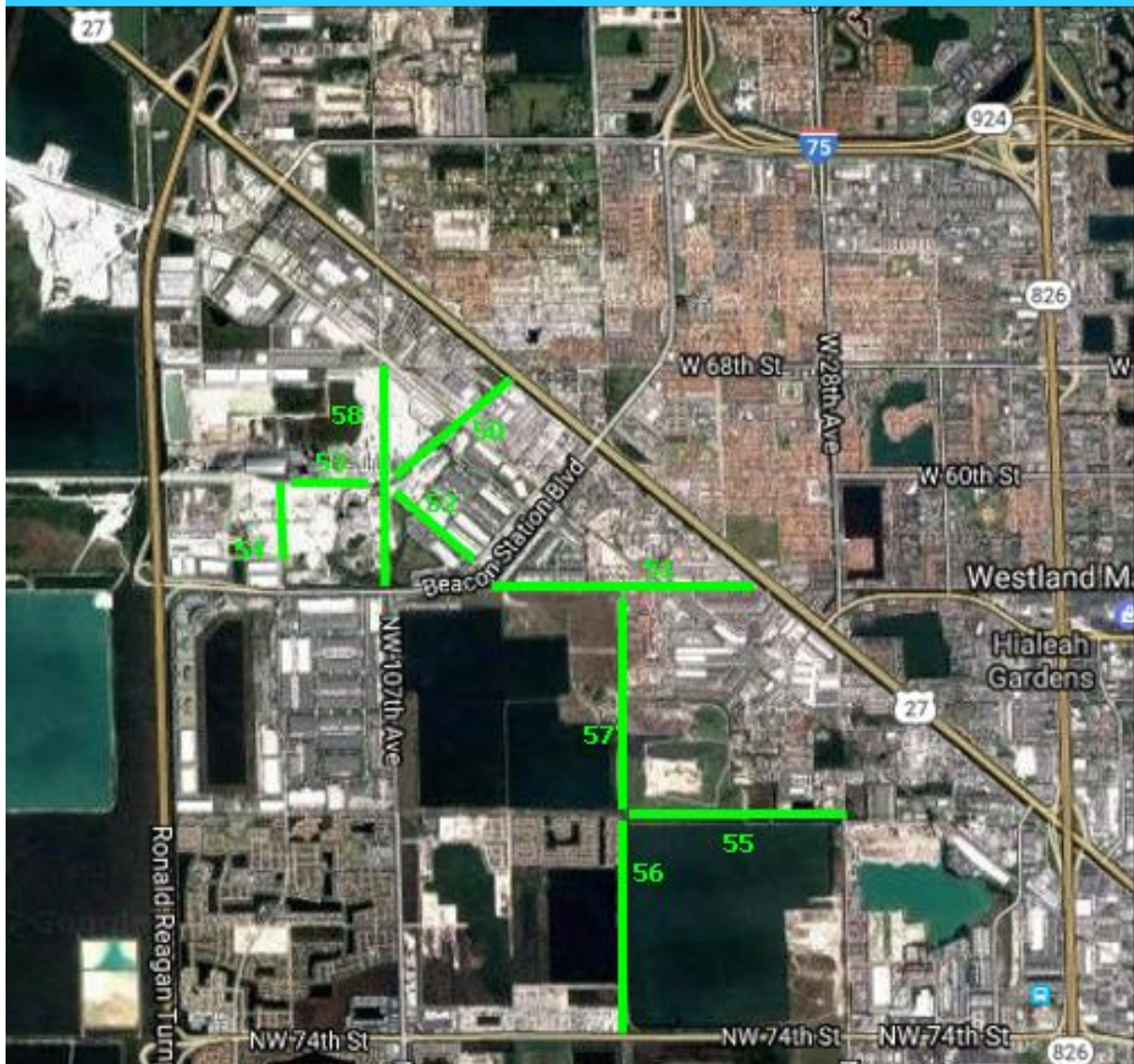
Table 3 (Continued): Proposed Network Improvements

ID No.	Phase	Location	Limits	Description	Conceptual Cost	Source
20	2	Medley Freight Access	US 27 / Okeechobee Rd.	Bridge widening and canal improvements	\$2,073,900	LRTP
21	2	NW South River Dr.	NW 74th Ave. - NW 107th Ave.	Roadway and operational improvements	\$6,750,000	LRTP
22	3	I-75 Ramp	NW 87th Ave.	Exit ramp to SB NW 87th Ave.	\$47,087,000	LRTP
23	3	NW 58th St.	NW 82 Ave. to NW 107th Ave.	Operational improvements	\$795,000	LRTP
24	3	NW 36th St./NW 41st St.	NW 42nd Ave. - HEFT	Operational improvements	\$418,000	LRTP
25	3	NW 107th Ave.	1,000 ft. N. of NW 122nd Ave. - Okeechobee Rd.	Widen bridge over Miami Canal	\$4,199,000	LRTP
26	3	Okeechobee Rd.	SR 826 interchange	Operational improvements	\$12,758,000	LRTP
27	3	NW 72nd Ave.	NW 74th St.	Operational improvements	\$164,000	LRTP
28	3	SR 826	Direct ramps to Palmetto transit station	SR 826 managed lanes	\$70,038,000	LRTP
29	3	Palmetto Station		Expanded park-and-ride	\$35,647	LRTP
30	4	I-75	SR 826 - NW 170th St.	Widen with managed lanes	\$550,000,000	LRTP
31	4	US 27/SR 826	NW 97th Ave. - W. 14th Ave.	Ramp improvements	\$106,778,000	LRTP
32	4	US 27	SR 826 - SR 997 (Krome Ave.)	Operational improvements	\$624,800,000	LRTP
33	4	NW 97th Ave.	NW 52nd St. - NW 58th St.	Widen by 2 lanes and reconstruct	\$5,132,000	LRTP
34	4	NW 74th St.	SR 826 - FEC Rail Yard	Modify connector	\$130,900,000	LRTP
35	4	SR 826	NW 103rd St. - NW 154th St.	Widen with managed lanes	\$763,400,000	LRTP
36	4	SR 826	NW 103rd St. - SR 836	Add four special use lanes	\$763,400,000	LRTP
37	4	SR 821 (HEFT)	NW 12th St. - NW 74th St.	Transportation systems management and operations	\$34,640,000	LRTP
38	4	W. 24th St.	W. 28th Ave.	31,200	\$934,000	LRTP
39	4	W. 24th St.	W. 23rd Ave.	Operational improvements	\$79,000	LRTP
40	5	SR 826	West Flagler St. - NW 154th St.	Operational and capacity improvements	\$2,080,000	LRTP
41	3	NW 74th St.	NW 84th St. - Red Rd.	Signal timing, improved truck radii, travel demand mgt.	\$4,794,000	LRTP
42	3	NW 72nd Ave.	NW 58th St. - NW 74th St.	Signal timing, improved truck radii, travel demand mgt.	\$258,000	LRTP
43	2	NW 116th Way	Okeechobee Rd. to South River Drive	Signal timing improvements	\$562,000	LRTP
44	2	NW 58th St.	NW 74th St. - NW 82th St.	Access point improvements	\$2,971,000	LRTP
45	2	NW 58th St.	At NW 74th St.	Improve radii and drive access consolidation	\$600,000	LRTP

Table 3 (Continued): Proposed Network Improvements

ID No.	Phase	Location	Limits	Description	Conceptual Cost	Source
46	2	NW 74th St.	NW 74th Ave. - NW 84th Ave.	Access point improvements	\$2,845,000	LRTP
47	2	NW 82nd Ave.	NW 25th St. - NW 41st St.	Widening from 2 to 4 lanes	\$7,500,000	LRTP
48	2	Truck Parking	Near Turnpike and SR 25	Truck parking and staging facility	\$3,300,000	LRTP
49	2	West 16th Ave.	Okeechobee Rd. to South River Drive	Improve radii for trucks; signal timing	\$600,000	LRTP
50	3	NW 121st Way	South River Drive to NW 102nd Rd.	Widen from 2 lanes to 4 lanes		Medley Study
51	3	NW 106th St./NW 106th Terr.	South River Drive to NW 116th Way	Widen from 2 lanes to 4 lanes		Medley Study
52	3	NW 102nd Rd.	NW 116th Way to NW 121st Way	Widen from 2 lanes to 4 lanes		Medley Study
53	4	NW 114th St.	NW 112th Ave.(future) east to NW 121st Way at NW 102nd Rd.	Acquire ROW and construct roadway		Medley Study
54	4	NW 112nd Ave.	NW 108th Ave. north to NW 114th St.	Acquire ROW and construct roadway		Medley Study
55	4	NW 90th St.	NW 87th Ave. to NW 97th Ave.	Acquire ROW and construct roadway		Medley Study
56	4	NW 97th Ave.	NW 74th St. north to NW 90th St.	Acquire ROW and construct roadway		Medley Study
57	4	NW 97th Ave.	NW 90th St. north to NW 106th St.	Acquire ROW and construct roadway		Medley Study
58	4	NW 107th Ave.	NW 122nd St. south to NW 106th St.	Acquire ROW and construct roadway		Medley Study

Figure 25: Location of Proposed Projects in Addition to LRTP Projects



Appendix M

Town of Medley Recommendations Review Confirmation



From: Jorge E. Corzo PE [<mailto:jcorzo@townofmedley.com>]

Sent: Wednesday, May 3, 2017 1:04 PM

To: Jeremy Mullings <jmullings@ctseinc.com>

Cc: Castro, Carlos <Carlos.Castro@dot.state.fl.us>; Yongqiang Wu <Ywu@ctseinc.com>; Sheng Yang <Syang@ctseinc.com>; Jimenez, Ivan <Ivan.Jimenez@dot.state.fl.us>; John Dohm <john@infinitycommercial.net>; Quero, Ana <Ana.Quero@dot.state.fl.us>; Herbierto Cabrera <hcabrera@townofmedley.com>; Jorge Soto <jsoto@townofmedley.com>; Lt. Jinete <ajinete@medleypd.com>; Carol M. Aubrun <cmaubrun@hotmail.com>; Stewart Robertson PE (KHA) <Stewart.Robertson@kimley-horn.com>

Subject: RE: Town of Medley Freight Study Draft Preliminary Recommendations for Review / P16-013

Jeremy,

We held a meeting with on this date with the following Town staff to review the preliminary recommendations outlined in the report dated April 11, 2017.

- Heriberto Cabrera, Public Works Director
- Jorge C. Soto, Utilities Director and ROW Administrator
- Lt. Arturo Jinete, Medley Police
- Jorge E Corzo, PE Town Engineer

It was the unanimous decision of the review committee to support the recommendations outlined as submitted. No exceptions taken.

Best regards,

Jorge

Jorge E. Corzo PE

Town Engineer / Director

Capital Projects & Economic Development

(305) 887-9541 Ext. 143

Consider the environment. Please don't print this e-mail unless you really need to.

From: Jeremy Mullings [<mailto:jmullings@ctseinc.com>]

Sent: Tuesday, April 11, 2017 12:39 PM

To: Jorge E. Corzo PE <jcorzo@townofmedley.com>

Cc: Castro, Carlos <Carlos.Castro@dot.state.fl.us>; Yongqiang Wu <Ywu@ctseinc.com>; Sheng Yang <Syang@ctseinc.com>; Jimenez, Ivan <Ivan.Jimenez@dot.state.fl.us>; John Dohm <john@infinitycommercial.net>; Quero, Ana <Ana.Quero@dot.state.fl.us>

Subject: Town of Medley Freight Study Draft Preliminary Recommendations for Review

Good Afternoon Jorge,

Thanks again for accommodating us yesterday, and yes I did receive all of the emails you sent me during the meeting and will be sharing them with the rest of our team. As we discussed, please review the attached Excel file containing the draft preliminary recommendations for FDOT's Town of Medley Freight Study. Please note, we have added two new columns to the spreadsheet we discussed in yesterday's meeting: (1) Associating each recommendation with an "Item Number" for discussion

purposes, and (2) an “Include” vs. “Exclude” column to indicate which recommendations should be candidates for inclusion in/exclusion from the study report based on yesterday’s discussion.

If you are able to respond with comments by EOB this Friday (April 14), we would really appreciate it. Please do not hesitate to contact me (or Carlos Castro) if you have any questions or concerns. Thanks.

Jeremy Mullings, AICP

Senior Planner

CTS Engineering, Inc.

3230 West Commercial Blvd

Suite 220

Fort Lauderdale, FL 33309

Ph. 954-637-1610

Cl. 954-536-3883

Email jmullings@ctseinc.com



Appendix N

US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities

157 US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities

Mop Foreign Cars	Benada Aluminum Of Florida
Nk Newlook, Inc.	Bibel Brothers Ltd
North Commerce Center	Bonus Tech Inc
North River Commerce Center	Brandstedt Controcs Corp
Overhaul Accessory Inc	C H Robinson International, Inc
Oxygen Systems Inc	Castle Precision Ind
Palmetto Truck & Parts Sales Inc	Cell Power Of South Florida
Paradise Beach	Central Concrete Supermix - Medley
Parkson Corp	Chem-Klean Corporation
Pelmad Corp	Coco International
Pelmad Corp	Cuervo International Llc
Pelmad Corporation	Dade County Nw Transportation
Pelmad Corporation	Duran Paint & Body
Pelmed Corp	E Scrap Inc
Peppers Steel & Alloys Site	Eagle Global Transport
Perfumania	Eagle Metal Processing & Recycling
Pet Chemicals	Economy Auto Parts
Power Control Services	Exide Technologies
Quality Tex Screen Prints	Taw Tampa Armature Works Inc
Radiographic Film Distributors Inc	The Asphalt Group, Llc
Real Diesel	Tmc Engine Center
Realty Associates Fund Vi Llc	Tropic Oil Company
Red Hot Trend	Truck City Body Co
Romero Super Trucks	Twin Disc Southeast
Rose Septic Tank Co Inc	Unicommerce
Royal Airline Linen	Unisource Warehouse
Safety-Kleen Systems Miami (Mfl)	United Turbine Corp
Signal Mfg & Supplies Inc	United Turbine Corp
Sorrel Enterprises Inc	Unitor Ships Service Inc
Southern Bell	Urs Federal Services Inc
Suncoast Landing Systems Inc	Us Holding Corp
Ta - Western Llc	Us Sample Corp
Tamarac Mps Garage	Veloz Truck Repair Inc
Aar Landing Gear Services	Vulcan Materials
Abc Staple Co Inc	White Construction Co
Aero Supply & Consulting Corporation	Federal Express
Aircraft Composite Technologies Inc	Fedex Freight Service Center
America's Properties	Fence Masters Inc
American Composites Llc	Flagler Development
Ams	Friedman Brothers Decorative Art Inc
Apac Inc	Gamma Delta Corporation
Aps Inc	Gar-P Industries Inc
Aristech Chemical Corp	General Mills Bakeries & Foods Svc
Armando Truck Repair	General Plastics Corp
Art & Design Productions	Global Turbine Services Inc
Associated Paint & Plastics Inc	Gls Composite Distributors
Atlantic Industrial Services Inc	Green Key Solutions Llc
110035471129 Atlantic Used Auto Parts	Hamo Usa, Inc
Be Aerospace Inc	Hand Prints By Giovanni
Bel Inc	Hd Supply Electrical Ltd #Hg3863
Hermano Veloz Corp	Edron Fixture Corporation
Herrero & Sons Corp	Eis Inc
Hobby Press Inc	Honeycomb Composite System Inc

Imperial Sanitation Services	Horizon Industries
In Press Marketing Corporation	Howard Industries Inc
International Color Posters	Interstate Brands Corp.
International Trade Partners	Italian Seaways International
J B Power Ltd	Media Printing
Jones Products Corp	Marc Industries
Jvc Environmental Inc	Lawson Industries
La Victoria Auto Parts Inc, La Victoria Car Recycling Inc	Murton Roofing Corp
Lend Lease	Pacific Scientific Inc
Lube To Go Inc	Probex Fluids Recovery Incorporated
M & M Truck Repairs	Regal Kitchens, Llc
Mat Chemicals	Reinaldo Paint & Body
Medley Landfill	Amfesco Duramil
Medx	Brewer Co Of Florida Inc
Miami Front Wheel Drive Inc	Avenir Aviation Llc
Micro Wave Forms Inc	City Compressor Rebuilders
Modine Aftermarket Holdings Inc	Color It Incorporated
Aljoma Lumber Inc.	Aviation Engine Service Inc
Allied Universal Corp	Coreslab Structures (Miami) Inc
Alton Packaging Corp	Fpl Meter Test Center
Aar Landing Gear Services	Bellsouth Miamfl20w01 M6110
Action Hydraulics	Triple S Store Fixtures Inc
United Rentals - Recycle System	World Environmental Corp
Usstgp Haiti - Us Southern Command	Super Truck Parts Corp
Vessel Marine Mgt Corp	Farm Store #168
Sunoco Service Station #07056708	

124 Hazardous Waste Facilities

46318 Tamarac Mps Garage	81513 Red Hot Trend
41659 Davis Enterprises	44587 Neighborhood Paint & Body Shop Inc
11672 Safety-Kleen Systems Inc	55782 Franks Collision
38696 Color It Inc	110289 Eagle Metal Processing & Recycling
77296 Fedex Freight Inc	38871 Aar Landing Gear Services
58088 Castle Precision Ind	52731 Coastal Fuels Marketing Inc
105406 Nk Newlook Inc	62925 Trulite Window And Door Solutions Llc
47723 Bonus Tech Inc	55747 Brandstedt Controcs Corp
42393 Unitor Ships Service Inc	56274 California Shutters Inc
40875 Howard Industries Inc	62864 Pacific Scientific Inc
55194 Sjs General Equipment Repair & Sales Inc	41810 Royal Airline Linen
54312 U S Foundry & Manufacturing Corp	53249 Trans-Trade Inc
41918 Usstgp Haiti - Us Southern Command	52008 Hand Prints By Giovanni
61546 Jones Products Corp	56038 Elan Custom Cabnitrey Inc
115909 Global Turbine Services Inc	118865 Tropic Oil Company
56797 General Mills Bakeries & Foods Svc	41571 Farm Store #168
42917 Jvc Environmental Inc	106890 Overhaul Accessory Inc
10069 Interstate Brands Corp	48148 Dade County Nw Transportation
58174 Navarro Distribution Center	37955 Palmetto Truck & Parts
103340 Action Hydraulics	54310 Pet Chemicals
104979 Ams	34603 Art & Design Productions
54475 Media Printing Corp	36066 Paradise Beach
59098 Aps Inc	35019 M & M Truck Repairs
28655 Apac Inc	60396 Benada Aluminum Of Florida Inc
49833 Brasscrafters	49046 Mobil Oil Corp Ss #A15

41491 Aircraft Composite Technologies Inc	45782 Jimi Mitchell Designs Inc
48530 E Scrap Inc	61409 Atlantic Industrial Services Inc
61825 Micro Wave Forms Inc	56073 Cell Power Of South Florida
52124 Murton Roofing Corp	59606 Rose Septic Tank Co Inc
55088 Peppers Steel & Alloys Site	45 La Victoria Auto Parts Inc - La Victoria Car Recycling Inc
40003 Mop Foreign Cars	37145 Sunoco Service Station #07056708
91177 Suncoast Landing Systems Inc	62627 Unicommerce
44300 Mobil Oil Corp Ss #Ex7	56966 World Environmental Corp
61809 Mobil Oil Corp Ss #E0w	50192 Stericycle Specialty Waste Solutions Inc
60932 Economy Auto Parts	45782 Jimi Mitchell Designs Inc
47643 Imperial Sanitation Services	108472 Mbt Repair Inc
Fld982144388 41973 Techno Coatings Inc	53908 Hobby Press Inc
51496 Southeast Worldwide Manufacturers	56785 United Turbine Corp
39581 Mobil Oil Corp Ss #A11	47832 Amfesco Duramil
49046 Mobil Oil Corp Ss #A15	56843 Chem-Klean Corporation
37413 Reinaldo Paint & Body	48702 Exxon Co Usa #46524
37658 Econo Equipment Co Inc	35308 Tmc Engine Center
60714 C & G Marine	47139 International Trade Partners
44979 Us Sample Corp	48712 Empire Art Products
54317 General Plastics Corp	61303 Italian Seaways International
49922 Be Aerospace Inc	1801 Coreslab Structures (Miami) Inc
60396 Benada Aluminum Of Florida Inc	43226 Cuervo International Llc
50208 Aero Supply & Consulting Corporation	61372 Air Pro Llc
45413 Turbine Engine Center Inc	61555 Urbietta Oil Co
106754 Unisource Warehouse	58388 Truck City
12277 Aljoma Lumber Inc	38871 Aar Landing Gear Services
40484 Lube To Go Inc	55282 Waste Management
45022 Miami Battery Mfg Co	40921 Veloz Truck Repair Inc
47022 Real Diesel	46940 Retail Direct Exporters Of America Llc
47623 Radiographic Film Distributors Inc	39581 Mobil Oil Corp Ss #A11
47589 Signal Mfg & Supplies Inc	62143 Friedman Brothers Decorative Art Inc
83882 Hd Supply Power Solutions Ltd	52402 Associated Paint & Plastics Inc
51950 City Compressor Rebuilders	102066 Green Key Solutions Llc
10788 Venezuela Auto Parts	45602 Truck Brokerage
40447 Bellsouth Miami20w01 M6110	52381 Allied Universal Corp
45492 Armando Truck Repair	58532 Duran Paint & Body
39582 Mobil Oil Corp Ss #E18	96746 Aar Landing Gear Services

15 Toxic Release Inventory Sites

Benada Aluminum Of Florida	Modine Aftermarket Holdings Inc
Florex Explosives Inc	Crain Industries Incorporated
Us Holding Corp	Aar Landing Gear Services
Allied Universal Corp	Be Aerospace Inc
Apac Inc	Custom Building Products
Parkson Corp	Pompeii Furniture
Edron Fixture Corporation	Safety-Kleen Systems Miami (Mfl)
Aljoma Lumber Inc	

12 Biomedical Waste Facilities

Eagle Health Service	Miami-Dade Dept. Animal S.U.
Health Care Center Of Miami	El Shadai Home Health Care Inc
Animal General Hospital	Y & D Medical Supply Inc
Miami Rental Durable Medical Equipment Inc	South Florida Medi-Waste
Franco's Medical Center Inc	O & Y Health Care Corp
Complete Health Network Inc	Blue Millennium Rehabilitation, Inc.

7 Large Quantity Generators Of Hazardous Waste

Aar Landing Gear Services (2)	Safety Keen Systems, Inc.
Aljoma Lumber Inc.	Us Foundry Manufacturing Corp
Stericycle Specialty Waste Solutions, Inc.	Benada Aluminum Of Florida, Inc.

9 Solid Waste Facilities

Florida Wood Recycling	Medley Landfill
United Sanitation	G&A
Matthew	Maytin Recycling Facility
Mmd Enterprises, Inc.	Hardtrack Enterprise (C&D)
Global Tires & Wheels Solutions, Inc.	

8 Superfund Hazardous Waste Sites

Tnt Chemical Non-Npl	General Plastics Corp Non-Npl
United Rentals - Recycle System Non-Npl	Chemicals Non-Npl
Pepper Steel & Alloys, Inc. Npl Final	Pet Chemicals Non-Npl
Associated Paint & Plastics Inc Non-Npl	Us Holding Corp

1 Brownfield Area

Medley Redevelopment Brownfields Area

1 Landfill

Medley Landfill

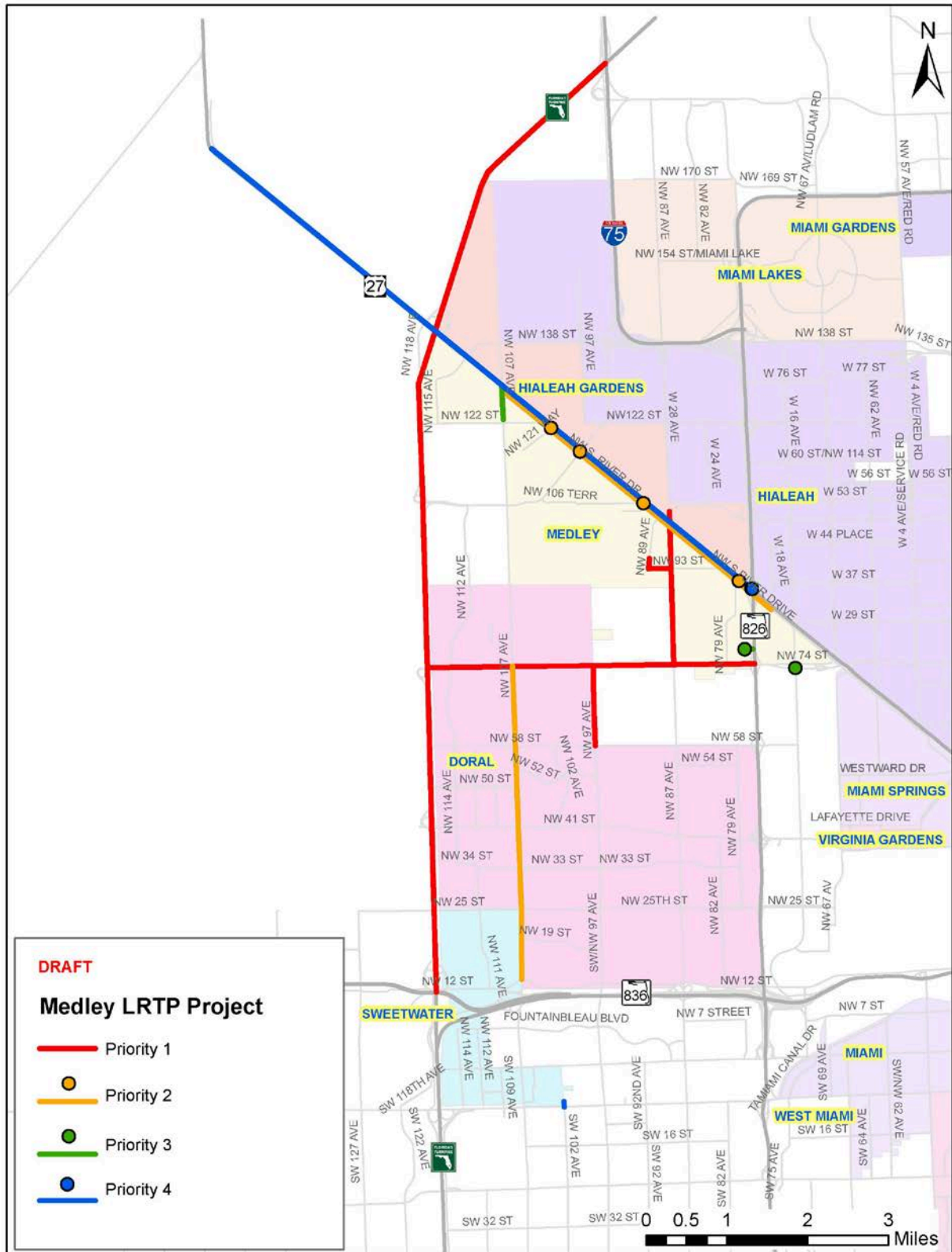
1 Off-Site Contamination Notice

Pepper Steel And Alloys

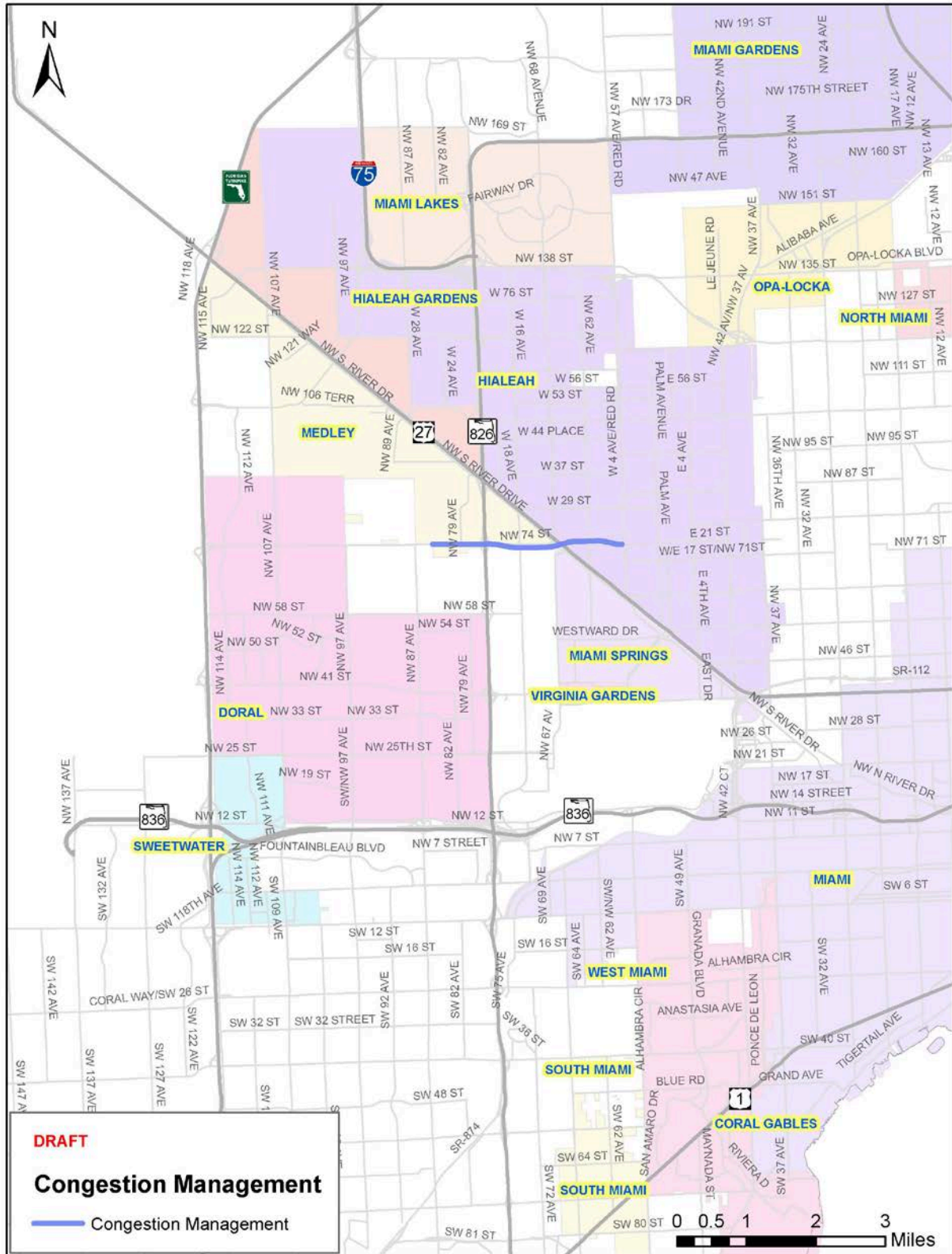
Appendix O

Long Range Transportation Plan Recommendations Maps

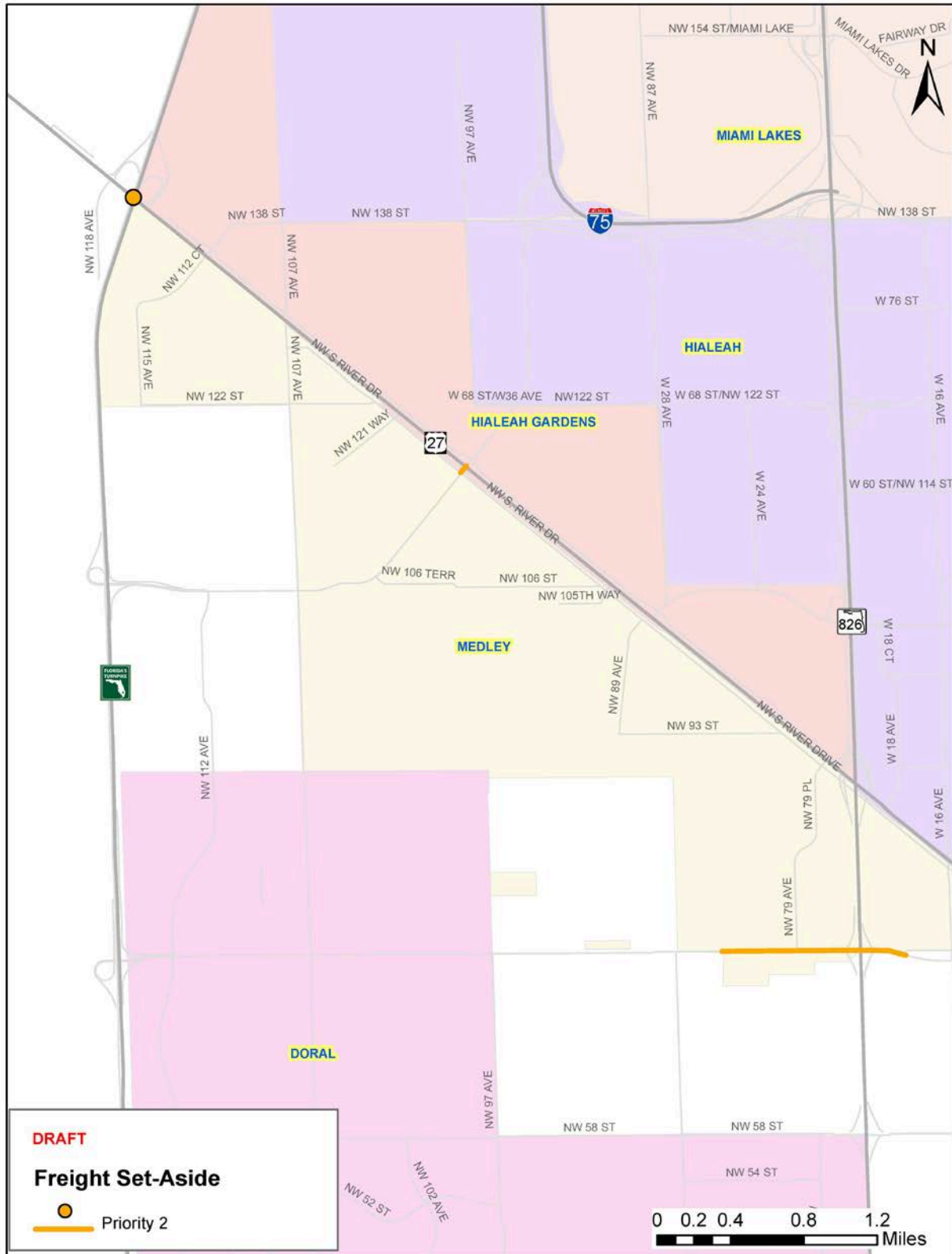
L RTP Recommendations



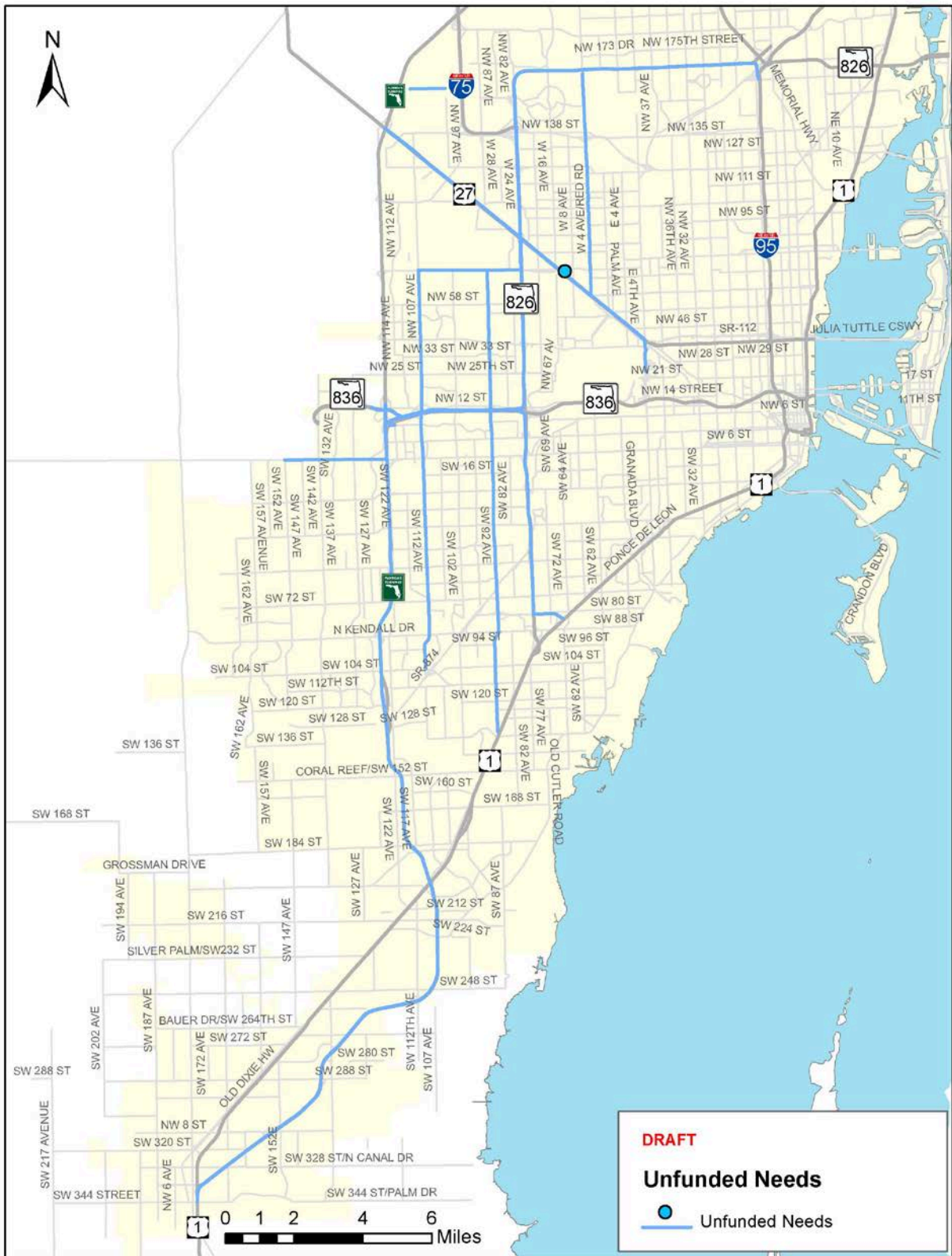
Congestion Management



Freight Set-Aside



Unfunded Needs



Appendix P

Freight Mobility Improvement Plan Fact Sheet



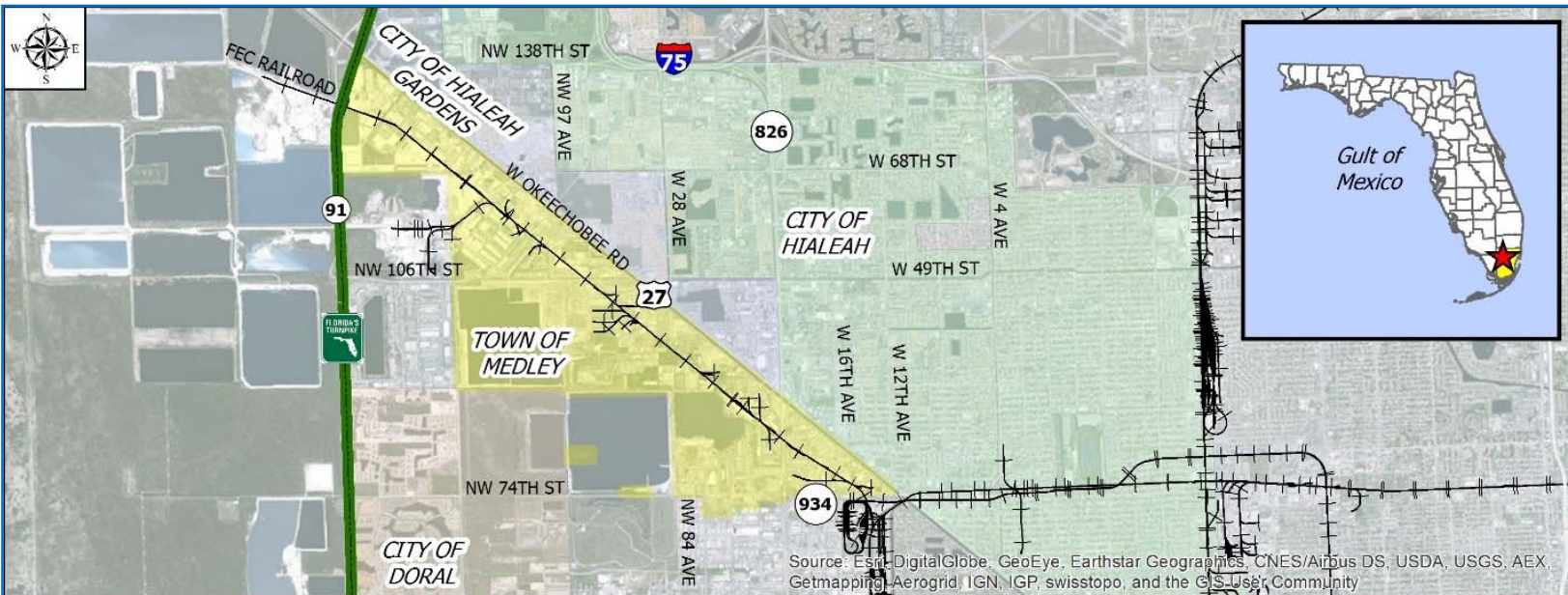


Town of Medley

Financial Management Number: 435754-2-22-01

Freight Mobility Improvement Plan

The demand for manufacturing, importing and exporting goods into and out of South Florida is rapidly growing. Accordingly, the Florida Department of Transportation (FDOT) continues to make infrastructure investments to optimize how freight moves throughout the region and to minimize impacts to passenger travel. Between FY16 and FY20, FDOT will be carrying out 7 mobility studies that collectively will comprehensively address optimizing freight movement in South Florida. The first of the 7 studies, TOWN OF MEDLEY FREIGHT PLAN, is now under way.



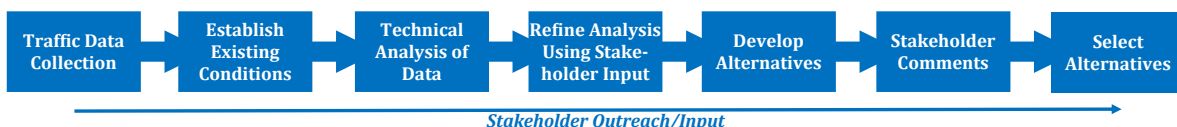
Background: The Town of Medley, an 8-square mile municipality in northwest Miami-Dade County, is essential to South Florida's economic prosperity. The Town is home to over 1,800 businesses, a large majority of which are warehouse and products distribution centers. Its location, relative to major freight logistics facilities, such as US-27, Florida's Turnpike Extension, Miami International Airport, Florida East Coast Railway, and PortMiami, highlights its value to goods movement. Due to its ease of access, the Town has established itself as a prime location for industrial development resulting in a high concentration of industrial and freight-logistic related activities. As a result, congestion is high and is taking a toll on the Town's aging infrastructure.

Study Area: The Town is bounded by the Miami Canal to the north, Florida's Turnpike Extension to the west, NW 74th Street to the south and West 12th Avenue to the east. The study area is within the limits of the Town; however the study will consider

the impacts of an area of influence within a 2-mile buffer of the Town's limits.

Study Description: The purpose of the study is to improve freight movement and circulation within [and around] the Town's existing transportation system, investigate freight corridors within the Medley area and develop a plan of viable alternatives to enhance freight connectivity and minimize conflicts. The Consultant Team, under the guidance of FDOT's District VI, will assess current conditions by reviewing previous and on-going studies, identifying existing infrastructure and collecting and analyzing traffic data and documenting and referencing stakeholders' input. Additionally, the Consultant Team will follow the FDOT Efficient Transportation Decision-Making (ETDM) process as required by the Office of Environmental Management. The end products will be identification of definitive necessary improvements, conceptual designs, purpose and need and program requirements.

Schedule: The Consultant Team received the Notice to Proceed (NTP) on April 1, 2016 and began gathering data and conducting analysis. The Draft Recommendations Report is due April 5, 2017 and the Final Recommendations Report is due May 3, 2017.



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.



Project Manager: Carlos Castro
Carlos.Castro@dot.state.fl.us

Appendix Q

Area of Interest Summary Report



GIS Analysis Report - All Results

Medley_AOI Area of Interest

500-ft Research of Characteristics

This AOI will be available in the EST until 08/12/2016

Last updated by Zhuan Loo @ FDOT District 4

Medley_AOI - Feature 1 Summary



Analysis Type	Date Run	Features within AOI
		Count
Basemap		
2000 Census Block Data	07/12/2016	146
2000 Census Data Block Groups - Housing	07/12/2016	5
2000 Census Data Block Groups - Income	07/12/2016	5
2000 Census Data Block Groups - Language	07/12/2016	5
2000 Census Data Block Groups - Percentages	07/12/2016	5
2000 Census Data Block Groups - Population Densities	07/12/2016	5
2000 Census Data Block Groups - Population Totals	07/12/2016	5
2000 Census Data Block Groups - Transportation	07/12/2016	5
2000 US Census Block Data - Minority Population greater than 40%	07/12/2016	17
2001 Intermodal Terminal Facilities	07/12/2016	0
2003 FFWCC Habitat and Landcover GRID	07/12/2016	N/A
2008 SFWMD FL Land Use and Land Cover	07/12/2016	39
2009 SJRWMD FL Land Use and Land Cover	07/12/2016	0
2010 Amtrak Intercity Railroad Terminals	07/12/2016	0
2010 Census County Demographics	07/12/2016	1
2010 Census Data Block Groups - Housing	07/12/2016	5
2010 Census Data Block Groups - Income	07/12/2016	5

Analysis Type	Date Run	Count
2010 Census Data Block Groups - Language	07/12/2016	5
2010 Census Data Block Groups - Percentages	07/12/2016	5
2010 Census Data Block Groups - Population Densities	07/12/2016	5
2010 Census Data Block Groups - Population Totals	07/12/2016	5
2010 Census Data Block Groups - Race and Ethnicity	07/12/2016	5
2010 Census Data Block Groups - Transportation	07/12/2016	5
2010 Census Designated Places	07/12/2016	1
2010 US Census Block Data	07/12/2016	181
2010 US Census Block Data - Minority Population greater than 40%	07/12/2016	19
2011 SRWMD FL Land Use and Land Cover	07/12/2016	0
2011 SWFWMD FL Land Use and Land Cover	07/12/2016	0
2013 NFWMD FL Land Use and Land Cover	07/12/2016	0
2014 American Community Survey Block Group Data - Housing	07/12/2016	5
2014 American Community Survey Block Group Data - Income	07/12/2016	5
2014 American Community Survey Block Group Data - Language	07/12/2016	5
2014 American Community Survey Block Group Data - Percentages	07/12/2016	5
2014 American Community Survey Block Group Data - Population Densities	07/12/2016	5
2014 American Community Survey Block Group Data - Population Totals	07/12/2016	5
2014 American Community Survey Block Group Data - Race and Ethnicity	07/12/2016	5
2014 American Community Survey Block Group Data - Transportation	07/12/2016	5
AM Tower Structures	07/12/2016	0
Adopted Total Maximum Daily Loads (TMDLs) in Florida	07/12/2016	1
Air Quality Maintenance Areas	07/12/2016	1
Airport Runways (polygons)	07/12/2016	0
Airports	07/12/2016	0
Ambient Air Monitoring Sites	07/12/2016	0
American Crocodile Critical Habitat	07/12/2016	0
American Indian Lands and Native Entities In Florida	07/12/2016	0
Areas of Critical State Concern in Florida	07/12/2016	0
Atlantic Coast Plants Consultation Area	07/12/2016	0
Audubons Crested Caracara Occurrences in Florida (1992-2009)	07/12/2016	0
Aviation Transportation Facilities	07/12/2016	0
Bald Eagle Nesting Territories	07/12/2016	0
Basin Management Action Plans (BMAP) Areas in Florida	07/12/2016	0
Biomedical Waste	07/12/2016	12
Black Bear Range	07/12/2016	0
Black Bear Road Kills	07/12/2016	0
Brownfield Location Boundaries	07/12/2016	1
Bus Transit Routes	07/12/2016	13
CLIP Version 2 Aquifer Recharge	07/12/2016	N/A
CLIP Version 3 Aggregated CLIP Priorities	07/12/2016	N/A
CLIP Version 3 Biodiversity Resource Priorities	07/12/2016	N/A
CLIP Version 3 Critical Lands and Waters Identification - High Priority Private Wetlands and Uplands	07/12/2016	N/A
CLIP Version 3 Florida Ecological Greenways Network	07/12/2016	N/A

Analysis Type	Date Run	Count
CLIP Version 3 Landscape Integrity Index	07/12/2016	N/A
CLIP Version 3 Landscape Resource Priorities	07/12/2016	N/A
CLIP Version 3 Natural Floodplain	07/12/2016	N/A
CLIP Version 3 Priority Natural Communities (Reclassified based on clip_pr)	07/12/2016	N/A
CLIP Version 3 Rare Species Habitat Conservation Priorities	07/12/2016	N/A
CLIP Version 3 Significant Surface Waters	07/12/2016	N/A
CLIP Version 3 Surface Water Resource Priorities	07/12/2016	N/A
CLIP Version 3 Wetlands	07/12/2016	N/A
Cape Sable Seaside Sparrow Consultation Area	07/12/2016	0
Cape Sable Seaside Sparrow Historic Range	07/12/2016	0
Cape Sable Sparrow Critical Habitat	07/12/2016	0
Caracara Consultation Area	07/12/2016	0
Cellular Antenna Locations	07/12/2016	0
Cemeteries (Points)	07/12/2016	0
Cemeteries (Polygons)	07/12/2016	0
Census Bureau Landmarks - Points	07/12/2016	0
Census Bureau Landmarks - Polygons	07/12/2016	1
Coastal Assessment Framework	07/12/2016	1
Coastal Barrier Resource System	07/12/2016	0
Coastal Change Analysis Program - 2010	07/12/2016	N/A
Coastal Emergency Management Flood Data	07/12/2016	0
Coastline	07/12/2016	0
Community Boundaries (User Defined)	07/12/2016	0
Community Centers (Points)	07/12/2016	0
Community and Fraternal Center Boundaries in Florida - 2015	07/12/2016	0
Comprehensive Everglades Restoration Plan (CERP) Project Boundaries	07/12/2016	0
Cooperative Land Cover (CLC v3.1)	07/12/2016	N/A
Correctional Facilities	07/12/2016	0
Cotton Mouse Consultation Area	07/12/2016	0
County Demographics - 2000 Census	07/12/2016	1
Critical Habitat for the Reticulated Flatwoods Salamander and Frosted Flatwoods	07/12/2016	0
Critical Habitat in Florida for the West Indian Manatee - 2005	07/12/2016	0
Crocodile Consultation Area	07/12/2016	1
Cross Florida Barge Canal Structures	07/12/2016	0
Cultural Centers (Polygons)	07/12/2016	0
Cultural Centers (Points)	07/12/2016	0
D1 - Year Built by Decade (1970's)	07/12/2016	0
D1 - Year Built by Decade (Before 1970)	07/12/2016	0
D2 - Year Built by Decade (1970's)	07/12/2016	0
D2 - Year Built by Decade (Before 1970)	07/12/2016	0
D3 - Year Built by Decade (1970's)	07/12/2016	0
D3 - Year Built by Decade (Before 1970)	07/12/2016	0
D4 - Year Built by Decade (1970's)	07/12/2016	0
D4 - Year Built by Decade (Before 1970)	07/12/2016	0

Analysis Type	Date Run	Count
D5 - Year Built by Decade (1970's)	07/12/2016	0
D5 - Year Built by Decade (Before 1970)	07/12/2016	0
D6 - Year Built by Decade (1970's)	07/12/2016	80
D6 - Year Built by Decade (Before 1970)	07/12/2016	49
D7 - Year Built by Decade (1970's)	07/12/2016	0
D7 - Year Built by Decade (Before 1970)	07/12/2016	0
DERM Contaminated Sites in Miami-Dade County	07/12/2016	33
DFIRM 100-Year Flood Plain	07/12/2016	48
DFIRM Flood Hazard Zones	07/12/2016	50
DRASTIC Coverage for the Floridan Aquifer System	07/12/2016	0
DRASTIC Coverage for the Intermediate Aquifer	07/12/2016	0
DRASTIC Coverage for the Surficial Aquifer System	07/12/2016	2
Developments of Regional Impact (DRI)	07/12/2016	1
District 1 Generalized Landuse	07/12/2016	0
District 2 Generalized Landuse	07/12/2016	0
District 3 Generalized Landuse	07/12/2016	0
District 4 Generalized Landuse	07/12/2016	0
District 5 Generalized Landuse	07/12/2016	0
District 6 Generalized Landuse	07/12/2016	348
District 7 Generalized Landuse	07/12/2016	0
EPA Water Quality Data Monitoring Stations	07/12/2016	3
Ecosystem Management Areas	07/12/2016	1
Enterprise Zones	07/12/2016	0
Environmental Geology	07/12/2016	2
Environmentally Sensitive Shorelines	07/12/2016	0
Existing Recreational Trails	07/12/2016	0
FDEM Places of Worship	07/12/2016	0
FDEP Dry Cleaning Program Sites	07/12/2016	0
FDEP Institutional Control Registry	07/12/2016	2
FDEP Mitigation Banks	07/12/2016	0
FDEP Off Site Contamination Notices	07/12/2016	1
FDEP Springs 2009	07/12/2016	0
FDOT RCI Bridges	07/12/2016	8
FEMA Flood Insurance Rate Maps 1996	07/12/2016	9
FFWCC IWHRS Reclass 2009	07/12/2016	N/A
FFWCC Management Areas	07/12/2016	0
FFWCC Potential Habitat Richness - 2009	07/12/2016	N/A
FFWCC State Manatee Protection Zones	07/12/2016	0
FFWCC Strategic Habitat Conservation Areas Priority Rankings - 2009	07/12/2016	N/A
FFWCC Strategic Habitat Conservation Areas Richness - 2009	07/12/2016	N/A
FFWCC Strategic Habitat Conservation Areas by Species - 2009	07/12/2016	N/A
FFWCC Wildlife Observations	07/12/2016	0
FNAI Bird Rookeries	07/12/2016	0
FNAI Element Occurrence	07/12/2016	0

Analysis Type	Date Run	Count
FWC 1999 Wading Bird Rookery Surveys	07/12/2016	0
FWC Black Bear Nuisance Reports	07/12/2016	0
Facility Crossings	07/12/2016	5
Fatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)	07/12/2016	3
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)	07/12/2016	4
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2010)	07/12/2016	0
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)	07/12/2016	1
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2012)	07/12/2016	0
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)	07/12/2016	1
Federal Aviation Administration Obstructions	07/12/2016	2
Final Designation of Critical Habitat in Florida for <i>Anaea Troglodyta Floridaalis</i> (Florida Leafwing Butterfly) - 2014	07/12/2016	0
Final Designation of Critical Habitat in Florida for <i>Chromolaena Frustrata</i> (Cape Sable Thoroughwort) - 2014	07/12/2016	0
Final Designation of Critical Habitat in Florida for <i>Strymon Acis</i> (Bartram's Scrub-Hairstreak) - 2014	07/12/2016	0
Final Designation of Critical Habitat in Florida for the Elkhorn and Staghorn Corals - 2009	07/12/2016	0
Final Designation of Critical Habitat in Florida for the Smalltooth Sawfish - 2009	07/12/2016	0
Fixed-Guideway Transit Network Stations	07/12/2016	1
Fixed-Guideway Transit and Ferry Network	07/12/2016	1
Florida 5 Year Crash Rates	07/12/2016	1
Florida Artificial Reefs	07/12/2016	0
Florida Forever BOT Projects	07/12/2016	0
Florida Grasshopper Sparrow Consultation Area	07/12/2016	0
Florida Invasive Plants	07/12/2016	4
Florida Managed Areas	07/12/2016	0
Florida National Wildlife Refuges	07/12/2016	0
Florida Panther Mortality (1972 through August 2010)	07/12/2016	0
Florida Reef Locations and Names	07/12/2016	0
Florida Sand Skink and Blue-tailed (Bluetail) Mole Skink Suitability	07/12/2016	0
Florida Scenic Highways and Byways	07/12/2016	0
Florida Sea Grass Bed Scar Damage	07/12/2016	0
Florida Site File Archaeological or Historic Sites	07/12/2016	0
Florida Site File Areas with No Field Survey Project Boundary Present	07/12/2016	0
Florida Site File Cemeteries	07/12/2016	0
Florida Site File Field Survey Project Boundaries	07/12/2016	23
Florida Site File Historic Bridges	07/12/2016	2
Florida Site File Historic Standing Structures	07/12/2016	9
Florida Site File Resource Groups	07/12/2016	1
Florida Species Observations 2007	07/12/2016	0
Florida State Parks	07/12/2016	0
Floridan Aquifer System FAVA Response Theme	07/12/2016	N/A
Fm Tower Structures	07/12/2016	0
Forest Inventory and Analysis	07/12/2016	0
Freshwater Mussels Critical Habitat	07/12/2016	0
Front Porch Communities	07/12/2016	0
Future Land Use 2008	07/12/2016	18

Analysis Type	Date Run	Count
Generalized Agricultural Land Use	07/12/2016	0
Geocoded Assisted Housing	07/12/2016	0
Geocoded Civic Centers	07/12/2016	1
Geocoded Fire Stations	07/12/2016	1
Geocoded Government Buildings	07/12/2016	1
Geocoded Health Care Facilities	07/12/2016	6
Geocoded Homeowner and Condominium Associations	07/12/2016	0
Geocoded Hospitals	07/12/2016	0
Geocoded Laser Facilities	07/12/2016	2
Geocoded Law Enforcement Facilities	07/12/2016	2
Geocoded Schools	07/12/2016	0
Geocoded Social Service Facilities	07/12/2016	0
Geocoded Veteran Facilities	07/12/2016	0
Geological Features	07/12/2016	0
Gopher Tortoise Relocation Permit Recipient Sites in Florida	07/12/2016	0
Groundwater Monitoring Wells	07/12/2016	3
Group Care Facilities	07/12/2016	0
Gulf Sturgeon Critical Marine Habitat	07/12/2016	0
Gulf Sturgeon Critical Riverine Habitat	07/12/2016	0
Hazardous Waste Facilities	07/12/2016	125
Hud Empowerment Zones / Enterprise Communities 2007	07/12/2016	0
Hydrologic Cataloging Units of Florida	07/12/2016	1
Impact on Prescribed Burning	07/12/2016	0
Intermediate Aquifer System FAVA Response Theme	07/12/2016	N/A
Johnson Seagrass Critical Habitat	07/12/2016	0
Key Deer Consultation Area	07/12/2016	0
Lake Wales Ridge Plants Consultation Area	07/12/2016	0
Large Quantity Generators of Hazardous Waste	07/12/2016	7
Limited Use Drinking Water Wells	07/12/2016	0
List of Aquatic Preserves	07/12/2016	0
List of Hydric Soils Classified by NRCS	07/12/2016	3
List of Specific Soils - SSURGO	07/12/2016	14
Local Florida Parks and Recreational Facility Boundaries	07/12/2016	1
Lower Keys Marsh Rabbit Consultatio Area	07/12/2016	0
Major Dams - 2010	07/12/2016	0
Managed Burn Zones (Lake Wales Ridge)	07/12/2016	0
Manatee Consultation Area	07/12/2016	0
Mangroves	07/12/2016	0
Miami-Dade Keys Plants Consultation Area	07/12/2016	0
Migrant Labor Camps	07/12/2016	0
Mitigation Property managed by NFWFMD	07/12/2016	0
Mobile Home and RV Parks	07/12/2016	1
NPDES Stormwater Permits	07/12/2016	3
NWFMD Agricultural Lands 2013	07/12/2016	0

Analysis Type	Date Run	Count
NWFWMD Industrial Areas 2013	07/12/2016	0
NWFWMD Residential Areas 2013	07/12/2016	0
NWFWMD Wetlands 2013	07/12/2016	0
National Bridge Inventory	07/12/2016	4
National Estuarine Research Reserves	07/12/2016	0
National Historic Preservation Act - Florida Certified Local Governments	07/12/2016	1
National Marine Sanctuary Areas	07/12/2016	0
National Park Projects	07/12/2016	0
National Parks and Seashores	07/12/2016	0
National Priority List Sites	07/12/2016	1
National Register of Historic Places	07/12/2016	0
National Wetlands Inventory	07/12/2016	31
Noise Barriers	07/12/2016	0
Nonfatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)	07/12/2016	626
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)	07/12/2016	323
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2010)	07/12/2016	230
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)	07/12/2016	173
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2012)	07/12/2016	229
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)	07/12/2016	320
Northern Everglades and Estuaries Protection Program (NEEP) Watersheds - 2011	07/12/2016	0
Nuclear Site Locations	07/12/2016	0
OGT: Hiking Trails Priorities (2013-2017)	07/12/2016	1
OGT: Multi-Use Trails Opportunities	07/12/2016	1
OGT: Paddling Trails Opportunities	07/12/2016	0
Ocean Dredged Material Disposal Sites	07/12/2016	0
Okeechobee Gourd Consultation Area	07/12/2016	0
Onsite Sewage	07/12/2016	10
Other Outstanding Florida Waters	07/12/2016	0
Panther Consultation Area	07/12/2016	0
Panther Zones	07/12/2016	0
Parcel Derived Civic Centers	07/12/2016	1
Parcel Derived Health Care Facilities	07/12/2016	1
Parcel Derived Intermodal Facilities	07/12/2016	0
Parcel Derived Right of Ways	07/12/2016	2
Parcel Derived Schools	07/12/2016	1
Parcel Derived Social Service Facilities	07/12/2016	0
Parks and Recreational Facilities (Points)	07/12/2016	1
Petroleum Contamination Monitoring Sites	07/12/2016	61
Phosphorous Restrictive Basins	07/12/2016	0
Piping Plover	07/12/2016	0
Piping Plover Consultation Area	07/12/2016	0
Piping Plover Critical Habitat	07/12/2016	0
Planned Unit Development	07/12/2016	0
Potable Water Wells	07/12/2016	0

Analysis Type	Date Run	Count
Potential Navigable Waterways	07/12/2016	0
Prime Farm Land	07/12/2016	0
Prime Farmland in Florida with Associated Level 3 Water Management District Land Use Descriptions	07/12/2016	0
Principal Aquifers of the State of Florida	07/12/2016	1
Proposed Designation of Critical Habitat in Florida for Brickellia Mosieri (Florida Brickell-Bush) - 2013	07/12/2016	0
Proposed Designation of Critical Habitat in Florida for Linum Carteri Carteri (Carter's Small-Flowered Flax) - 2013	07/12/2016	0
Public Land	07/12/2016	0
RCI - Wildlife Crossings	07/12/2016	0
Railroads in the State of Florida	07/12/2016	49
Rare and Imperiled Fish	07/12/2016	0
Rare and Imperiled Fish in Florida	07/12/2016	0
Recharge Areas of the Floridan Aquifer	07/12/2016	1
Reclass of Wetland Habitats of High Priority to Endangered and Threatened Species in Florida - 2012	07/12/2016	N/A
Red-Cockaded Woodpecker Consultation Area	07/12/2016	0
Red-cockaded Woodpecker Active and Inactive Occurrences in Florida - 2005	07/12/2016	0
Religious Centers (Points)	07/12/2016	1
Religious Centers (Polygons)	07/12/2016	1
Restoration Area Plans and Non-BMAP TMDL Implementation	07/12/2016	0
SFWMD - Save Our Rivers Lands	07/12/2016	0
SFWMD Agricultural Lands 2008	07/12/2016	0
SFWMD Canals	07/12/2016	0
SFWMD Industrial Areas 2008	07/12/2016	6
SFWMD Residential Areas 2008	07/12/2016	3
SFWMD Wetlands 2008	07/12/2016	2
SJRWMD Agricultural Lands 2009	07/12/2016	0
SJRWMD Industrial Areas 2009	07/12/2016	0
SJRWMD Residential Areas 2009	07/12/2016	0
SJRWMD Spring Capture Zones (Springsheds) - 2013	07/12/2016	0
SJRWMD Springs and Seeps 2007	07/12/2016	0
SJRWMD Wetlands 2009	07/12/2016	0
SJWMD - Save Our Rivers Lands	07/12/2016	0
SRWMD Agricultural Lands 2011	07/12/2016	0
SRWMD Industrial Areas 2011	07/12/2016	0
SRWMD Residential Areas 2011	07/12/2016	0
SRWMD Springs Locations	07/12/2016	0
SRWMD Wetlands 2011	07/12/2016	0
SWFWM Works of the District	07/12/2016	0
SWFWMD Agricultural Lands 2011	07/12/2016	0
SWFWMD Dredge and Fill Permits	07/12/2016	0
SWFWMD Environmental Resource Permit Project Activity Areas	07/12/2016	0
SWFWMD Industrial Areas 2011	07/12/2016	0
SWFWMD Residential Areas 2011	07/12/2016	0
SWFWMD Storm Water Management Permit Points	07/12/2016	0
SWFWMD Water Use Permit Boundaries	07/12/2016	0

Analysis Type	Date Run	Count
SWFWMD Well Construction Permit Locations	07/12/2016	0
SWFWMD Wetlands 2011	07/12/2016	0
Sand Skink Consultation Area	07/12/2016	0
Schaus Swallowtail Butterfly Consultation Area	07/12/2016	0
Scrub Jay Consultation Area	07/12/2016	0
Scrub Jay Occurrences in Florida (1992-1993)	07/12/2016	0
Scrub Jay Service Area	07/12/2016	0
Seagrass Beds (Showing Continuous/Discontinuous)	07/12/2016	0
Sensitive Karst Areas in the SWFWMD - 2002	07/12/2016	0
Shared-Use Nonmotorized (SUN) Trail Network in Florida	07/12/2016	1
Short-Tailed Hawk and Swallow-Tailed Kite Nests	07/12/2016	0
Snail Kite Consultation Area	07/12/2016	1
Snail Kite Critical Habitat	07/12/2016	0
Snail Kite Priority Management Zones	07/12/2016	0
Snowy Plover Nest Locations 2006	07/12/2016	0
Sole Source Aquifers	07/12/2016	1
Solid Waste Facilities	07/12/2016	19
South Florida Water Management District Critical Restoration Project	07/12/2016	0
Special Flood Hazard Areas	07/12/2016	9
Special or Outstanding Florida Waters	07/12/2016	0
State Historic Highways	07/12/2016	0
State funded Hazardous Waste Cleanup Sites	07/12/2016	0
Stock Island Tree Snail Consultation Area	07/12/2016	0
Storage Tank Contamination Monitoring (STCM)	07/12/2016	102
Submerged Lands Act	07/12/2016	0
Subsidence Incident Reports for the State of Florida	07/12/2016	0
Summary of Hydric Soils Classified by NRCS	07/12/2016	3
Summary of Specific Soils - SSURGO	07/12/2016	14
Super Act Risk Sources	07/12/2016	27
Super Act Wells	07/12/2016	0
Superfund Hazardous Waste Sites	07/12/2016	8
Surface Water Classification	07/12/2016	0
Surficial Aquifer System FAVA Response Theme	07/12/2016	N/A
Surficial Geology	07/12/2016	1
Swallet Locations in Florida - 2007	07/12/2016	0
TNC Ecological Resource Conservation Areas	07/12/2016	0
Television Broadcast Structure Locations	07/12/2016	0
Threatened or Endangered Species	07/12/2016	0
Township Range Section	07/12/2016	15
Toxic Release Inventory Sites	07/12/2016	15
Traffic Analysis Zones 2000	07/12/2016	1
Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010	07/12/2016	2
Treaters, Storers, and Disposers of Hazardous Waste	07/12/2016	1
US Army Corps of Engineers Ports	07/12/2016	0

Analysis Type	Date Run	Count
US Coast Guard Aids to Navigation	07/12/2016	0
US EPA National Pollutant Discharge Elimination System (NPDES)	07/12/2016	35
US EPA Power Plants	07/12/2016	0
US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities	07/12/2016	157
USFWS Ecological Services Area Federally Listed Species	07/12/2016	1
USGS Geographic Names Information System	07/12/2016	13
USGS Springs (SRWMD)	07/12/2016	0
Urbanized Areas	07/12/2016	1
Verified Impaired Florida Waters: Run 48 - August 2013	07/12/2016	2
WBIDs with Verified Nutrient or Dissolved Oxygen Impairment or Adopted TMDLs or RAPs for the State of Florida	07/12/2016	0
Waste Cleanup Responsible Party Sites - Closed	07/12/2016	2
Waste Cleanup Responsible Party Sites - Inactive	07/12/2016	0
Waste Cleanup Responsible Party Sites - Open	07/12/2016	1
Wastewater Facilities	07/12/2016	4
Water Management District Boundaries	07/12/2016	1
Water Management District Owned Lands	07/12/2016	0
Waterbody IDs	07/12/2016	2
Waterfronts Florida Program Designated Communities	07/12/2016	0
Wild and Scenic Rivers	07/12/2016	0
Wireless Antenna Structure Locations	07/12/2016	2
Woodstork Core Foraging Areas	07/12/2016	1
Woodstork Nests	07/12/2016	0

2000 Census Block Data

2000 US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area.

Metadata: <http://www.fla-etat.org/est/metadata/cenblk.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090071000	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071001	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071002	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071003	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071004	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071005	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071006	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071007	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071008	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071009	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071010	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071011	8	3	4	0	0	0	8	0	39	2.67	4	4	0
120860090071012	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071013	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071014	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071015	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071016	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090071017	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071018	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071019	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071020	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071021	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071022	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071023	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071024	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071028	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071029	109	45	98	6	0	4	73	0	30.1	2.42	56	53	0
120860090071033	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071036	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071042	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071043	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071044	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071045	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071046	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090071047	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071048	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071049	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071050	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071051	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071052	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071053	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071054	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071055	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071056	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071057	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071058	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071059	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071060	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071061	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071062	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071064	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090071065	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071066	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071068	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071069	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071070	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071071	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071072	5	2	2	0	0	0	5	2	28.5	2.5	2	3	0
120860090071073	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071074	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071075	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071076	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071077	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071078	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071079	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071080	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071081	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071082	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090071083	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090071086	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090081000	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090081001	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090081002	7	3	5	2	0	0	3	0	35.3	2.33	3	4	0
120860090081003	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090081004	4	3	3	1	0	0	4	0	49.5	1.33	1	3	0
120860090081005	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090082000	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009001	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009002	69	29	64	0	1	0	49	4	49.8	2.38	35	34	0
120860091009003	13	5	13	0	0	0	1	0	53.8	2.6	5	8	0
120860091009004	40	15	38	0	0	1	33	0	49.5	2.67	21	19	0
120860091009005	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009006	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009007	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009008	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860091009009	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009010	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009011	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009012	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009013	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009014	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009015	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009016	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009017	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009018	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009019	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009020	36	16	34	0	0	0	22	0	49	2.25	15	21	0
120860091009021	33	13	33	0	0	0	21	0	43.3	2.54	16	17	0
120860091009022	8	3	8	0	0	0	6	0	71	2.67	5	3	0
120860091009023	18	7	18	0	0	0	10	0	43.5	2.57	12	6	0
120860091009024	8	4	7	0	0	0	4	1	32.5	2	3	5	0
120860091009025	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860091009026	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009027	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009028	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009029	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009030	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009031	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009032	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009033	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009034	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091009036	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292000	7	2	6	0	0	0	6	0	41.5	3.5	3	4	0
120860101292001	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292002	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292077	5	2	3	2	0	0	3	0	32.5	2.5	2	3	0
120860101292078	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292079	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292080	1	1	0	0	0	1	0	0	53.5	1	1	0	0

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860101292081	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292082	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292083	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292084	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292085	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292086	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292087	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292088	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292090	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292091	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292092	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292093	46	13	44	0	0	0	41	1	33	3.54	25	21	0
120860101292094	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292095	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292096	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292097	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292098	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2000 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860101292099	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292100	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292101	268	47	161	73	1	17	115	14	33	3.66	147	121	0
120860101292102	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292103	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292104	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292105	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292106	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292107	0	0	0	0	0	0	0	0	0	0	0	0	0
120860101292108	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	685	213	541	84	2	23	404	22	N/A	N/A	356	329	0

Summary: 2713.99 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Housing

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
120860090081	2000	1837	163	4578
120860091009	108	92	16	227

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
120860101292	156	156	0	3939
120860090071	21	0	21	0
120860090082	349	246	103	708
Totals	2,634	2,331	303	9,452

Summary: 2713.99 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Income

Metadata: http://www.fl-a-etat.org/est/metadata/cenblkgrp_2000.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Median Family Income in 1999	% Over 25 With Bachelor Degree	Number of Households Below Poverty Level	Number of Households on Public Assistance	Percentage - Ratio of Income to Poverty Level in the past year is under 1	Total Population
120860090081	38902	25.2613828	613	54	13.46365034	4578
120860091009	33750	0	31	6	13.96396396	227
120860101292	37500	0.8938148	75	17	13.36898396	3939
120860090071	0		0	0	0	0
120860090082	136288	27.59226714	97	0	13.70056497	708
Totals	N/A	N/A	816	77	N/A	9,452

Summary: 2713.99 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Language

Metadata: http://www.fl-a-etat.org/est/metadata/cenblkgrp_2000.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Density of People Per Acre That Speak English "Not At All"	Density of People Per Acre That Speak English "Not Well"	% That Speak English "Not At All"	% That Speak English "Not Well"	Speak English "Not at All"	Speak English "Not Well"	Total Population
120860090081	0.22903467	0.71161324	6.40964995	19.91485336	271	842	4578
120860091009	0.01165403	0.01650988	11.26760563	15.96244131	24	34	227
120860101292	0.00349764	0.00482674	3.85703266	5.32270507	150	207	3939
120860090071	0	0			0	0	0
120860090082	0	0.02197894	0	4.83619345	0	31	708
Totals	N/A	N/A	N/A	N/A	445	1,114	9,452

Summary: 2713.99 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Percentages

Metadata: http://www.fl-a-etat.org/est/metadata/cenblkgrp_2000.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race	% People(Age 16-64) with a Disability
120860090081	0.54609	5.67933595	3.75709917	73.37265181	8.30056793	25.97619048
120860091009	0	0	1.3215859	51.98237885	2.64317181	13.33333333
120860101292	0.22848439	0	46.63620208	39.62934755	1.77710079	12.7340824
120860090071						0
120860090082	0	12.00564972	0	44.7740113	0	1.40405616

Summary: 2713.99 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Population Densities

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Density of American Indian and Alaska Native Population Per Acre	Density of Asian Population Per Acre	Density of Black or African American Population Per Acre	Density of Hispanic or Latino Population Per Acre	Density of Some Other Race Population Per Acre	Density of People Per Acre (Age 16-64) with a Disability
120860090081	0.02112866	0.21973806	0.14536518	2.83884665	0.32115562	0.92205469
120860091009	0	0	0.00145675	0.05729899	0.00291351	0.01359637
120860101292	0.00020986	0	0.04283437	0.03639872	0.00163223	0.00158559
120860090071	0	0	0	0	0	0
120860090082	0	0.06026484	0	0.2247524	0	0.00638098

Summary: 2713.99 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Population Totals

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2000.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Population Under 5	Population 5 to 17	Population 18 to 21	Population 22 to 29	Population 30 to 39	Population 40 to 49	Population 50 to 64	Population Aged 65 and Older
120860090081	350	740	210	882	1364	533	412	87
120860091009	14	36	2	15	16	24	57	63
120860101292	50	182	551	981	1188	754	178	55
120860090071	0	0	0	0	0	0	0	0
120860090082	67	59	0	59	127	128	237	31
Totals	481	1,017	763	1,937	2,695	1,439	884	236

Summary: 2713.99 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Transportation

Metadata: http://www.fl-a-etat.org/est/metadata/cenblkgrp_2000.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 Vehicles Available	Housing Units With 5 or More Vehicles Available	Public Transportation to Work
120860090081	113	1005	607	89	11	12	16
120860091009	10	44	32	6	0	0	3
120860101292	0	57	62	22	15	0	0
120860090071	0	0	0	0	0	0	0
120860090082	11	52	162	11	10	0	0
Totals	134	1,158	863	128	36	12	19

Summary: 2713.99 acres, 100 percent of analysis area.

2000 US Census Block Data - Minority Population greater than 40%

2000 Census Blocks with minority population greater than 40%

Metadata: <http://www.fl-a-etat.org/est/metadata/cenblk.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Census Block number	Percent Minority	2000 Population
120860090071011	100	8
120860090071029	76	109
120860090071072	100	5
120860090081002	71	7
120860090081004	100	4
120860091009002	72	69
120860091009004	88	40
120860091009020	61	36
120860091009021	64	33
120860091009022	75	8
120860091009023	56	18
120860091009024	50	8
120860101292000	100	7
120860101292077	100	5
120860101292080	100	1
120860101292093	89	46
120860101292101	77	268
Totals	N/A	672

Summary: 453.4 acres, 16.71 percent of analysis area.

2003 FFWCC Habitat and Landcover GRID

2003 Habitat and Landcover Grid from the Florida Fish and Wildlife Conservation Commission summarized by type. Data is currently not displayed in maps.

Metadata: http://www.fla-etat.org/est/metadata/gfchab_03.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
CYPRESS - PINE - CABBAGE PALM	0.22	0.01%
DRY PRAIRIES	0.22	0.01%
EXOTIC PLANTS	22.01	0.81%
EXTRACTIVE	465.78	17.16%
FRESHWATER MARSH AND WET PRAIRIE	7.34	0.27%
HARDWOOD HAMMOCKS AND FORESTS	0.22	0.01%
HIGH IMPACT URBAN	1,725.73	63.59%
LOW IMPACT URBAN	81.37	3.00%
OPEN WATER	399.53	14.72%
PINELANDS	1.11	0.04%
SAWGRASS MARSH	0.22	0.01%
SHRUB SWAMP	10.23	0.38%

2008 SFWMD FL Land Use and Land Cover

Metadata: http://www.fla-etat.org/est/metadata/lu_sfwmd_2008.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Land Use Classification	Area of Interest	
	Acr	Pct
1320 MOBILE HOME UNITS	36.17	1.33%
1400 COMMERCIAL AND SERVICES	915.59	33.74%
1423 WHOLESALE SALES & SERVICES - JUNK YARDS	45.04	1.66%
1550 OTHER LIGHT INDUSTRY	652.91	24.06%
1560 OTHER HEAVY INDUSTRIAL	103.73	3.82%
1630 ROCK QUARRIES	13.36	0.49%
1900 OPEN LAND	242.62	8.94%
4240 MELALEUCA	15.19	0.56%
4370 AUSTRALIAN PINE	24.5	0.9%
5120 CHANNELIZED WATERWAYS - CANALS	1.16	0.04%
5300 RESERVOIRS	399.94	14.74%
6410 FRESHWATER MARSHES - GRAMINOID PRAIRIE - MARSH	24.9	0.92%

Land Use Classification	Acr	Pct
7470 DIKES AND LEVEES	7.1	0.26%
8120 RAILROADS AND RAILYARDS	4.21	0.16%
8140 ROADS AND HIGHWAYS	77.93	2.87%
8320 ELECTRICAL POWER TRANSMISSION LINES	1.36	0.05%
8350 SOLID WASTE DISPOSAL	148.29	5.46%

2010 Census County Demographics

2010 Census General Demographic Profile by County

Metadata: <http://www.fl-a-etat.org/est/metadata/cntdem2010.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

County	Total 2010 Population	# Male	# Female	Median Age	# White	# Black or African American	# American Indian, Eskimo, or Aleut	# Asian	# Native Hawaiian and Other Pacific Islander	# Some Other Race	# Hispanic or Latino (of any race).	2010 Total Number of Households	Average Household Size
MIAMI-DADE	2496435	1208364	1288071	38.2	1841887	472976	5000	37669	675	79351	1623859	867352	2.83

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Housing

Metadata: http://www.fl-a-etat.org/est/metadata/cenblkgrp_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
120860140001	62	51	11	127
120860090401	84	79	5	120
120860090352	395	341	54	1001
120860090353	1014	839	175	1850
120860091002	1062	1013	49	4804
Totals	2,617	2,323	294	7,902

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Income

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Median Family Income in 2009	% Over 25 With Bachelor Degree	Number of Households Below Poverty Level	Number of Households on Public Assistance	Percentage - Ratio of Income to Poverty Level in the past year is under 1	Total Population
120860140001	0	1.75039782	0	0	0	127
120860090401	0	0	17	0	85	120
120860090352	104274	8.39622642	59	0	5.56603774	1001
120860090353	49828	24.36548223	281	25	28.52791878	1850
120860091002	40225	8.48813947	323	14	13.4359401	4804
Totals	N/A	N/A	680	39	N/A	7,902

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Language

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Density of People Per Acre That Speak English "Not At All"	Density of People Per Acre That Speak English "Not Well"	% That Speak English "Not At All"	% That Speak English "Not Well"	Speak English "Not at All"	Speak English "Not Well"	Speak English "Well"	Total Population
120860140001	0.00772887	0.01182063	5.82058891	8.90207715	255	390	188	127
120860090401	0	0.00222804	0	45	0	9	8	120
120860090352	0.01837595	0.06873965	2.64187867	9.88258317	27	101	192	1001
120860090353	0.21346363	0.12608086	18.26923077	10.79059829	171	101	178	1850
120860091002	0.29806904	0.22825107	19.8568873	15.20572451	666	510	414	4804
Totals	N/A	N/A	N/A	N/A	1,119	1,111	980	7,902

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Percentages

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race
120860140001	0.78740157	0	15.7480315	62.99212598	0
120860090401	0	0	0	94.16666667	2.5
120860090352	0.0999001	8.89110889	1.5984016	62.73726274	1.2987013

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race
120860090353	0	5.78378378	3.13513514	79.45945946	3.18918919
120860091002	0.06244796	0.18734388	25.47876769	69.31723564	0.85345545

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Population Densities

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Density of American Indian and Alaska Native Population Per Acre	Density of Asian Population Per Acre	Density of Black or African American Population Per Acre	Density of Hispanic or Latino Population Per Acre	Density of Some Other Race Population Per Acre
120860140001	0.00003031	0	0.00060619	0.00242474	0
120860090401	0	0	0	0.02797428	0.00074268
120860090352	0.00068059	0.06057257	0.01088945	0.42741092	0.00884768
120860090353	0	0.13357081	0.07240287	1.83503823	0.07365119
120860091002	0.00134265	0.00402796	0.54780256	1.49034521	0.0183496

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Population Totals

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Population Under 5	Population 5 to 17	Population 18 to 21	Population 22 to 29	Population 30 to 39	Population 40 to 49	Population 50 to 64	Population Aged 65 and Older
120860140001	14	24	6	9	21	38	12	3
120860090401	0	1	0	1	0	3	20	95
120860090352	58	185	42	64	102	182	201	167
120860090353	143	178	75	380	437	308	216	113
120860091002	148	421	451	887	868	879	713	437
Totals	363	809	574	1,341	1,428	1,410	1,162	815

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Race and Ethnicity

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	White Alone	Black or African American Alone	Native Hawaiian and Other Pacific Islander Alone	Asian Alone	Some Other Race Alone	2 or More Races	Hispanic or Latino of Any Race	American Indian or Alaska Native Alone
120860140001	106	20	0	0	0	0	80	1
120860090401	117	0	0	0	3	0	113	0
120860090352	877	16	0	89	13	5	628	1
120860090353	1598	58	0	107	59	28	1470	0
120860091002	3468	1224	0	9	41	59	3330	3
Totals	6,166	1,318	0	205	116	92	5,621	5

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Transportation

Metadata: http://www.fla-etat.org/est/metadata/cenblkgrp_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 Vehicles Available	Housing Units With 5 or More Vehicles Available	Public Transportation to Work
120860140001	0	0	9	3	0	0	0
120860090401	3	14	0	0	0	0	0
120860090352	0	45	254	0	52	0	0
120860090353	0	245	189	12	0	0	29
120860091002	50	414	403	51	3	0	52
Totals	53	718	855	66	55	0	81

Summary: 2713.99 acres, 100 percent of analysis area.

2010 Census Designated Places

Metadata: <http://www.fla-etat.org/est/metadata/cenplace2010.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name
Medley

Summary: 2656.74 acres, 97.89 percent of analysis area.

2010 US Census Block Data

2010 US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area.

Metadata: <http://www.fla-etat.org/est/metadata/cenblk2010.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090352000	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090352007	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090353000	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090353001	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090353002	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090353003	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090353004	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090353005	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090353006	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401001	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401003	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401004	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401005	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401006	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401007	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401008	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401009	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090401010	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401011	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401012	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401013	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401014	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401015	16	10	16	0	0	0	16	0	71	2	8	8	0
120860090401016	4	3	3	0	0	0	4	1	68.5	1	1	3	0
120860090401017	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401018	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401024	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401025	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401032	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401033	32	21	32	0	0	0	32	0	75	2	13	19	0
120860090401034	66	43	64	0	0	0	60	2	75.8	2	34	32	0
120860090401035	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401036	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401037	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090401038	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401039	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401044	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401045	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401046	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401047	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401048	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401049	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401050	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401051	1	1	1	0	0	0	0	0	69.5	1	0	1	0
120860090401052	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401053	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401054	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401055	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401056	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401057	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401058	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090401059	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401061	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401062	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401063	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401064	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401065	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401066	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401067	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401068	1	1	1	0	0	0	1	0	80.5	1	0	1	0
120860090401069	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401070	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401071	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401072	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401073	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401074	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401075	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401076	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090401077	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401078	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401079	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401082	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401083	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401085	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401086	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401087	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401088	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401089	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401090	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401091	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401092	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401093	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401094	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401095	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401096	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860090401099	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401118	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401119	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401120	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401123	0	0	0	0	0	0	0	0	0	0	0	0	0
120860090401124	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002001	146	51	143	0	0	0	133	0	46	3	67	79	0
120860091002002	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002003	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002004	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002005	19	5	19	0	0	0	15	0	43.3	4	11	8	0
120860091002006	45	19	41	0	1	0	37	0	46.8	2	24	21	0
120860091002007	24	9	22	0	0	0	16	0	32	3	15	9	0
120860091002008	1	1	1	0	0	0	1	0	58.5	1	1	0	0
120860091002010	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002011	15	4	15	0	0	0	15	0	40.5	4	8	7	0
120860091002012	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860091002013	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002014	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002015	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002016	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002017	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002018	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002019	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002020	1	1	1	0	0	0	1	0	59.5	1	1	0	0
120860091002021	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002022	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002023	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002024	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002025	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002026	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002027	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002031	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002032	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860091002033	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002034	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002039	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002040	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002041	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002042	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002043	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002044	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002047	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002099	5	3	5	0	0	0	4	0	60.5	2	4	1	0
120860091002100	29	12	25	0	0	0	24	0	48.8	2	13	16	0
120860091002213	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002216	124	44	105	0	0	0	118	15	44	3	57	67	0
120860091002217	128	42	124	0	1	0	123	0	44.5	3	57	71	0
120860091002218	36	13	34	2	0	0	33	0	57	3	17	19	0
120860091002219	98	37	84	3	0	0	94	5	48	3	52	46	0
120860091002220	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860091002221	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002222	0	0	0	0	0	0	0	0	0	0	0	0	0
120860091002223	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001041	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001048	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001049	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001050	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001051	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001052	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001055	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001056	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001057	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001058	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001059	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001060	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001061	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001062	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860140001064	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001066	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001067	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001068	47	13	44	3	0	0	46	0	38.8	4	24	23	0
120860140001069	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001070	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001071	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001072	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001074	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001076	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001079	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001147	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001148	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001149	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001150	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001151	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001152	0	0	0	0	0	0	0	0	0	0	0	0	0

Census Block number	2010 Population	# Households	# White	# Black	# Native American	# Asian	# Hispanic	# Other Race	Median Age Both Sexes	Average Household Size	Males	Females	Native Hawaiian and Other Pacific Islander Alone
120860140001153	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001154	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001158	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001159	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001160	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001161	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001162	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001163	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001164	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001166	0	0	0	0	0	0	0	0	0	0	0	0	0
120860140001167	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	838	333	780	8	2	0	773	23	N/A	N/A	407	431	0

Summary: 2713.99 acres, 100 percent of analysis area.

2010 US Census Block Data - Minority Population greater than 40%

Census Blocks 2010 with minority population greater than 40%

Metadata: <http://www.fla-etat.org/est/metadata/cenblk2010.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Census Block number	Percent Minority	2010 Population
120860090401033	100	32
120860091002020	100	1
120860090401068	100	1
120860091002217	96.1	128
120860091002008	100	1
120860090401016	100	4
120860091002011	100	15
120860140001068	97.9	47
120860091002005	78.9	19
120860090401015	100	16
120860091002001	91.1	146
120860091002099	80	5
120860091002100	86.2	29
120860091002219	95.9	98
120860090401034	90.9	66
120860091002216	95.2	124
120860091002218	91.7	36
120860091002007	75	24
120860091002006	82.2	45
Totals	N/A	837

Summary: 383.63 acres, 14.14 percent of analysis area.

2014 American Community Survey Block Group Data - Housing

Metadata: http://www.fl-a-etat.org/est/metadata/cenacs_2014.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
120860140001	35	35	0	782
120860090401	66	60	6	88
120860090352	464	333	131	1260
120860090353	739	527	212	1385
120860091002	1088	962	126	5094
Totals	2,392	1,917	475	8,609

Summary: 2713.99 acres, 100 percent of analysis area.

2014 American Community Survey Block Group Data - Income

Metadata: http://www.fl-a-etat.org/est/metadata/cenacs_2014.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Median Family Income	% Over 25 With Bachelor Degree	Number of Households Below Poverty Level	Number of Households on Public Assistance	Percentage - Ratio of Income to Poverty Level in the past year is under 1	Total Population
120860140001	49712	4.60358056	9	0	8.25688073	782
120860090401	21250	11.36363636	40	2	45.45454545	88
120860090352	109185	16.98412698	28	0	2.22222222	1260
120860090353	55761	15.45126354	204	32	14.9122807	1385
120860091002	35385	5.94817432	539	10	19.05940594	5094
Totals	N/A	N/A	820	44	N/A	8,609

Summary: 2713.99 acres, 100 percent of analysis area.

2014 American Community Survey Block Group Data - Language

Metadata: http://www.fl-a-etat.org/est/metadata/cenacs_2014.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Density of People Per Acre That Speak English "Not At All"	Density of People Per Acre That Speak English "Not Well"	% That Speak English "Not At All"	% That Speak English "Not Well"	Speak English "Not at All"	Speak English "Not Well"	Speak English "Well"	Total Population
120860140001	0.00103052	0.00215196	4.34782609	9.07928389	34	71	51	782
120860090401	0.00594144	0.00767436	27.27272727	35.22727273	24	31	11	88
120860090352	0.01157004	0.03198776	1.39002453	3.84300899	17	47	153	1260
120860090353	0.21346363	0.23967846	13.63636364	15.31100478	171	192	69	1385
120860091002	0.44934132	0.23496433	20.0759848	10.49790042	1004	525	715	5094
Totals	N/A	N/A	N/A	N/A	1,250	866	999	8,609

Summary: 2713.99 acres, 100 percent of analysis area.

2014 American Community Survey Block Group Data - Percentages

Metadata: http://www.fl-a-etat.org/est/metadata/cenacs_2014.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race	% People(Age 20-64) with a Disability
120860140001	0.89514066	0	51.0230179	40.02557545	2.17391304	18.91891892
120860090401	0	0	2.27272727	94.31818182	0	11.76470588
120860090352	0	0	12.3015873	68.57142857	0	2.86123033
120860090353	0	3.39350181	0.79422383	64.33212996	0	10.08403361
120860091002	0.23557126	0	22.69336474	72.65410287	1.35453475	9.3989071

Summary: 2713.99 acres, 100 percent of analysis area.

2014 American Community Survey Block Group Data - Population Densities

Metadata: http://www.fl-a-etat.org/est/metadata/cenacs_2014.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Density of American Indian and Alaska Native Population Per Acre	Density of Asian Population Per Acre	Density of Black or African American Population Per Acre	Density of Hispanic or Latino Population Per Acre	Density of Some Other Race Population Per Acre	Density of People Per Acre (Age 20-64) with a Disability
120860140001	0.00021217	0	0.01209341	0.00948681	0.00051526	0.00042433
120860090401	0	0	0.00049512	0.02054748	0	0.00049512
120860090352	0	0	0.10549155	0.58803031	0	0.01361181
120860090353	0	0.05867129	0.01373158	1.11225786	0	0.11983923
120860091002	0.00537061	0	0.51736909	1.65638667	0.03088103	0.07697879

Summary: 2713.99 acres, 100 percent of analysis area.

2014 American Community Survey Block Group Data - Population Totals

Metadata: http://www.fl-a-etat.org/est/metadata/cenacs_2014.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Population Under 5	Population 5 to 17	Population 18 to 21	Population 22 to 29	Population 30 to 39	Population 40 to 49	Population 50 to 64	Population Aged 65 and Older
120860140001	0	44	77	148	170	178	137	28
120860090401	0	0	0	0	0	0	17	71
120860090352	37	362	57	56	105	271	267	105
120860090353	131	186	100	202	370	167	167	62
120860091002	93	453	499	1001	782	993	740	533
Totals	261	1,045	733	1,407	1,427	1,609	1,328	799

Summary: 2713.99 acres, 100 percent of analysis area.

2014 American Community Survey Block Group Data - Race and Ethnicity

Metadata: http://www.fl-a-etat.org/est/metadata/cenacs_2014.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	White Alone	Black or African American Alone	Native Hawaiian and Other Pacific Islander Alone	Asian Alone	Some Other Race Alone	2 or More Races	Hispanic or Latino of Any Race	American Indian or Alaska Native Alone
120860140001	359	399	0	0	17	0	313	7
120860090401	86	2	0	0	0	0	83	0
120860090352	1080	155	0	0	0	25	864	0
120860090353	1296	11	0	47	0	31	891	0

Blockgroup number	White Alone	Black or African American Alone	Native Hawaiian and Other Pacific Islander Alone	Asian Alone	Some Other Race Alone	2 or More Races	Hispanic or Latino of Any Race	American Indian or Alaska Native Alone
120860091002	3807	1156	0	0	69	50	3701	12
Totals	6,628	1,723	0	47	86	106	5,852	19

Summary: 2713.99 acres, 100 percent of analysis area.

2014 American Community Survey Block Group Data - Transportation

Metadata: http://www.fla-etat.org/est/metadata/cenacs_2014.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Blockgroup number	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 Vehicles Available	Housing Units With 5 or More Vehicles Available	Public Transportation to Work
120860140001	5	7	23	0	0	0	0
120860090401	11	42	7	0	0	0	0
120860090352	0	54	171	61	47	0	0
120860090353	44	202	264	0	8	9	20
120860091002	64	440	400	50	0	8	35
Totals	124	745	865	111	55	17	55

Summary: 2713.99 acres, 100 percent of analysis area.

Adopted Total Maximum Daily Loads (TMDLs) in Florida

Metadata: http://www.fla-etat.org/est/metadata/adopted_tmdl.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

TMDL Status	Description
STATE ADOPTED TMDL AND EPA APPROVED	C-6/MIAMI CANAL [WBID: 3290]

Summary: 1795.77 acres, 66.17 percent of analysis area.

Air Quality Maintenance Areas

Metadata: http://www.fla-etat.org/est/metadata/airqual_maintarea.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name
Southeast FL Airshed

Summary: 2713.99 acres, 100 percent of analysis area.

Biomedical Waste

FD0H Biomedical Waste

Metadata: http://www.fla-etat.org/est/metadata/biomed_waste.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Status	Permit Number	Description
ACTIVE	13-64-01344	EAGLE HEALTH SERVICES
ACTIVE	13-64-02082	HEALTH CARE CENTER OF MIAMI
ACTIVE	13-64-05706	ANIMAL GENERAL HOSPITAL
ACTIVE	13-64-13307	MIAMI RENTAL DURABLE MEDICAL EQUIPMENT INC
ACTIVE	13-64-11851	FRANCO'S MEDICAL CENTER INC
ACTIVE	13-64-11981	COMPLETE HEALTH NETWORK INC
ACTIVE	13-64-07346	MIAMI-DADE DEPT. ANIMAL S.U.
ACTIVE	13-64-12255	EL SHADAI HOME HEALTH CARE INC
ACTIVE	13-64-11222	Y & D MEDICAL SUPPLY INC
ACTIVE	13-64-1364396	SOUTH FLORIDA MEDI-WASTE
ACTIVE	13-64-1282917	O & Y HEALTH CARE CORP
ACTIVE	13-64-1371904	BLUE MILLENNIUM REHABILITATION, INC.

Summary: 12 feature(s) found within buffer.

Brownfield Location Boundaries

Metadata: http://www.fla-etat.org/est/metadata/brownfields_areas.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Area Name	Area of Interest	
	Acr	Pct
MEDLEY REDEVELOPMENT BROWNFIELDS AREA	9.27	0.34%

Bus Transit Routes

Metadata: <http://www.fla-etat.org/est/metadata/trrts.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Bus Route	0 Ft.
ROUTE MRAIL	4759.9344
ROUTE R242N	2612.1707
ROUTE R242S	2836.7454
ROUTE R245N	16500.5583
ROUTE R245S	2670.6574
ROUTE R282N	2819.7488

Bus Route	0 Ft.
ROUTE R282S	2672.7507
ROUTE R33E	2748.9772
ROUTE R33W	1380.4526
ROUTE R500N	3085.4367
ROUTE R500S	3085.4367
ROUTE R73N	2646.0799
ROUTE R73S	2646.0799

CLIP Version 2 Aquifer Recharge

Metadata: http://www.fla-etat.org/est/metadata/clipv2_rechrg.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 2	847.3	31.22%
PRIORITY 3	641.87	23.65%
PRIORITY 4	1,153.67	42.51%
UNKNOWN DESCRIPTION	71.15	2.62%

CLIP Version 3 Aggregated CLIP Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv3_prio.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 3	141.13	5.20%
PRIORITY 4	561.29	20.68%
PRIORITY 5	13.46	0.50%
UNKNOWN DESCRIPTION	1,998.11	73.62%

CLIP Version 3 Biodiversity Resource Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv3_bdivrp.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 4	26.14	0.96%

Description	Acr	Pct
PRIORITY 5	259.4	9.56%
UNKNOWN DESCRIPTION	2,428.45	89.48%

CLIP Version 3 Critical Lands and Waters Identification - High Priority Private Wetlands and Uplands

Metadata: http://www.fla-etat.org/est/metadata/clipv3_private_p1p2.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	2,713.99	100.00%

CLIP Version 3 Florida Ecological Greenways Network

Metadata: http://www.fla-etat.org/est/metadata/clipv3_fegn.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	2,713.99	100.00%

CLIP Version 3 Landscape Integrity Index

Metadata: http://www.fla-etat.org/est/metadata/clipv3_lsinteg.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
1 - LOWEST INTEGRITY	1,881.14	69.31%
2	448	16.51%
3	384.85	14.18%

CLIP Version 3 Landscape Resource Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv3_indscrpr.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	2,713.99	100.00%

CLIP Version 3 Natural Floodplain

Metadata: http://www.fla-etat.org/est/metadata/clipv3_fldpln.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 5	4.17	0.15%
PRIORITY 6	160.87	5.93%
UNKNOWN DESCRIPTION	2,548.95	93.92%

CLIP Version 3 Priority Natural Communities (Reclassified based on clip_pr)

Metadata: http://www.fla-etat.org/est/metadata/clipv3_natcom.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	2,713.99	100.00%

CLIP Version 3 Rare Species Habitat Conservation Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv3_fnaihab.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 6	25.63	0.94%
UNKNOWN DESCRIPTION	2,688.36	99.06%

CLIP Version 3 Significant Surface Waters

Metadata: http://www.fla-etat.org/est/metadata/clipv3_surfwtr.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 3	141.13	5.20%
PRIORITY 4	558.51	20.58%
UNKNOWN DESCRIPTION	2,014.35	74.22%

CLIP Version 3 Surface Water Resource Priorities

Metadata: http://www.fla-etat.org/est/metadata/clipv3_srfwtrrp.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 3	141.13	5.20%
PRIORITY 4	558.51	20.58%
PRIORITY 5	11.62	0.43%
UNKNOWN DESCRIPTION	2,002.73	73.79%

CLIP Version 3 Wetlands

Metadata: http://www.fla-etat.org/est/metadata/clipv3_wetland.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PRIORITY 6	21.69	0.80%
UNKNOWN DESCRIPTION	2,692.31	99.20%

Census Bureau Landmarks - Polygons

Metadata: <http://www.fla-etat.org/est/metadata/lmarks.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description
WATER FEATURE, CLASSIFICATION UNKNOWN, OR NOT ELSEWHERE CLASSIF

Summary: 1.5 acres, .06 percent of analysis area.

Coastal Assessment Framework

Metadata: <http://www.fla-etat.org/est/metadata/caffi.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
BISCAYNE BAY EDA	2,713.99	100%

Coastal Change Analysis Program - 2010

Metadata: http://www.fla-etat.org/est/metadata/ccap_2010.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
BARE LAND	66.92	2.47%
DEVELOPED - HIGH INTENSITY	1,162.35	42.83%
DEVELOPED - LOW INTENSITY	194.76	7.18%
DEVELOPED - MEDIUM INTENSITY	528.48	19.47%
DEVELOPED - OPEN SPACE	53.14	1.96%
EVERGREEN FOREST	19.57	0.72%
GRASSLAND/HERBACEOUS	77.82	2.87%
OPEN WATER	395.97	14.59%
PALUSTRINE EMERGENT WETLAND	75.37	2.78%
PALUSTRINE FORESTED WETLAND	24.9	0.92%
PALUSTRINE SCRUB/SHRUB WETLAND	20.9	0.77%
PASTURE/HAY	13.12	0.48%
SCRUB/SHRUB	78.93	2.91%
UNCONSOLIDATED SHORE	1.78	0.07%

Cooperative Land Cover (CLC v3.1)

Metadata: http://www.fla-etat.org/est/metadata/clc_v3_1_state.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
1500 - SHRUB AND BRUSHLAND	5.68	0.21%
1821 - LOW INTENSITY URBAN	234.24	8.63%
1822 - HIGH INTENSITY URBAN	1,501.83	55.34%
1840 - TRANSPORTATION	341.04	12.57%
1860 - UTILITIES	148.8	5.48%
1870 - EXTRACTIVE	11.02	0.41%
2120 - MARSHES	25.06	0.92%
3200 - CULTURAL-LACUSTRINE	406.84	14.99%
4200 - CULTURAL-RIVERINE	0.86	0.03%
7000 - EXOTIC PLANTS	38.62	1.42%

County Demographics - 2000 Census

2000 Census General Demographic Profile by County

Metadata: <http://www.fla-etat.org/est/metadata/cntdem.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

County	Total Population	# Male	# Female	Median Age	# White	# Black or African American	# American Indian, Eskimo, or Aleut	# Asian	# Native Hawaiian and Other Pacific Islander	# Some Other Race	# Hispanic or Latino (of any race).	Total Number of Households	Average Household Size
MIAMI - DADE	2253362	1088895	1164467	35.6	1570558	457214	4365	31753	799	103251	1291737	776774	2.84

Summary: 2713.99 acres, 100 percent of analysis area.

Crocodile Consultation Area

Metadata: http://www.fla-etat.org/est/metadata/ca_crocodile.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
AMERICAN CROCODILE CONSULTATION AREA (SF ESO)	322.51	11.88%

D6 - Year Built by Decade (1970's)

Metadata: http://www.fla-etat.org/est/metadata/yb_decades_d6.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Decade Built	Parcel count
1970 - 1979	5
1970 - 1979	1
1970 - 1979	2
1970 - 1979	1
1970 - 1979	1
1970 - 1979	1
1970 - 1979	1

Decade Built	Parcel count
1970 - 1979	1
1970 - 1979	1
1970 - 1979	3
1970 - 1979	1
1970 - 1979	2
1970 - 1979	2
1970 - 1979	1
1970 - 1979	1
1970 - 1979	1
1970 - 1979	1
1970 - 1979	2
1970 - 1979	1
1970 - 1979	2
1970 - 1979	1
1970 - 1979	3
1970 - 1979	1
1970 - 1979	1
1970 - 1979	4
1970 - 1979	2
1970 - 1979	4
1970 - 1979	2
1970 - 1979	2
1970 - 1979	2
1970 - 1979	2
1970 - 1979	1
1970 - 1979	2
1970 - 1979	1
1970 - 1979	2
1970 - 1979	5
1970 - 1979	1
1970 - 1979	2
1970 - 1979	13
1970 - 1979	3
1970 - 1979	2
1970 - 1979	2
1970 - 1979	1
1970 - 1979	1
1970 - 1979	2
1970 - 1979	2
1970 - 1979	5

[illegible]

Summary: 299.15 acres, 11.02 percent of analysis area.

D6 - Year Built by Decade (Before 1970)

Metadata: http://www.fla-etat.org/est/metadata/yb_decades_d6.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Decade Built	Count
1930 - 1939	1
1930 - 1939	1
1930 - 1939	1
1940 - 1949	1
1940 - 1949	1
1940 - 1949	1
1950 - 1959	1
1950 - 1959	3
1950 - 1959	1
1950 - 1959	1
1950 - 1959	1
1950 - 1959	2
1950 - 1959	1
1950 - 1959	2
1950 - 1959	1
1950 - 1959	0
1960 - 1969	3
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	0
1960 - 1969	1
1960 - 1969	2
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
1960 - 1969	2
1960 - 1969	1
1960 - 1969	6
1960 - 1969	1

Decade Built	Count
1960 - 1969	1
1960 - 1969	1
1960 - 1969	0
1960 - 1969	2
1960 - 1969	1
1960 - 1969	1
1960 - 1969	0
1960 - 1969	1
1960 - 1969	1
1960 - 1969	1
Totals	59

Summary: 111.82 acres, 4.12 percent of analysis area.

DERM Contaminated Sites in Miami-Dade County

Metadata: http://www.fla-etat.org/est/metadata/miami_dade_der.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Permit Type	Permit Phase	Name
IW5	06	HERRERA'S TRUCK REPAIR
UT	06	CENTRAL UTILITY CONTRACTOR
UT	01	RADIOGRAPHIC FILM DISTRIBUTORS
HWR	02	MDT PARCEL ADJACENT TO VENEVISION
UT	01	AIR CONDITIONING CRANE
SW	01	MEDLEY AUTO PARTS, INC. - BROWNFIELD SITE
HWR	12	PEPPER STEEL& ALLOYS/SUPERFUND SITE
UT	01	LEND LEASE TRUCKS, INC.
IW5	06	BEST USED AUTO PARTS
UT	01	THE BREWER COMPANY (USE FAC ID 139401158)
IW5	01	IMAD NORTH AMERICA DBA BEST USED AUTO PARTS
IW5	06	M.O.P. FOREIGN CAR DIVISION, INC.
IW	01	URBIETA OIL COMPANY
IW	06	PET CHEMICAL (FDEP LEAD AGENCY)
IW	06	U.S. FOUNDRY AND MFG. CORP.(FDEP LEAD)
UT	01	L. F. STATION INC
IW	12	ALLIED UNIVERSAL CORP.(ACID CONT.)
UT	02	FUCHS BAKING COMPANY
UT	01	AERO TIRE, INC.
UT	02	PALMETTO AUTO TRUCK STOP, INC.
UT	01	TROPIC OIL COMPANY

Permit Type	Permit Phase	Name
IW5	06	PEPPER STEEL TRACKING SITE
IW5	06	PEPPER STEEL TRACKING SITE (SUPERFUND)
IW5	12	A-1 FOREIGN PARTS DISTRIBUTORS
UT	01	ROCK & FILL CORP
IW	12	JEFFERSON SMURFIT CORP.
UT	01	TALLON MASTERS
HWR	01	A C USED HEAVY TRUCK & PARTS FUEL SPILL
UT	01	U.S. FOUNDRY AND MFG. CORP.
IW	06	ASSOCIATED PAINT & PLASTICS/ASTRO
SW	06	MEDLEY LANDFILL (GWMP'S)
UT	01	ASPHALT GROUP, INC.
UT	01	GALLART OIL CORP.

Summary: 33 feature(s) found within buffer.

DFIRM 100-Year Flood Plain

Metadata: http://www.fla-etat.org/est/metadata/dfirm_sfha_sv.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Flood Zone	Area of Interest	
	Acr	Pct
AE	539.01	19.86%
AH	449.51	16.56%

DFIRM Flood Hazard Zones

Flood Hazard Zones Of The Digital Flood Insurance Rate Map (DFIRM)

Metadata: http://www.fla-etat.org/est/metadata/dfirm_fldhaz.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Flood Zone	Area of Interest	
	Acr	Pct
AE	539.01	19.86%
AH	449.51	16.56%
X	1,725.48	63.58%

DRASTIC Coverage for the Surficial Aquifer System

Metadata: <http://www.fla-etat.org/est/metadata/aqdrsu.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Index Score (Sum of Weighted Scores)	Area of Interest	
	Acr	Pct
210	2,196.62	80.94%
226	517.37	19.06%

Developments of Regional Impact (DRI)

Developments of Regional Impact

Metadata: <http://www.fla-etat.org/est/metadata/dri.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
FLAGLER STATION (GRAN PARK) [ADA NO: 1982-039]	155	5.71%

District 6 Generalized Landuse

Metadata: http://www.fla-etat.org/est/metadata/d6_lu_gen.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
ACREAGE NOT ZONED FOR AGRICULTURE	< 0.1	< 0.01%
CENTRALLY ASSESSED	49.98	1.84%
INDUSTRIAL	1,114.7	41.07%
PARCELS WITH NO VALUES	40.86	1.51%
PUBLIC/SEMI-PUBLIC	70.28	2.59%
RECREATION	0.1	< 0.01%
RESIDENTIAL	5.06	0.19%
RETAIL/OFFICE	147.35	5.43%
ROW	< 0.1	< 0.01%
VACANT NONRESIDENTIAL	1,024.96	37.77%
VACANT RESIDENTIAL	31.65	1.17%

EPA Water Quality Data Monitoring Stations

Water quality data monitoring stations from EPA STORET system.

Metadata: <http://www.fla-etat.org/est/metadata/epastoret.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

ID	Station	Agency	Type
21FLSFWM-DV-02	DV-02	21FLSFWM	WELL

ID	Station	Agency	Type
21FLSFWM_WQX-DV-02	DV-02	21FLSFWM_WQX	WELL
21FLWPB_WQX-28040396	28040396	21FLWPB_WQX	RIVER/STREAM

Summary: 3 feature(s) found within buffer.

Ecosystem Management Areas

Florida Department of Environmental Protection Ecosystem Management Areas.

Metadata: <http://www.fla-etat.org/est/metadata/emabnd.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Ecosystem Management Area	Section	Area of Interest	
		Acr	Pct
SOUTH FLORIDA EMA	LOWER EAST COAST	2,713.99	100%

Environmental Geology

Metadata: <http://www.fla-etat.org/est/metadata/fdepgeo.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Geologic Category	Area of Interest	
	Acr	Pct
LIMESTONE	409.02	15.07%
PEAT	2,304.97	84.93%

FDEP Institutional Control Registry

Metadata: http://www.fla-etat.org/est/metadata/icr_sites.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Site Name
MIAMI BATTERY MANUFACTURING
PEPPER'S STEEL & ALLOYS

Summary: 2 feature(s) found within buffer.

FDEP Off Site Contamination Notices

Metadata: http://www.fla-etat.org/est/metadata/noticing_fdep.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Program Site Name	0 Ft.
Pepper Steel & Alloys Inc	1

FDOT RCI Bridges

Metadata: <http://www.fla-etat.org/est/metadata/bridges.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Bridge Number

870257
870964
870977
876300
874180
870258
870975
870791

Summary: 465.08 linear feet within buffer.

FEMA Flood Insurance Rate Maps 1996

FEMA Flood Insurance Rate Maps 1996 summarized by zone. See metadata for descriptions of zones.

Metadata: <http://www.fla-etat.org/est/metadata/fema96.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Zone	Area of Interest	
	Acr	Pct
AE	301.15	11.1%
AH	2,412.84	88.9%

FFWCC IWHRS Reclass 2009

Integrated Wildlife Habitat Results - 2009

Metadata: http://www.fla-etat.org/est/metadata/iwhrs_reclass_2009.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
LOW	2,313.13	85.23%
MEDIUM	1.33	0.05%
UNKNOWN DESCRIPTION	399.53	14.72%

FFWCC Potential Habitat Richness - 2009

FFWCC Potential Habitat Richness 2009

Metadata: http://www.fla-etat.org/est/metadata/pothab_rch_reclass.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
LOW	543.15	20.01%
MEDIUM	1.33	0.05%
UNKNOWN DESCRIPTION	2,169.5	79.94%

FFWCC Strategic Habitat Conservation Areas Priority Rankings - 2009

Metadata: http://www.fla-etat.org/est/metadata/shca_prio.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	2,713.99	100.00%

FFWCC Strategic Habitat Conservation Areas Richness - 2009

Metadata: http://www.fla-etat.org/est/metadata/shca_rch.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	2,713.99	100.00%

FFWCC Strategic Habitat Conservation Areas by Species - 2009

Metadata: http://www.fla-etat.org/est/metadata/shca_qry.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
NO SPECIES DATA	2,713.99	100.00%

Facility Crossings

Metadata: <http://www.fla-etat.org/est/metadata/faccross.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name

SO RIVER DR
FEC RAILROAD TRACKS
FEC RAILROAD TRACKS
SR 934/NW 74 ST
SR 826/PALMETTO EXPY

Summary: 181.8 linear feet within buffer.

Fatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2005_2007_fatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2005	2
2007	1

Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2008_2009_fatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2008	2
2009	2

Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2011_fatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2011	1

Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2013_fatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2013	1

Federal Aviation Administration Obstructions

Locations of Federal Aviation Administration known obstructions

Metadata: <http://www.fla-etat.org/est/metadata/faaobs.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Type of obstruction	0 Ft.
TOWER	2

Fixed-Guideway Transit Network Stations

Metadata: http://www.fla-etat.org/est/metadata/transit_sta.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Station	Route served
PALMETTO	METRORAIL

Summary: 1 feature(s) found within buffer.

Fixed-Guideway Transit and Ferry Network

Metadata: <http://www.fla-etat.org/est/metadata/ntran.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description
METRORAIL

Summary: 586.97 linear feet within buffer.

Florida 5 Year Crash Rates

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_counts.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

State Rd	RCI Roadway ID	Safety Ratio	Percent Confidence
SR969	87027000	4.69728802	99.99

Summary: 23.39 linear feet within buffer.

Florida Invasive Plants

Metadata: <http://www.fla-etat.org/est/metadata/fnaiip.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Species Name	Common Name
SCHINUS TEREBINTHIFOLIUS	BRAZILIAN PEPPER
ALBIZIA LEBBECK	WOMAN'S TONGUE
LEUCAENA LEUCOCEPHALA	LEAD TREE
MELALEUCA QUINQUENERVIA	MELALEUCA

Summary: 4 feature(s) found within buffer.

Florida Site File Field Survey Project Boundaries

Field Survey Project Boundaries

Metadata: http://www.fla-etat.org/est/metadata/shpo_surveys.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Title	Publication Date	Manuscript Number
REEVALUATION OF NW 74TH STREET (FUTURE SR-934) FROM SR-826 (PALMETTO EXPRESSWAY) TO NW 114TH AVENUE IN MIAMI-DADE COUNTY, FLORIDA	2012	19769
REEVALUATION OF NW 74TH STREET FROM SR 826/PALMETTO EXPRESSWAY TO NW 114TH AVENUE IN MIAMI-DADE COUNTY, FLORIDA	2009	16918
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE 24-INCH MIAMI EXPANSION PROJECT IN MIAMI-DADE COUNTY	2010	17981
CULTURAL RESOURCE ASSESSMENT SURVEY OF THE FGT 24-INCH MIAMI EXPANSION PROJECT IN MIAMI-DADE COUNTY: ADDENDUM REPORT 1	2010	17987
FINAL CULTURAL RESOURCE ASSESSMENT SURVEY, SR 826/PALMETTOS EXPRESSWAY MANAGED LANES PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY, FM # 418423-3-22-01, ETDM # 11560	2012	19276
FINAL: SECTION 106 EVALUATION AND DETERMINATION OF EFFECTS SR 826 / PALMETTO EXPRESSWAY EXPRESS LANES PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY, FINANCIAL MANAGEMENT #: 418423-3-22-01, ETDM #: 11560	2012	19449
AN ARCHAEOLOGICAL AND HISTORICAL SURVEY OF THE HIALEAH PIFDG00LR7.0 TOWER IN MIAMI-DADE COUNTY, FLORIDA FCC FORM 620	2012	19604
CULTURAL RESOURCE ASSESSMENT SURVEY (CRAS) OF THE US 27/SR 25/OKEECHOBEE ROAD PROJECT DEVELOPMENT ENVIRONMENT STUDY (PD&E) FROM SR 997/KROME AVENUE (M.P.0.357) TO NW 79TH AVENUE (M.P. 10.051)	2014	21063
PROPOSED ADDITION OF TWO LANES TO THE PALMETTO EXPRESSWAY, FROM SR 5/US 1 TO NW 25TH ST, AND CONSTRUCTION OF A NEW INTERCHANGE AT NW 25TH ST, DADE COUNTY, FLORIDA	1988	1582
A CULTURAL RESOURCE ASSESSMENT SURVEY FOR THE S.R. 934/HIALEAH EXPRESSWAY FROM: S.R. 826/PALMETTO EXPRESSWAY TO: S.R. 823/NW 57TH AVENUE/RED ROAD, DADE COUNTY, FLORIDA	1996	4599

Title	Publication Date	Manuscript Number
AN ARCHAEOLOGICAL AND HISTORICAL SURVEY OF THE SITE 14 REPLACEMENT AIRPORT AND ITS PROPOSED ACCESS CORRIDORS	1979	283
US 27 SURVEY	1974	320
DADE COUNTY ARCHAEOLOGICAL SURVEY INTERIM REPORT	1980	340
DADE COUNTY HISTORIC SURVEY, PHASE II: FINAL REPORT.	1989	2127
AN ARCHAEOLOGICAL SURVEY AND ASSESSMENT OF THE PAN AMERICAN INDUSTRIAL PARK PARCEL, MIAMI-DADE COUNTY, FLORIDA	2002	7191
A CULTURAL RESOURCE ASSESSMENT SURVEY OF NW 87TH AVENUE, FROM NW 58TH STREET TO NW SOUTH RIVER DRIVE, MIAMI-DADE COUNTY	2000	6327
CULTURAL RESOURCE EVALUATION FOR THE PROPOSED GGNP TOWER LOCATION IN MIAMI-DADE COUNTY, FLORIDA	2002	7253
A CULTURAL RESOURCE ASSESSMENT OF THE G TOWER LOCATION IN MIAMI-DADE COUNTY, FLORIDA	2003	8968
A CULTURAL RESOURCE ASSESSMENT OF THE GHEG TOWER LOCATION IN MIAMI-DADE COUNTY, FLORIDA	2003	9029
ARCHAEOLOGICAL AND HISTORICAL ASSESSMENT SURVEY OF THE PROPOSED WILSON TOWER LOCATION, 7501 NW 72ND AVENUE, MIAMI, DADE COUNTY, FLORIDA	2002	7340
CULTURAL RESOURCE ASSESSMENT SURVEY FOR 74TH STREET METRORAIL EXTENSION PREFERRED ALIGNMENT, PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY	1994	4001
MEDLEY	2000	7594
A CULTURAL RESOURCE ASSESSMENT OF THE GMWP TOWER LOCATION IN MIAMI-DADE COUNTY, FLORIDA	2003	9071

Summary: 8523.39 acres, 314.05 percent of analysis area.

Florida Site File Historic Bridges

Historic Bridges recorded in the Florida State Historic Preservation Office Master Site File

Metadata: http://www.fla-etat.org/est/metadata/shpo_bridges.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Site ID	Bridge Name	FDOT Number	Year Built	SHPO Evaluation
DA12389	FDOT BRIDGE # 870257	870257	C1960	INELIGIBLE FOR NRHP
DA12390	FDOT BRIDGE # 870258	870258	C1960	INELIGIBLE FOR NRHP

Summary: 189.96 linear feet within buffer.

Florida Site File Historic Standing Structures

Historic Standing Structures recorded in the Florida State Historic Preservation Office Master Site File

Metadata: http://www.fla-etat.org/est/metadata/shpo_structures.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Site ID	Structure Name	Year Built	Survey Evaluation	SHPO Evaluation
DA11510	8401 NW 74 ST	1953	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA09901	11825 NW 56TH ST	1950	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA14106	SIMS CRANE & EQUIPMENT	C1965	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA14107	10951 NW SOUTH RIVER DRIVE	C1940	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA14108	11003 NW SOUTH RIVER DRIVE	C1934	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA14109	11009 NW SOUTH RIVER DRIVE	C1930	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA14110	MEGA DESIGN CORP.	C1958	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA14111	JUANITA MATANZAS	C1958	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP
DA12831	DELANT CONSTRUCTION	C1963	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP

Summary: 9 feature(s) found within buffer.

Florida Site File Resource Groups

Resource Groups

Metadata: http://www.fla-etat.org/est/metadata/shpo_res_groups.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Site ID	Site Name	Resource Group Type	Time Period of Significance	Time Period of Significance	SHPO Evaluation
DA06525	MIAMI CANAL	LINEAR RESOURCE	TWENTIETH CENTURY AMERICAN, 1900-PRESENT		ELIGIBLE FOR NRHP

Summary: 10.46 acres, .39 percent of analysis area.

Floridan Aquifer System FAVA Response Theme

Metadata: http://www.fla-etat.org/est/metadata/fava_fas.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	2,713.99	100.00%

Future Land Use 2008

Metadata: http://www.fla-etat.org/est/metadata/flfu_2008.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Area of Interest

Land Use	Acr	Pct
INDUSTRIAL, EXTRACTIVE, TRANSPORTATION	2,276.36	83.88%
RESIDENTIAL HIGH MORE THAN RM AND > 12DU	25	0.92%
RESIDENTIAL MEDIUM MORE THAN RL, < 13DU	22.83	0.84%
WATER BODIES (OPTIONAL)	389.8	14.36%

Geocoded Civic Centers

Metadata: http://www.fla-etat.org/est/metadata/gc_civiccenter.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Facility Type
UTOPIA BANQUET HALL	BANQUET HALLS AND FACILITIES

Summary: 1 feature(s) found within buffer.

Geocoded Fire Stations

Metadata: http://www.fla-etat.org/est/metadata/gc_firestat.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description
MIAMI-DADE COUNTY FIRE DEPARTMENT AND RESCUE STATION 46 (MEDLEY)

Summary: 1 feature(s) found within buffer.

Geocoded Government Buildings

Metadata: http://www.fla-etat.org/est/metadata/gc_govbuild.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Description
TOWN OF MEDLEY TOWN HALL	TOWN HALL

Summary: 1 feature(s) found within buffer.

Geocoded Health Care Facilities

Metadata: http://www.fla-etat.org/est/metadata/gc_health.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Type	Name
MEDICAL DOCTOR	FRANCO'S MEDICAL CENTER INC
MEDICAL DOCTOR	HDH MEDICAL CENTER
MEDICAL DOCTOR	BEST FRIENDS MEDICAL CENTER

Type	Name
MEDICAL DOCTOR	RIVERSIDE WELLNESS CENTER INC
MEDICAL DOCTOR	HEALTH CARE CENTER OF MIAMI
MEDICAL DOCTOR	HDH MEDICAL CENTER

Summary: 6 feature(s) found within buffer.

Geocoded Laser Facilities

Metadata: http://www.fla-etat.org/est/metadata/gc_lasers.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description
MEDIQ PRN (SURGICAL LASER TECHNOLOGIES)
MEDIQ PRN (SURGICAL LASER TECHNOLOGIES)

Summary: 2 feature(s) found within buffer.

Geocoded Law Enforcement Facilities

Metadata: http://www.fla-etat.org/est/metadata/gc_lawenforce.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Description
MEDLEY POLICE DEPARTMENT	POLICE DEPARTMENT
MEDLEY POLICE DEPARTMENT (SATELLITE)	POLICE DEPARTMENT

Summary: 2 feature(s) found within buffer.

Groundwater Monitoring Wells

Well data from the Florida Department of Environmental Protection Generalized Well Information System

Metadata: <http://www.fla-etat.org/est/metadata/depawi.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Well ID	Type
NWW11A	GROUND WATER QUALITY MONITORING WELL
NWW11B	GROUND WATER QUALITY MONITORING WELL
DV-02	GROUND WATER QUALITY MONITORING WELL

Summary: 3 feature(s) found within buffer.

Hazardous Waste Facilities

Metadata: <http://www.fla-etat.org/est/metadata/chaz.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

EPA ID	Site ID	Name
FLD982163735	46318	TAMARAC MPS GARAGE
FLD984215103	41659	DAVIS ENTERPRISES
FLD984171694	11672	SAFETY-KLEEN SYSTEMS INC
FLD984205617	38696	COLOR IT INC
FLR000153999	77296	FEDEX FREIGHT INC
FLD984257527	58088	CASTLE PRECISION IND
FLR000192732	105406	NK NEWLOOK INC
FLR000122762	47723	BONUS TECH INC
FLR000115642	42393	UNITOR SHIPS SERVICE INC
FLD982132110	40875	HOWARD INDUSTRIES INC
FLD982110066	55194	SJS GENERAL EQUIPMENT REPAIR & SALES INC
FLD004128336	54312	U S FOUNDRY & MANUFACTURING CORP
FLR000039933	41918	USSTGP HAITI - US SOUTHERN COMMAND
FLD053747283	61546	JONES PRODUCTS CORP
FLR000214262	115909	GLOBAL TURBINE SERVICES INC
FLR000052894	56797	GENERAL MILLS BAKERIES & FOODS SVC
FLR000040535	42917	JVC ENVIRONMENTAL INC
FLD004118303	10069	INTERSTATE BRANDS CORP
FLR000019638	58174	NAVARRO DISTRIBUTION CENTER
FLR000182816	103340	ACTION HYDRAULICS
FLR000190595	104979	AMS
FLD058555970	54475	MEDIA PRINTING CORP
FLD982150054	59098	APS INC
FLD004438743	28655	APAC INC
FLD982135964	49833	BRASSCRAFTERS
FLD984241760	41491	AIRCRAFT COMPOSITE TECHNOLOGIES INC
FLR000079285	48530	E SCRAP INC
FLD984208629	61825	MICRO WAVE FORMS INC
FLD032552879	52124	MURTON ROOFING CORP
FLD982090409	55088	PEPPERS STEEL & ALLOYS SITE
FLD981746183	40003	MOP FOREIGN CARS
FLR000159293	91177	SUNCOAST LANDING SYSTEMS INC
FLD984203323	44300	MOBIL OIL CORP SS #EX7
FLD984203125	61809	MOBIL OIL CORP SS #E0W
FLD984239798	60932	ECONOMY AUTO PARTS
FLR000096198	47643	IMPERIAL SANITATION SERVICES
FLD982144388	41973	TECHNO COATINGS INC
FLD066321803	51496	SOUTHEAST WORLDWIDE MANUFACTURERS
FLD000653758	39581	MOBIL OIL CORP SS #A11
FLD000653634	49046	MOBIL OIL CORP SS #A15

EPA ID	Site ID	Name
FLD984261487	37413	REINALDO PAINT & BODY
FLD984180463	37658	ECONO EQUIPMENT CO INC
FLD984177709	60714	C & G MARINE
FLD982092116	44979	US SAMPLE CORP
FLD004145108	54317	GENERAL PLASTICS CORP
FLD982146839	49922	BE AEROSPACE INC
FLD981030448	60396	BENADA ALUMINUM OF FLORIDA INC
FLR000081653	50208	AERO SUPPLY & CONSULTING CORPORATION
FL0000487363	45413	TURBINE ENGINE CENTER INC
FLR000195891	106754	UNISOURCE WAREHOUSE
FLR000141432	81513	RED HOT TREND
FLD984194431	44587	NEIGHBORHOOD PAINT & BODY SHOP INC
FLD984197939	55782	FRANKS COLLISION
FLR000204248	110289	EAGLE METAL PROCESSING & RECYCLING
FLD982101933	38871	AAR LANDING GEAR SERVICES
FLD000608034	52731	COASTAL FUELS MARKETING INC
FLR000034116	62925	TRULITE WINDOW AND DOOR SOLUTIONS LLC
FLD984194456	55747	BRANDSTEDT CONTROCS CORP
FLD984258160	56274	CALIFORNIA SHUTTERS INC
FLR000066365	62864	PACIFIC SCIENTIFIC INC
FLR000096834	41810	ROYAL AIRLINE LINEN
FL0000445932	53249	TRANS-TRADE INC
FLD039264288	52008	HAND PRINTS BY GIOVANNI
FLD984222679	56038	ELAN CUSTOM CABNITREY INC
FLR000217265	118865	TROPIC OIL COMPANY
FLD984185181	41571	FARM STORE #168
FLR000196113	106890	OVERHAUL ACCESSORY INC
FLD984261479	48148	DADE COUNTY NW TRANSPORTATION
FLD984228890	37955	PALMETTO TRUCK & PARTS
FLD004123964	54310	PET CHEMICALS
FLD984208637	34603	ART & DESIGN PRODUCTIONS
FLD984194480	36066	PARADISE BEACH
FLR000088724	35019	M & M TRUCK REPAIRS
FLD980711097	60396	BENADA ALUMINUM OF FLORIDA INC
FLD984203331	49046	MOBIL OIL CORP SS #A15
FLD984220012	45782	JIMI MITCHELL DESIGNS INC
FLR000109439	61409	ATLANTIC INDUSTRIAL SERVICES INC
FLD984229823	56073	CELL POWER OF SOUTH FLORIDA
FLR000008268	59606	ROSE SEPTIC TANK CO INC
FLR000066001	45	LA VICTORIA AUTO PARTS INC - LA VICTORIA CAR

EPA ID	Site ID	Name
		RECYCLING INC
FLR000080069	37145	SUNOCO SERVICE STATION #07056708
FLR000125914	62627	UNICOMMERCE
FLR000067579	56966	WORLD ENVIRONMENTAL CORP
FL0000702985	50192	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
FLR000016121	45782	JIMI MITCHELL DESIGNS INC
FLR000198978	108472	MBT REPAIR INC
FLD981746035	53908	HOBBY PRESS INC
FLR000051789	56785	UNITED TURBINE CORP
FLD982092264	47832	AMFESCO DURAMIL
FLR000056796	56843	CHEM-KLEAN CORPORATION
FLD984197558	48702	EXXON CO USA #46524
FLR000120873	35308	TMC ENGINE CENTER
FLR000008565	47139	INTERNATIONAL TRADE PARTNERS
FLD984197723	48712	EMPIRE ART PRODUCTS
FLR000077784	61303	ITALIAN SEAWAYS INTERNATIONAL
FLD984177675	1801	CORESLAB STRUCTURES (MIAMI) INC
FLR000088542	43226	CUERVO INTERNATIONAL LLC
FLR000099168	61372	AIR PRO LLC
FLD060935079	61555	URBIETA OIL CO
FLR000086934	58388	TRUCK CITY BODY CO
FLR000190694	99730	EIS INC
FLD982083115	12277	ALJOMA LUMBER INC
FLR000023556	40484	LUBE TO GO INC
FLD004119426	45022	MIAMI BATTERY MFG CO
FLR000089144	47022	REAL DIESEL
FLD984220087	47623	RADIOGRAPHIC FILM DISTRIBUTORS INC
FLD984247478	47589	SIGNAL MFG & SUPPLIES INC
FLR000144279	83882	HD SUPPLY POWER SOLUTIONS LTD
FLD043123959	51950	CITY COMPRESSOR REBUILDERS
FLD984205856	10788	VENEZUELA AUTO PARTS
FLR000017848	40447	BELLSOUTH MIAMFL20W01 M6110
FLD981921760	45492	ARMANDO TRUCK REPAIR
FLD984203141	39582	MOBIL OIL CORP SS #E18
FLD981920564	38871	AAR LANDING GEAR SERVICES
FLD982129413	55282	WASTE MANAGEMENT
FLD982162125	40921	VELOZ TRUCK REPAIR INC
FLR000019844	46940	RETAIL DIRECT EXPORTERS OF AMERICA LLC
FLD984203117	39581	MOBIL OIL CORP SS #A11
FLR000106641	62143	FRIEDMAN BROTHERS DECORATIVE ART INC

EPA ID	Site ID	Name
FLD004126322	52402	ASSOCIATED PAINT & PLASTICS INC
FLR000179408	102066	GREEN KEY SOLUTIONS LLC
FLD984225912	45602	TRUCK BROKERAGE
FLD004134623	52381	ALLIED UNIVERSAL CORP
FL0000093294	58532	DURAN PAINT & BODY
FLR000173054	96746	AAR LANDING GEAR SERVICES

Summary: 125 feature(s) found within buffer.

Hydrologic Cataloging Units of Florida

Metadata: <http://www.fla-etat.org/est/metadata/watershed.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description
SOUTHEAST FLORIDA COAST

Summary: 2713.99 acres, 100 percent of analysis area.

Intermediate Aquifer System FAVA Response Theme

Metadata: http://www.fla-etat.org/est/metadata/fava_ias.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
UNKNOWN DESCRIPTION	2,713.99	100.00%

Large Quantity Generators of Hazardous Waste

Metadata: <http://www.fla-etat.org/est/metadata/lqgs.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

EPA ID	Site ID	Name
FLR000173054	96746	AAR LANDING GEAR SERVICES
FLD984171694	11672	SAFETY-KLEEN SYSTEMS INC
FLD982101933	38871	AAR LANDING GEAR SERVICES
FLD981030448	60396	BENADA ALUMINUM OF FLORIDA INC
FL0000702985	50192	STERICYCLE SPECIALTY WASTE SOLUTIONS INC
FLD982083115	12277	ALJOMA LUMBER INC
FLD004128336	54312	U S FOUNDRY & MANUFACTURING CORP

Summary: 7 feature(s) found within buffer.

List of Hydric Soils Classified by NRCS

List of Hydric Soils characteristics

Metadata: http://www.fla-etat.org/est/metadata/sv_hydric.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Mapunit Key	Component Name	Component Percent	Mapunit Name	Mapunit acres	Soil Drainage Class	Mapunit Kind	Hydrologic Group
631592	PAHOKEE	99	PAHOKEE MUCK, DEPRESSIONAL	20140	VERY POORLY DRAINED	CONSOCIATION	A/D
631568	LAUDERHILL	96	LAUDERHILL MUCK, DEPRESSIONAL	45850	VERY POORLY DRAINED	CONSOCIATION	A/D
631578	DANIA	92	DANIA MUCK, DEPRESSIONAL	35330	VERY POORLY DRAINED	CONSOCIATION	A/D

Summary: 86.88 acres, 3.2 percent of analysis area.

List of Specific Soils - SSURGO

List of Specific Soils characteristics

Metadata: http://www.fla-etat.org/est/metadata/nrcs_soils.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Mapunit Key	Component Name	Component Percent	Mapunit Name	Mapunit acres	Hydric Soil Rating	Soil Drainage Class	Mapunit Kind
631574	UDORTHERS	55	UDORTHERS, LIMESTONE SUBSTRATUM-URBAN LAND COMPLEX	32620	NO	SOMEWHAT POORLY DRAINED	COMPLEX
750490	WATER	100	WATER	38200	UNRANKED		CONSOCIATION
631573	UDORTHERS	75	UDORTHERS-WATER COMPLEX	20470	NO	WELL DRAINED	COMPLEX
631574	UDORTHERS	55	UDORTHERS, LIMESTONE SUBSTRATUM-URBAN LAND COMPLEX	32620	NO	SOMEWHAT POORLY DRAINED	COMPLEX
631579	URBAN LAND	98	URBAN LAND	137230	UNRANKED		CONSOCIATION
631592	PAHOKEE	99	PAHOKEE MUCK, DEPRESSIONAL	20140	YES	VERY POORLY DRAINED	CONSOCIATION
631579	URBAN LAND	98	URBAN LAND	137230	UNRANKED		CONSOCIATION
631574	UDORTHERS	55	UDORTHERS, LIMESTONE SUBSTRATUM-URBAN LAND COMPLEX	32620	NO	SOMEWHAT POORLY DRAINED	COMPLEX
631573	UDORTHERS	75	UDORTHERS-WATER COMPLEX	20470	NO	WELL DRAINED	COMPLEX
631574	UDORTHERS	55	UDORTHERS,	32620	NO	SOMEWHAT	COMPLEX

Mapunit Key	Component Name	Component Percent	Mapunit Name	Mapunit acres	Hydric Soil Rating	Soil Drainage Class	Mapunit Kind
			LIMESTONE SUBSTRATUM-URBAN LAND COMPLEX			POORLY DRAINED	
631568	LAUDERHILL	96	LAUDERHILL MUCK, DEPRESSIONAL	45850	YES	VERY POORLY DRAINED	CONSOCIATION
750490	WATER	100	WATER	38200	UNRANKED		CONSOCIATION
631579	URBAN LAND	98	URBAN LAND	137230	UNRANKED		CONSOCIATION
631578	DANIA	92	DANIA MUCK, DEPRESSIONAL	35330	YES	VERY POORLY DRAINED	CONSOCIATION

Summary: 2713.99 acres, 100 percent of analysis area.

Local Florida Parks and Recreational Facility Boundaries

Metadata: http://www.fla-etat.org/est/metadata/gc_parksbnd.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Type
TOBIE WILSON PARK	NEIGHBORHOOD PARK / ATHLETIC

Summary: 1.47 acres, .05 percent of analysis area.

Mobile Home and RV Parks

FDOH Mobile Home and Rv Parks

Metadata: <http://www.fla-etat.org/est/metadata/mhrv.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Status	Permit Number	Description
ACTIVE	13-54-00079	MEDLEY LAKESIDE RETIREMENT PARK

Summary: 1 feature(s) found within buffer.

NPDES Stormwater Permits

Metadata: http://www.fla-etat.org/est/metadata/npdes_stormwater.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Permittee	Permit ID
DADE COUNTY	FLS000003
CITY OF HIALEAH GARDENS	FLS000003
TOWN OF MEDLEY	FLS000003

Summary: 2713.99 acres, 100 percent of analysis area.

National Bridge Inventory

Metadata: http://www.fla-etat.org/est/metadata/bts_bridge.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description

MIAMI CANAL BRIDGE [NW 116TH WAY - 50FT. S/O OKEECHOBEE RD]

METRO RAIL BRIDGE [SR826 SB TO SR934 - 0.8 MI S/O US 27]

FEC R/R SPUR BRIDGE [SR-826 - 300FT N OF SR934(NW 74ST)]

FEC RR SPUR BRIDGE [SR-826 - N OF NW 74 ST]

Summary: 4 feature(s) found within buffer.

National Historic Preservation Act - Florida Certified Local Governments

Metadata: <http://www.fla-etat.org/est/metadata/clgbnd.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

FCLG

MIAMI-DADE COUNTY

Contact Name

MS. KATHLEEN KAUFFMAN, HISTORIC PRESERVATION CHIEF

Summary: 54.16 acres, 2 percent of analysis area.

National Priority List Sites

U.S. EPA National Priority List Sites from CERCLIS.

Metadata: <http://www.fla-etat.org/est/metadata/epanpl.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Site Name

PEPPER'S STEEL AND ALLOYS

Summary: 28.99 acres, 1.07 percent of analysis area.

National Wetlands Inventory

Wetland areas from the National Wetlands Inventory summarized by wetland system type.

Metadata: <http://www.fla-etat.org/est/metadata/nwip.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

System	Area of Interest	
	Acr	Pct
LACUSTRINE	393.88	14.51%
PALUSTRINE	556.27	20.5%
RIVERINE	0.41	0.02%

Nonfatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)

Metadata: http://www.fl-a-etat.org/est/metadata/fdot_crash_2005_2007_nonfatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2005	245
2006	217
2007	164

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)

Metadata: http://www.fl-a-etat.org/est/metadata/fdot_crash_2008_2009_nonfatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2008	167
2009	156

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2010)

Metadata: http://www.fl-a-etat.org/est/metadata/fdot_crash_2010_nonfatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2010	230

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)

Metadata: http://www.fl-a-etat.org/est/metadata/fdot_crash_2011_nonfatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2011	173

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2012)

Metadata: http://www.fl-a-etat.org/est/metadata/fdot_crash_2012_nonfatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2012	229

Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)

Metadata: http://www.fla-etat.org/est/metadata/fdot_crash_2013_nonfatal.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Calendar Year	0 Ft.
2013	320

OGT: Hiking Trails Priorities (2013-2017)

Metadata: http://www.fla-etat.org/est/metadata/trail_prio.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	0 Ft.
MIAMI RIVER GREENWAY	28341.8001

OGT: Multi-Use Trails Opportunities

Metadata: http://www.fla-etat.org/est/metadata/mu_opps.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	0 Ft.
MIAMI RIVER GREENWAY	28341.8001

Onsite Sewage

FDOH Onsite Sewage

Metadata: <http://www.fla-etat.org/est/metadata/septic.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Status	Permit Number	Description
ACTIVE	13-SC-951035	NO DESCRIPT AVAILABLE
ACTIVE	13-SG-14348	RAFI-RASTRO 14 CORP
ACTIVE	13-SC-1302890	NO DESCRIPT AVAILABLE
ACTIVE	13-SG-25574	HEMPSTEAD, GREG
ACTIVE	13-SG-22170	MONZON, DOMINGO & JOSE
ACTIVE	13-SG-16777	APAC
ACTIVE	13-SG-14360	MOP
ACTIVE	13-SG-25303	MALAGON, JESUS & ILIANA

Status	Permit Number	Description
ACTIVE	13-SG-05885	FERNANDEZ, CLARA
ACTIVE	13-SC-14396	MIAMI DADE COUNTY

Summary: 10 feature(s) found within buffer.

Parcel Derived Civic Centers

Metadata: http://www.fla-etat.org/est/metadata/par_civiccenter.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Use type
KNZ SALVAGE YARD INC	RACE HORSE, AUTO, AND DOG TRACKS

Summary: .98 acres, .04 percent of analysis area.

Parcel Derived Health Care Facilities

Metadata: http://www.fla-etat.org/est/metadata/par_health.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Use type
THOMAS J CAMPBELL	RETIREMENT HOMES

Summary: .2 acres, .01 percent of analysis area.

Parcel Derived Right of Ways

Metadata: http://www.fla-etat.org/est/metadata/par_row.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Use type
FL EAST COAST RLWY CO	RIGHTS-OF-WAY STREETS, ROADS, AND CANALS
FL EAST COAST RLWY CO	RIGHTS-OF-WAY STREETS, ROADS, AND CANALS

Summary: .07 acres, 0 percent of analysis area.

Parcel Derived Schools

Metadata: http://www.fla-etat.org/est/metadata/par_schools.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Use type
B P I	PUBLIC SCHOOLS

Summary: 6.15 acres, .23 percent of analysis area.

Parks and Recreational Facilities (Points)

Metadata: http://www.fla-etat.org/est/metadata/gc_parks.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Type	Name
NEIGHBORHOOD PARK / ATHLETIC	TOBIE WILSON PARK

Summary: 1 feature(s) found within buffer.

Petroleum Contamination Monitoring Sites

Metadata: <http://www.fla-etat.org/est/metadata/pcts.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Facility Status	Facility ID	Name
CLOSURE	8522018	A & D ALTERNATIVE TRUCKING INC
ELIGIBILITY	8522022	TALLOWMASTERS
CLOSURE	8522056	IMAGINA US
CLOSURE	8522056	IMAGINA US
CLOSURE	8522056	IMAGINA US
NO CLEANUP REQUIRED	8629039	JONES PRODUCTS CORP
WORK UNDERWAY	8629055	SAF-T-GREEN OF MIAMI INC
NO CLEANUP REQUIRED	8628684	BREWER CO OF FL
NO CLEANUP REQUIRED	8628684	BREWER CO OF FL
ELIGIBILITY	8628684	BREWER CO OF FL
NO CLEANUP REQUIRED	8628684	BREWER CO OF FL
ELIGIBILITY	8628684	BREWER CO OF FL
CLOSURE	8629401	URBIETA OIL INC
CLOSURE	8521990	ROSE SEPTIC TANK CO
CLOSURE	8731837	CORESLAB STRUCTURES MIAMI INC
NO CLEANUP REQUIRED	8622154	FEDEX FREIGHT, INC.- MDL
CLOSURE	8622154	FEDEX FREIGHT, INC.- MDL
CLOSURE	8629069	ALJOMA LUMBER INC
CLOSURE	8629069	ALJOMA LUMBER INC
CLOSURE	8733527	MEDLEY U-GAS
CLOSURE	8522034	MURTON ROOFING
CLOSURE	8522034	MURTON ROOFING
WORK UNDERWAY	8522044	SOUTHEASTERN TRAILER & CONT REPAIRS INC
WORK UNDERWAY	8505647	SUNSHINE #305
NO CLEANUP REQUIRED	8505647	SUNSHINE #305
WORK UNDERWAY	8522010	HOLSUM BAKERS
CLOSURE	8522011	REGAL WOOD PRODUCTS INC
ELIGIBILITY	8522012	US FOUNDRY & MFG CORP

Facility Status	Facility ID	Name
CLOSURE	8733527	MEDLEY U-GAS
CLOSURE	8733527	MEDLEY U-GAS
CLOSURE	8505581	OLD DOMINION FREIGHT LINE INC
CLOSURE	8505805	RAFAEL & ROBERTOS TRASH SERVICE INC
CLOSURE	8505805	RAFAEL & ROBERTOS TRASH SERVICE INC
CLOSURE	8505898	ROMERO SUPER TRUCK
ELIGIBILITY	8505205	SIMS CRANE & EQUIPMENT
CLOSURE	9502773	BEST USED AUTO PARTS
CLOSURE	8628624	RUSSELL BLDG MOVERS INC
CLOSURE	9802494	DSL TRANSPORTATION DIVERSIFIED OIL CO
CLOSURE	9802753	COSTA FUEL DEPOT
CLOSURE	9803584	UNITED RENTALS
CLOSURE	8505498	TRUCK BROKERAGE BY NATIONAL
NO CLEANUP REQUIRED	9103352	GENERAL HOTEL & RESTAURANT SUPPLY
CLOSURE	9300106	SAFETY-KLEEN SYSTEMS INC
NO CLEANUP REQUIRED	9045859	ALAN SMITH INC
NO CLEANUP REQUIRED	8944857	GALLART OIL CORP
WORK UNDERWAY	8944857	GALLART OIL CORP
ELIGIBILITY	8944984	ROCK & FILL CORP
ELIGIBILITY	9401158	ASPHALT GROUP INC
ELIGIBILITY	9202399	AERO TIRES CO
CLOSURE	8945113	TARMAC FL INC-MPS GARAGE
NO CLEANUP REQUIRED	8841211	L F SERVICE STATION
WORK UNDERWAY	8841211	L F SERVICE STATION
ELIGIBILITY	9200340	TROPIC OIL CO
CLOSURE	9103401	SOUTH FL CONCRETE & READY MIX INC
WORK UNDERWAY	9202007	ROS FILTER SERVICE CORP
CLOSURE	8944097	KANE CARIBBEAN INC
CLOSURE	8839353	ALLIED UNIVERSAL CORP
CLOSURE	8839353	ALLIED UNIVERSAL CORP
CLOSURE	8839586	FX FUEL EXPRESS
CLOSURE	8839586	FX FUEL EXPRESS
ELIGIBILITY	9101320	AIR CONDITIONING CRANE SERVICE INC

Summary: 61 feature(s) found within buffer.

Principal Aquifers of the State of Florida

Metadata: <http://www.fl-a-etat.org/est/metadata/aquip.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
BISCAYNE AQUIFER	2,713.99	100%

Railroads in the State of Florida

Railroads in the State of Florida, measured in linear feet.

Metadata: http://www.fla-etat.org/est/metadata/rails_transtat.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	0 Ft.
MAINLINE	22763.3777
SIDING	3721.3247
SPUR	43880.1354

Recharge Areas of the Floridan Aquifer

Metadata: <http://www.fla-etat.org/est/metadata/rcharg.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
DISCHARGE/LESS THAN 1	2,713.99	100%

Reclass of Wetland Habitats of High Priority to Endangered and Threatened Species in Florida - 2012

Metadata: http://www.fla-etat.org/est/metadata/priority_wetlands_2012_reclass.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
1-3 FOCAL SPECIES IN WETLAND AREAS	55.81	2.06%
4-6 FOCAL SPECIES IN WETLAND AREAS	6	0.22%
UNKNOWN DESCRIPTION	2,652.18	97.72%

Religious Centers (Points)

Metadata: http://www.fla-etat.org/est/metadata/gc_religion.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Description
CENTRO CRISTIANO INTERNACIONAL	CENTRO CRISTIANO INTERNACIONAL

Summary: 1 feature(s) found within buffer.

Religious Centers (Polygons)

Metadata: http://www.fla-etat.org/est/metadata/gc_religionbnd.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Type
IGLESIA BAUTISTA	BAPTIST CHURCHES

Summary: .15 acres, .01 percent of analysis area.

SFWMD Industrial Areas 2008

Metadata: http://www.fla-etat.org/est/metadata/lu_sf_industrial_08.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Land Use Classification	Area of Interest	
	Acr	Pct
1550 OTHER LIGHT INDUSTRY	652.91	24.06%
1560 OTHER HEAVY INDUSTRIAL	103.73	3.82%

SFWMD Residential Areas 2008

Metadata: http://www.fla-etat.org/est/metadata/lu_sf_resident_08.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Land Use Classification	Area of Interest	
	Acr	Pct
1320 MOBILE HOME UNITS	36.17	1.33%

SFWMD Wetlands 2008

Metadata: http://www.fla-etat.org/est/metadata/lu_sf_wtlnds_08.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Land Use Classification	Area of Interest	
	Acr	Pct
6410 FRESHWATER MARSHES - GRAMINOID PRAIRIE - MARSH	24.9	0.92%

Shared-Use Nonmotorized (SUN) Trail Network in Florida

Metadata: <http://www.fla-etat.org/est/metadata/suntrailnetwork.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Corridor	Status
MIAMI RIVER GREENWAY	GAP NO ACQUISITION

Summary: 8638.66 linear feet within buffer.

Snail Kite Consultation Area

Metadata: http://www.fla-etat.org/est/metadata/ca_snail_kite.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
SNAIL KITE CONSULTATION AREA	2,713.99	100%

Sole Source Aquifers

Metadata: <http://www.fla-etat.org/est/metadata/epassa.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Aquifer
BISCAYNE AQUIFER SSA

Summary: 2713.99 acres, 100 percent of analysis area.

Solid Waste Facilities

Metadata: <http://www.fla-etat.org/est/metadata/sldwst.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Facility Name
FLORIDA WOOD RECYCLING
FLORIDA WOOD RECYCLING
FLORIDA WOOD RECYCLING
MEDLEY LANDFILL
MEDLEY LANDFILL
MEDLEY LANDFILL
HARDTRACK ENTERPRISE (C & D)
HARDTRACK ENTERPRISE (C & D)
MAYTIN RECYCLING FACILITY
G & A
G & A
UNITED SANITATION
UNITED SANITATION

Facility Name

MATTHEWS

MATTHEWS

MMD ENTERPRISES, INC.

MMD ENTERPRISES, INC.

GLOBAL TIRES & WHEELS SOLUTIONS INC

GLOBAL TIRES & WHEELS SOLUTIONS INC

Summary: 19 feature(s) found within buffer.

Special Flood Hazard Areas

Metadata: <http://www.fla-etat.org/est/metadata/sfha.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Zone	Area of Interest	
	Acr	Pct
AE	301.15	11.1%
AH	2,412.84	88.9%

Storage Tank Contamination Monitoring (STCM)

Storage Tank Contamination Monitoring

Metadata: <http://www.fla-etat.org/est/metadata/stcm.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Facility ID	Facility Status	Site type
9400308	CLOSED	FUEL USER/NON-RETAIL
9102322	CLOSED	FUEL USER/NON-RETAIL
8731837	OPEN	FUEL USER/NON-RETAIL
8944857	OPEN	RETAIL STATION
8839353	OPEN	INDUSTRIAL PLANT
8629401	OPEN	FUEL USER/NON-RETAIL
9101320	CLOSED	FUEL USER/NON-RETAIL
9202399	CLOSED	FUEL USER/NON-RETAIL
9103401	OPEN	INDUSTRIAL PLANT
9103352	CLOSED	CONTAMINATION SITE
8839586	OPEN	RETAIL STATION
8944097	CLOSED	FUEL USER/NON-RETAIL
9300106	OPEN	BULK CHEMICAL STORAGE
9300028	OPEN	INDUSTRIAL PLANT
9203017	OPEN	LOCAL GOVERNMENT
9200340	OPEN	BULK STORAGE FACILITY

Facility ID	Facility Status	Site type
8945113	CLOSED	FUEL USER/NON-RETAIL
8944984	CLOSED	FUEL USER/NON-RETAIL
8944983	OPEN	FUEL USER/NON-RETAIL
8944967	OPEN	FUEL USER/NON-RETAIL
8505898	CLOSED	RETAIL STATION
8733527	OPEN	RETAIL STATION
8521990	CLOSED	FUEL USER/NON-RETAIL
8628624	CLOSED	FUEL USER/NON-RETAIL
8522022	CLOSED	FUEL USER/NON-RETAIL
8837415	OPEN	FUEL USER/NON-RETAIL
8628949	CLOSED	FUEL USER/NON-RETAIL
8522018	CLOSED	FUEL USER/NON-RETAIL
8522012	OPEN	FUEL USER/NON-RETAIL
8522011	CLOSED	FUEL USER/NON-RETAIL
8522010	CLOSED	FUEL USER/NON-RETAIL
8629069	OPEN	FUEL USER/NON-RETAIL
8629040	CLOSED	FUEL USER/NON-RETAIL
8629039	CLOSED	FUEL USER/NON-RETAIL
9045859	CLOSED	FUEL USER/NON-RETAIL
8628891	CLOSED	FUEL USER/NON-RETAIL
8626152	CLOSED	FUEL USER/NON-RETAIL
8505870	CLOSED	FUEL USER/NON-RETAIL
8629106	CLOSED	FUEL USER/NON-RETAIL
9202007	CLOSED	FUEL USER/NON-RETAIL
8505805	CLOSED	FUEL USER/NON-RETAIL
8628998	CLOSED	FUEL USER/NON-RETAIL
8522044	CLOSED	FUEL USER/NON-RETAIL
8522034	CLOSED	FUEL USER/NON-RETAIL
8622112	CLOSED	FUEL USER/NON-RETAIL
9046156	CLOSED	FUEL USER/NON-RETAIL
8505581	CLOSED	FUEL USER/NON-RETAIL
8505498	OPEN	RETAIL STATION
8622154	OPEN	FUEL USER/NON-RETAIL
8628684	CLOSED	FUEL USER/NON-RETAIL
8505647	OPEN	RETAIL STATION
8736452	OPEN	FUEL USER/NON-RETAIL
8629055	CLOSED	FUEL USER/NON-RETAIL
8628930	CLOSED	INDUSTRIAL PLANT
8522056	OPEN	LOCAL GOVERNMENT
9502071	OPEN	FUEL USER/NON-RETAIL

Facility ID	Facility Status	Site type
9401158	OPEN	INDUSTRIAL PLANT
9600044	OPEN	INDUSTRIAL PLANT
9601367	CLOSED	FUEL USER/NON-RETAIL
9502773	OPEN	FUEL USER/NON-RETAIL
9601967	OPEN	FUEL USER/NON-RETAIL
9502345	OPEN	DRYCLEANER
9600639	CLOSED	FUEL USER/NON-RETAIL
9700492	CLOSED	FUEL USER/NON-RETAIL
9601920	OPEN	FUEL USER/NON-RETAIL
9803963	OPEN	FUEL USER/NON-RETAIL
9803285	CLOSED	FUEL USER/NON-RETAIL
9801705	OPEN	FUEL USER/NON-RETAIL
9803639	CLOSED	FUEL USER/NON-RETAIL
9801441	OPEN	FUEL USER/NON-RETAIL
9802494	CLOSED	FUEL USER/NON-RETAIL
9802753	OPEN	BULK STORAGE FACILITY
9803584	CLOSED	FUEL USER/NON-RETAIL
9803686	OPEN	FUEL USER/NON-RETAIL
9803923	OPEN	FUEL USER/NON-RETAIL
9804428	OPEN	RETAIL STATION
9804434	OPEN	FUEL USER/NON-RETAIL
8944987	OPEN	FUEL USER/NON-RETAIL
8841211	OPEN	RETAIL STATION
9700212	OPEN	COUNTY GOVERNMENT
8944960	OPEN	INDUSTRIAL PLANT
8505205	OPEN	FUEL USER/NON-RETAIL
9602100	OPEN	FUEL USER/NON-RETAIL
9809513	CLOSED	FUEL USER/NON-RETAIL
9807300	OPEN	RETAIL STATION
9807903	OPEN	FUEL USER/NON-RETAIL
9806680	OPEN	RETAIL STATION
9806793	OPEN	FUEL USER/NON-RETAIL
9806616	OPEN	FUEL USER/NON-RETAIL
9813244	OPEN	FUEL USER/NON-RETAIL
9808545	CLOSED	DRYCLEANER
9808400	OPEN	DRYCLEANER
9810936	OPEN	FUEL USER/NON-RETAIL
9811384	CLOSED	RETAIL STATION
9809525	CLOSED	CONTAMINATION SITE
9811841	CLOSED	OTHER REGULATED FACILITY

Facility ID	Facility Status	Site type
9813447	OPEN	DRYCLEANER
9813173	OPEN	FUEL USER/NON-RETAIL
9810747	OPEN	FUEL USER/NON-RETAIL
9813987	OPEN	FUEL USER/NON-RETAIL
9813601	CLOSED	FUEL USER/NON-RETAIL
9814817	OPEN	FUEL USER/NON-RETAIL

Summary: 102 feature(s) found within buffer.

Summary of Hydric Soils Classified by NRCS

Subset of SSOILS data designated as Hydric soils.

Metadata: http://www.fl-a-etat.org/est/metadata/sv_hydric.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Mapunit Key	Area of Interest	
	Acr	Pct
631568	55.73	2.05%
631578	31.09	1.15%
631592	< 0.1	< 0.01%

Summary of Specific Soils - SSURGO

County Soil Survey maps published by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) as the Soil Service Geographic (SSURGO) data set.

Metadata: http://www.fl-a-etat.org/est/metadata/nrcs_soils.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Mapunit Key	Area of Interest	
	Acr	Pct
631568	55.73	2.05%
631573	1,278.74	47.12%
631574	174.73	6.44%
631578	31.09	1.15%
631579	785.28	28.93%
631592	< 0.1	< 0.01%
750490	388.36	14.31%

Super Act Risk Sources

FDOH Super Act Risk Sources

Metadata: http://www.fl-a-etat.org/est/metadata/superact_risk.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Substance type	Project	Description
PETROLEUM	SUPER	RUSSELL BUILDING MOVERS
PETROLEUM	SUPER	TROPIC OIL CO
PETROLEUM	SUPER	KANE CARIBBEAN
PETROLEUM	SUPER	RESTAURANT SUPPLY
PETROLEUM	SUPER	ROCK & FILL CORP
PETROLEUM	SUPER	TEXACO
PETROLEUM	SUPER	ALANTIC- CANADA DRY
PETROLEUM	SUPER	LF SERVICE STATION
PETROLEUM	SUPER	TALLMASTERS
PETROLEUM	SUPER	MIAMI CONTAINER
PETROLEUM	SUPER	GALLART OIL CORP
PETROLEUM	SUPER	FMR SOUTHEASTERN TRAILER & CONT REPAIRS
PETROLEUM	SUPER	BREWER CO OF FLORIDA INC
PETROLEUM	SUPER	URBIETA OIL INC
PETROLEUM	SUPER	ALLIED UNIVERSAL CORP
PETROLEUM	SUPER	FMR UNITED RENTALS
PETROLEUM	SUPER	TARMAC FL- PENNSUCO MOBILE EQUIP
PETROLEUM	SUPER	PALMETTO AUTO TRUCK
PETROLEUM	SUPER	AERO TIRES CO
PETROLEUM	SUPER	MEDLEY UGAS AND DIESEL
PETROLEUM	SUPER	AC CRANE SERVICE
PETROLEUM	SUPER	ALAN SMITH INC
PETROLEUM	SUPER	ROS FILTER SERVICE
PETROLEUM	SUPER	ROMERO SUPER TRUCK
PETROLEUM	SUPER	FMR COMMERCIAL BANK OF AMERICA
PETROLEUM	SUPER	FMR HOLSUM BAKERS
PETROLEUM	SUPER	MEDLEY TOWN MAINTENANCE/PUBLIC

Summary: 27 feature(s) found within buffer.

Superfund Hazardous Waste Sites

Metadata: <http://www.fla-etat.org/est/metadata/epasuperfund.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Facility ID	Description	Status
110009274490	TNT CHEMICAL	NON-NPL
110008333053	UNITED RENTALS - RECYCLE SYSTEM	NON-NPL
110009274837	PEPPER STEEL & ALLOYS, INC.	NPL FINAL
110002526375	ASSOCIATED PAINT & PLASTICS INC	NON-NPL

Facility ID	Description	Status
110001748994	GENERAL PLASTICS CORP	NON-NPL
110009272937	MAT CHEMICALS	NON-NPL
110009274506	PET CHEMICALS	NON-NPL
110002395186	US HOLDING CORP	NON-NPL

Summary: 8 feature(s) found within buffer.

Surficial Aquifer System FAVA Response Theme

Metadata: http://www.fla-etat.org/est/metadata/fava_sas.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
MORE VULNERABLE	1,749.08	64.45%
UNKNOWN DESCRIPTION	964.92	35.55%

Surficial Geology

Metadata: <http://www.fla-etat.org/est/metadata/surgeo.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
MIAMI LS	2,713.99	100%

Township Range Section

Public Land Surveys, Township Range Section

Metadata: <http://www.fla-etat.org/est/metadata/plss.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Township, Range, Section
53S40E03
53S40E04
53S40E05
53S40E06
53S40E10
53S40E11
53S40E12
53S40E13
53S40E14

Township, Range, Section

53S40E15

52S40E29

52S40E30

52S40E31

52S40E32

52S40E33

Summary: 2338.4 acres, 86.16 percent of analysis area.

Toxic Release Inventory Sites

U.S. EPA Toxic Release Inventory

Metadata: <http://www.fl-a-etat.org/est/metadata/epatri.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Facility Name

BENADA ALUMINUM OF FLORIDA

FLOREX EXPLOSIVES INC

US HOLDING CORP

ALLIED UNIVERSAL CORP

APAC INC

PARKSON CORP

EDRON FIXTURE CORPORATION

ALJOMA LUMBER INC.

MODINE AFTERMARKET HOLDINGS INC

CRAIN INDUSTRIES INCORPORATED

SAFETY-KLEEN SYSTEMS MIAMI (MFL)

AAR LANDING GEAR SERVICES

BE AEROSPACE INC

CUSTOM BUILDING PRODUCTS

POMPEII FURNITURE

Summary: 15 feature(s) found within buffer.

Traffic Analysis Zones 2000

Metadata: <http://www.fl-a-etat.org/est/metadata/taz2000.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

2000 Population

2253362

Summary: 2713.99 acres, 100 percent of analysis area.

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010

Metadata: <http://www.fla-etat.org/est/metadata/tdsp.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

County	Description
MIAMI-DADE	MIAMI-DADE TRANSIT AGENCY
MIAMI-DADE, SARASOTA, VOLUSIA	LOGISTICARE SOLUTIONS LLC

Summary: 5427.98 acres, 200 percent of analysis area.

Treaters, Storers, and Disposers of Hazardous Waste

Treaters, Storers, and Disposers of Hazardous Waste

Metadata: <http://www.fla-etat.org/est/metadata/tsds.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

EPA ID	Site ID	Name
FLD984171694	11672	SAFETY-KLEEN SYSTEMS INC

Summary: 1 feature(s) found within buffer.

US EPA National Pollutant Discharge Elimination System (NPDES)

Metadata: <http://www.fla-etat.org/est/metadata/epanpdes.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Registry ID	Facility Name
110002009549	AAR LANDING GEAR SERVICES
110067018989	AIRPORT NORTH LOGISTIC CENTER
110028305590	ALL SERVICE
110016733506	AMERICAN COMPOSITES LLC
110043979834	BE AEROSPACE INC
110021022926	BOB S U - PICK AUTO PARTS, INC
110006491965	CENTRAL CONCRETE SUPERMIX - MEDLEY
110030817016	CUSTOM BUILDING PRODUCTS
110041264921	FEDEX
110032832754	FEDEX FREIGHT SERVICE CENTER
110006795539	GENERAL CONCRETE & READY MIX C
110059792069	GONZALEZ & SONS EQUIPMENT INC
110021023033	LA VICTORIA AUTO PARTS INC, LA VICTORIA CAR RECYCLING INC
110054104875	LKQ PICK YOUR PART (BOB'S)
110054104884	LKQ PICK YOUR PART (U-PICK)
110062695374	MARKS BROTHERS, INC

Registry ID	Facility Name
110006846958	MEDLEY LANDFILL
110044249033	MEDLEY MAINTENANCE FACILITY
110020069227	MODELO USED AUTO & TRUCK, INC
110057195663	NW 74 STREET
110020127067	QUICKCRETE READY MIX
110032832157	RIO'S CONCRETE PUMPING & RENTA
110000874242	SAFETY-KLEEN SYSTEMS MIAMI (MFL)
110020061467	SOUTH RIVER DRIVE USED AUTO PARTS
110021023015	U - PICK AUTO PARTS INC
110020537891	UNITED STATES COLD STORAGE
110023011881	UNITED STATES COLD STORAGE, MEDLEY
110010051273	UNIVERSAL CONCRETE & READY MIX
110043416354	AAR LANDING GEAR SERVICES
110010642652	AIRBOAT SERVICE, INC.
110011364086	ALJOMA LUMBER INC.
110000871968	ALLIED UNIVERSAL CORP
110006383537	CORESLAB STRUCTURES (MIAMI)INC
110007481108	PACIFIC SCIENTIFIC INC
110044882963	SR826 (PALMETTO EXPY) FROM NW 62ND ST. TO NW 81ST ST.

Summary: 35 feature(s) found within buffer.

US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities

US EPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities

Metadata: <http://www.fl-a-etat.org/est/metadata/eparcra.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Facility ID	Facility Name
110035503470	MOP FOREIGN CARS
110057648728	NK NEWLOOK, INC.
110006391181	NORTH COMMERCE CENTER
110035487309	NORTH RIVER COMMERCE CENTER
110054828978	OVERHAUL ACCESSORY INC
110035633231	OXYGEN SYSTEMS INC
110013372858	PALMETTO TRUCK & PARTS SALES INC
110005600732	PARADISE BEACH
110000872930	PARKSON CORP
110035747145	PELMAD CORP
110035475875	PELMAD CORP
110035740516	PELMAD CORPORATION
110035740446	PELMAD CORPORATION

Facility ID	Facility Name
110035602372	PELMED CORP
110002558526	PEPPERS STEEL & ALLOYS SITE
110035567990	PERFUMANIA
110009274506	PET CHEMICALS
110006391840	POWER CONTROL SERVICES
110035617080	QUALITY TEX SCREEN PRINTS
110005611089	RADIOGRAPHIC FILM DISTRIBUTORS INC
110013294425	REAL DIESEL
110035738208	REALTY ASSOCIATES FUND VI LLC
110032632453	RED HOT TREND
110006379445	ROMERO SUPER TRUCKS
110005630996	ROSE SEPTIC TANK CO INC
110016718872	ROYAL AIRLINE LINEN
110000874242	SAFETY-KLEEN SYSTEMS MIAMI (MFL)
110035678488	SIGNAL MFG & SUPPLIES INC
110006393152	SORREL ENTERPRISES INC
110035501034	SOUTHERN BELL
110039524244	SUNCOAST LANDING SYSTEMS INC
110035562673	TA - WESTERN LLC
110035483152	TAMARAC MPS GARAGE
110002009549	AAR LANDING GEAR SERVICES
110002547806	ABC STAPLE CO INC
110012537255	AERO SUPPLY & CONSULTING CORPORATION
110007460434	AIRCRAFT COMPOSITE TECHNOLOGIES INC
110055056736	AMERICA'S PROPERTIES
110016733506	AMERICAN COMPOSITES LLC
110046233456	AMS
110020068834	APAC INC
110005587604	APS INC
110006493482	ARISTECH CHEMICAL CORP
110007419560	ARMANDO TRUCK REPAIR
110006386703	ART & DESIGN PRODUCTIONS
110002526375	ASSOCIATED PAINT & PLASTICS INC
110018877535	ATLANTIC INDUSTRIAL SERVICES INC
110035471129	ATLANTIC USED AUTO PARTS
110043979834	BE AEROSPACE INC
110044967523	BEL INC
110000363758	BENADA ALUMINUM OF FLORIDA
110035471138	BIBEL BROTHERS LTD
110024250022	BONUS TECH INC

Facility ID	Facility Name
110006384974	BRANDSTEDT CONTROCS CORP
110035614485	C H ROBINSON INTERNATIONAL, INC
110006390253	CASTLE PRECISION IND
110005614219	CELL POWER OF SOUTH FLORIDA
110006491965	CENTRAL CONCRETE SUPERMIX - MEDLEY
110006392992	CHEM-KLEAN CORPORATION
110035748769	COCO INTERNATIONAL
110013294595	CUERVO INTERNATIONAL LLC
110035569710	DADE COUNTY NW TRANSPORTATION
110002516965	DURAN PAINT & BODY
110035584230	E SCRAP INC
110035756795	EAGLE GLOBAL TRANSPORT
110056304100	EAGLE METAL PROCESSING & RECYCLING
110005616976	ECONOMY AUTO PARTS
110035583678	EXIDE TECHNOLOGIES
110006495211	TAW TAMPA ARMATURE WORKS INC
110010338134	THE ASPHALT GROUP, LLC
110024251076	TMC ENGINE CENTER
110061266160	TROPIC OIL COMPANY
110012551345	TRUCK CITY BODY CO
110031282546	TWIN DISC SOUTHEAST
110031286043	UNICOMMERCE
110054828727	UNISOURCE WAREHOUSE
110007478899	UNITED TURBINE CORP
110016728601	UNITED TURBINE CORP
110020886656	UNITOR SHIPS SERVICE INC
110064385428	URS FEDERAL SERVICES INC
110002395186	US HOLDING CORP
110027961551	US SAMPLE CORP
110046230752	VELOZ TRUCK REPAIR INC
110005600741	VULCAN MATERIALS
110006848572	WHITE CONSTRUCTION CO
110035616964	FEDERAL EXPRESS
110032832754	FEDEX FREIGHT SERVICE CENTER
110006493721	FENCE MASTERS INC
110035580797	FLAGLER DEVELOPMENT
110017622063	FRIEDMAN BROTHERS DECORATIVE ART INC
110035578327	GAMMA DELTA CORPORATION
110006391467	GAR-P INDUSTRIES INC
110006392947	GENERAL MILLS BAKERIES & FOODS SVC

Facility ID	Facility Name
110001748994	GENERAL PLASTICS CORP
110063754012	GLOBAL TURBINE SERVICES INC
110035686601	GLS COMPOSITE DISTRIBUTORS
110044805565	GREEN KEY SOLUTIONS LLC
110035564813	HAMO USA, INC
110035610470	HAND PRINTS BY GIOVANNI
110033156581	HD SUPPLY ELECTRICAL LTD #HG3863
110035599108	HERMANO VELOZ CORP
110018876796	HERRERO & SONS CORP
110035651014	HOBBY PRESS INC
110016719470	IMPERIAL SANITATION SERVICES
110005633920	IN PRESS MARKETING CORPORATION
110006840936	INTERNATIONAL COLOR POSTERS
110005631192	INTERNATIONAL TRADE PARTNERS
110005649646	J B POWER LTD
110002532661	JONES PRODUCTS CORP
110064306932	JVC ENVIRONMENTAL INC
110021023033	LA VICTORIA AUTO PARTS INC, LA VICTORIA CAR RECYCLING INC
110006494560	LEND LEASE
110054828175	LUBE TO GO INC
110013289351	M & M TRUCK REPAIRS
110009272937	MAT CHEMICALS
110006846958	MEDLEY LANDFILL
110035719381	MEDX
110005645515	MIAMI FRONT WHEEL DRIVE INC
110005605737	MICRO WAVE FORMS INC
110000363767	MODINE AFTERMARKET HOLDINGS INC
110011364086	ALJOMA LUMBER INC.
110000871968	ALLIED UNIVERSAL CORP
110008325339	ALTON PACKAGING CORP
110043416354	AAR LANDING GEAR SERVICES
110046232536	ACTION HYDRAULICS
110000873458	EDRON FIXTURE CORPORATION
110043540255	EIS INC
110007459801	HONEYCOMB COMPOSITE SYSTEM INC
110007479521	HORIZON INDUSTRIES
110007428694	HOWARD INDUSTRIES INC
110007083930	INTERSTATE BRANDS CORP.
110012582703	ITALIAN SEAWAYS INTERNATIONAL
110007247513	MEDIA PRINTING

Facility ID	Facility Name
110007431190	MARC INDUSTRIES
110057535804	LAWSON INDUSTRIES
110008323723	MURTON ROOFING CORP
110007481108	PACIFIC SCIENTIFIC INC
110012549082	PROBEX FLUIDS RECOVERY INCORPORATED
110038062315	REGAL KITCHENS, LLC
110007466820	REINALDO PAINT & BODY
110006380399	AMFESCO DURAMIL
110007460602	BREWER CO OF FLORIDA INC
110055434061	AVENIR AVIATION LLC
110006494070	CITY COMPRESSOR REBUILDERS
110002009558	COLOR IT INCORPORATED
110008315769	AVIATION ENGINE SERVICE INC
110006383537	CORESLAB STRUCTURES (MIAMI)INC
110035482313	FPL METER TEST CENTER
110007472662	BELLSOUTH MIAMFL20W01 M6110
110008316250	TRIPLE S STORE FIXTURES INC
110008333053	UNITED RENTALS - RECYCLE SYSTEM
110007476800	USSTGP HAITI - US SOUTHERN COMMAND
110007425982	VESSEL MARINE MGT CORP
110012581152	SUNOCO SERVICE STATION #07056708
110007481322	WORLD ENVIRONMENTAL CORP
110007452238	SUPER TRUCK PARTS CORP
110006383877	FARM STORE #168

Summary: 157 feature(s) found within buffer.

USFWS Ecological Services Area Federally Listed Species

U.S. Fish and Wildlife Service Ecological Services Area Federally Listed Species

Metadata: http://www.fla-etat.org/est/metadata/eso_species.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

County	Office	Mammals	Birds	Fish	Reptiles	Amphibians	Mollusks	Crustaceans	Plants	Plants continued	Ferns and Allies	Invertebrates	Lichen
MIAMI-DADE	SOUTH FLORIDA ESO	FLORIDA BONNETED BAT, FLORIDA PANTHER	AUDUBON'S CRESTED CARACARA, BACHMAN'S	GULF STURGEON, SMALLT OOTH SAWFISH	AMERICAN ALLIGATOR, AMERICAN ICAN CROCODI				BEACH JACQUEMONTIA, BLODGETT'S SILVERB	FLORIDA SEMAPHORE CACTUS, GARBER'S	FLORIDA BRISTLE FERN	BARTRAM'S HAIRSTREAK BUTTERFLY, ELKHORN	

County	Office	Mammals	Birds	Fish	Reptiles	Amphibians	Mollusks	Crustaceans	Plants	Plants continued	Ferns and Allies	Invertebrates	Lichen
			WARBLER ,CAPE SABLE SEASIDE SPARRO W,EVERG LADE SNAIL KITE,FLO RIDA GRASSH OPPER SPARRO W,FLORI DA SCRUB- JAY,IVOR Y-BILLED WOODPE CKER,KIR TLAND'S WARBLER ,PIPING PLOVER,R ED KNOT,RE D- COCKADE D WOODPE CKER,WO OD STORK						USH,CAP E SABLE THOROU GHWORT, CARTER'S MUSTARD ,CARTER' S SMALL- FLOWERE D FLAX,CRE NULATE LEAD- PLANT,DE LTOID SPURGE, EVERGLA DES BULLY,FL ORIDA BRICKELL - BUSH,FL ORIDA PINELAN D CRABGRA SS,FLORI DA PRAIRIE- CLOVER	SPURGE,J OHNSON' S SEAGRAS S,OKEEC HOBEE GOURD,P INELAND SANDMAT ,SAND FLAX,SM ALL'S MILKPEA, TINY POLYGAL A		RN CORAL,FL ORIDA LEAFWIN G BUTTERF LY,MIAMI BLUE BUTTERF LY,SCHA US SWALLO WTAIL BUTTERF LY,STAGH ORN CORAL,S TOCK ISLAND TREE SNAIL	
		,PUMA,W EST INDIAN MANATEE			LE,EASTE RN INDIGO SNAKE,H AWKSBIL L SEA TURTLE,L EATHERB ACK SEA TURTLE								

Summary: 2713.99 acres, 100 percent of analysis area.

USGS Geographic Names Information System

Metadata: <http://www.fla-etat.org/est/metadata/gnis.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name

HIALEAH DRIVE SHOPPING CENTER
WILSON PARK
MEDLEY
WRHC-AM (CORAL GABLES)
POLICE FIREARMS TRAINING CENTER
MEDLEY LAKESIDE RETIREMENT COMMUNITY
MEDLEY MOBILE HOMES
MEDLEY POLICE DEPARTMENT

Name

MEDLEY POLICE DEPARTMENT SATELLITE OFFICE
 MIAMI - DADE COUNTY FIRE RESCUE STATION 46
 TOWN OF MEDLEY
 MEDLEY MOBILE HOME PARK
 MEDLEY LAKESIDE RETIREMENT PARK

Summary: 13 feature(s) found within buffer.

Urbanized Areas

Urban Exclusion Area

Metadata: <http://www.fla-etat.org/est/metadata/urban.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name

MIAMI

Summary: 2713.99 acres, 100 percent of analysis area.

Verified Impaired Florida Waters: Run 48 - August 2013

Metadata: http://www.fla-etat.org/est/metadata/impaired_waters.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Unique Water Body Identifier Number	Impairment(s) that Failed Water Quality Standards
C-6/MIAMI CANAL	3290	FECAL COLIFORM
C-6/MIAMI CANAL	3290	MERCURY (IN FISH TISSUE)

Summary: 3591.54 acres, 132.33 percent of analysis area.

Waste Cleanup Responsible Party Sites - Closed

Metadata: http://www.fla-etat.org/est/metadata/wcu_closed.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Waste Cleanup Responsible Party Site ID - Closed	Waste Cleanup Responsible Party Site Name - Closed
56405	U S FOUNDRY & MFG CO
72523	MIAMI BATTERY MFG CO

Summary: 2 feature(s) found within buffer.

Waste Cleanup Responsible Party Sites - Open

Metadata: http://www.fla-etat.org/est/metadata/wcu_open.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Waste Cleanup Responsible Party Site ID - Open	Waste Cleanup Responsible Party Site Name - Open
68448	PET CHEMICALS, INC. (FORMER)

Summary: 1 feature(s) found within buffer.

Wastewater Facilities

Wastewater facilities from FDEP

Metadata: <http://www.fla-etat.org/est/metadata/wafr.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Facility ID	Facility Name
FLG110254	POLIMIX USA, LLC
FLG110083	BARREIRO - READYMIX CONCRETE PLANT
FLG110614	QUICKCRETE READY MIX
FLG110533	CENTRAL CONCRETE SUPERMIX - MEDLEY

Summary: 4 feature(s) found within buffer.

Water Management District Boundaries

Metadata: <http://www.fla-etat.org/est/metadata/wmdbnd.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description
SOUTH FLORIDA WATER MANAGEMENT DISTRICT

Summary: 2713.99 acres, 100 percent of analysis area.

Waterbody IDs

FDEP Waterbody IDs

Metadata: <http://www.fla-etat.org/est/metadata/wbids.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Description
C-6/MIAMI CANAL (WEST)
C-6/MIAMI CANAL

Summary: 2713.99 acres, 100 percent of analysis area.

Wireless Antenna Structure Locations

Registered wireless antenna structure locations from the FCC

Metadata: <http://www.fla-etat.org/est/metadata/antreg.htm>

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

FCC Registration Number	Owner
1003194	SPECTRASITE COMMUNICATIONS, LLC. THROUGH AMERICAN TOWERS, LLC.
1030161	NEW CINGULAR WIRELESS PCS, LLC

Summary: 2 feature(s) found within buffer.

Woodstork Core Foraging Areas

Metadata: http://www.fla-etat.org/est/metadata/woodstork_areas.htm

Medley_AOI - Feature 1, analyzed on 07/12/2016.

Footprint analyzed

Name	Area of Interest	
	Acr	Pct
WOOD STORK AREAS	2,713.99	100%

Appendix 1: Analysis Issue Matrix

Medley_AOI Area of Interest

500-ft Research of Characteristics

This AOI will be available in the EST until 08/12/2016

Last updated by Zhuan Loo @ FDOT District 4

The table below lists all of the analysis types that have been run for this project, crossreferenced with environmental resource issues.

Analysis Type	Social and Economic						Cultural			Natural				Physical							
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
2000 Census Block Data		✓																			
2000 Census Data Block Groups - Housing		✓				✓															
2000 Census Data Block Groups - Income		✓				✓															
2000 Census Data Block Groups - Language		✓				✓															
2000 Census Data Block Groups - Percentages		✓				✓															
2000 Census Data Block Groups - Population Densities		✓				✓															
2000 Census Data Block Groups - Population Totals		✓				✓															
2000 Census Data Block Groups - Transportation		✓				✓															
2000 US Census Block Data - Minority Population greater than 40%		✓				✓															
2001 Intermodal Terminal Facilities							✓														
2003 FFWCC Habitat and Landcover GRID														✓							
2008 SFWMD FL Land Use and Land Cover	✓	✓				✓									✓						
2009 SJRWMD FL Land Use and Land Cover	✓	✓				✓									✓						
2010 Amtrak Intercity Railroad Terminals		✓				✓	✓												✓		
2010 Census County Demographics		✓				✓															
2010 Census Data Block Groups - Housing		✓				✓															
2010 Census Data Block Groups - Income		✓				✓															

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
2010 Census Data Block Groups - Language		✓				✓															
2010 Census Data Block Groups - Percentages		✓				✓															
2010 Census Data Block Groups - Population Densities		✓				✓															
2010 Census Data Block Groups - Population Totals		✓				✓															
2010 Census Data Block Groups - Race and Ethnicity		✓				✓															
2010 Census Data Block Groups - Transportation		✓				✓															
2010 Census Designated Places	✓	✓	✓		✓	✓	✓		✓	✓							✓	✓	✓		✓
2010 US Census Block Data		✓																			
2010 US Census Block Data - Minority Population greater than 40%		✓				✓															
2011 SRWMD FL Land Use and Land Cover	✓	✓				✓									✓						
2011 SWFWMD FL Land Use and Land Cover	✓	✓				✓									✓						
2013 NFWMD FL Land Use and Land Cover	✓	✓				✓									✓						
2014 American Community Survey Block Group Data - Housing		✓				✓															
2014 American Community Survey Block Group Data - Income		✓				✓															
2014 American Community Survey Block Group Data - Language		✓				✓															
2014 American Community Survey Block Group Data - Percentages		✓				✓															
2014 American Community Survey Block Group Data - Population Densities		✓				✓															
2014 American Community Survey Block Group Data - Population Totals		✓				✓															
2014 American Community Survey Block Group Data - Race and Ethnicity		✓				✓															
2014 American Community Survey Block Group Data - Transportation		✓				✓															
AM Tower Structures																✓			✓		
Adopted Total Maximum Daily Loads (TMDLs) in Florida											✓			✓							
Air Quality Maintenance Areas																	✓				
Airport Runways (polygons)		✓				✓	✓									✓			✓		
Airports		✓				✓	✓									✓			✓		
Ambient Air Monitoring Sites																	✓				
American Crocodile Critical Habitat														✓							
American Indian Lands and Native Entities In Florida		✓				✓			✓												✓

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Areas of Critical State Concern in Florida														✓							✓
Atlantic Coast Plants Consultation Area														✓							
Audubons Crested Caracara Occurrences in Florida (1992-2009)														✓							
Aviation Transportation Facilities		✓				✓	✓							✓		✓			✓		
Bald Eagle Nesting Territories														✓							
Basin Management Action Plans (BMAP) Areas in Florida												✓		✓				✓			
Biomedical Waste													✓					✓			
Black Bear Range														✓							
Black Bear Road Kills														✓							
Brownfield Location Boundaries	✓	✓												✓				✓			✓
Bus Transit Routes						✓	✓														
CLIP Version 2 Aquifer Recharge														✓							
CLIP Version 3 Aggregated CLIP Priorities														✓							
CLIP Version 3 Biodiversity Resource Priorities														✓							
CLIP Version 3 Critical Lands and Waters Identification - High Priority Private Wetlands and Uplands														✓							
CLIP Version 3 Florida Ecological Greenways Network														✓							
CLIP Version 3 Landscape Integrity Index														✓							
CLIP Version 3 Landscape Resource Priorities														✓							
CLIP Version 3 Natural Floodplain														✓							
CLIP Version 3 Priority Natural Communities (Reclassified based on clip_pr)														✓							
CLIP Version 3 Rare Species Habitat Conservation Priorities														✓							
CLIP Version 3 Significant Surface Waters														✓							
CLIP Version 3 Surface Water Resource Priorities														✓							
CLIP Version 3 Wetlands														✓							
Cape Sable Seaside Sparrow Consultation Area														✓							
Cape Sable Seaside Sparrow Historic Range														✓							
Cape Sable Sparrow Critical Habitat														✓							
Caracara Consultation Area														✓							
Cellular Antenna Locations																			✓		
Cemeteries (Points)		✓														✓					
Cemeteries (Polygons)		✓														✓					

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Census Bureau Landmarks - Points		✔																			
Census Bureau Landmarks - Polygons		✔																			
Coastal Assessment Framework															✔						
Coastal Barrier Resource System													✔		✔						✔
Coastal Change Analysis Program - 2010														✔							
Coastal Emergency Management Flood Data													✔		✔						
Coastline													✔								
Community Boundaries (User Defined)		✔																			
Community Centers (Points)		✔															✔				
Community and Fraternal Center Boundaries in Florida - 2015		✔															✔				
Comprehensive Everglades Restoration Plan (CERP) Project Boundaries										✔	✔	✔	✔	✔	✔			✔			✔
Cooperative Land Cover (CLC v3.1)														✔							
Correctional Facilities		✔																	✔		
Cotton Mouse Consultation Area														✔							
County Demographics - 2000 Census		✔				✔															
Critical Habitat for the Reticulated Flatwoods Salamander and Frosted Flatwoods														✔							
Critical Habitat in Florida for the West Indian Manatee - 2005														✔							
Crocodile Consultation Area														✔							
Cross Florida Barge Canal Structures		✔					✔								✔					✔	
Cultural Centers (Polygons)		✔															✔				
Cultural Centers (Points)		✔															✔				
D1 - Year Built by Decade (1970's)									✔												
D1 - Year Built by Decade (Before 1970)									✔												
D2 - Year Built by Decade (1970's)									✔												
D2 - Year Built by Decade (Before 1970)									✔												
D3 - Year Built by Decade (1970's)									✔												
D3 - Year Built by Decade (Before 1970)									✔												
D4 - Year Built by Decade (1970's)									✔												
D4 - Year Built by Decade (Before 1970)									✔												
D5 - Year Built by Decade (1970's)									✔												
D5 - Year Built by Decade (Before 1970)									✔												

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
D6 - Year Built by Decade (1970's)									✓												
D6 - Year Built by Decade (Before 1970)									✓												
D7 - Year Built by Decade (1970's)									✓												
D7 - Year Built by Decade (Before 1970)									✓												
DERM Contaminated Sites in Miami-Dade County													✓					✓	✓		
DFIRM 100-Year Flood Plain												✓	✓								✓
DFIRM Flood Hazard Zones												✓	✓								
DRASTIC Coverage for the Floridan Aquifer System												✓						✓			
DRASTIC Coverage for the Intermediate Aquifer												✓						✓			
DRASTIC Coverage for the Surficial Aquifer System												✓						✓			
Developments of Regional Impact (DRI)		✓				✓										✓					
District 1 Generalized Landuse	✓	✓																			
District 2 Generalized Landuse	✓	✓																			
District 3 Generalized Landuse	✓	✓																			
District 4 Generalized Landuse	✓	✓																			
District 5 Generalized Landuse	✓	✓																			
District 6 Generalized Landuse	✓	✓																			
District 7 Generalized Landuse	✓	✓																			
EPA Water Quality Data Monitoring Stations												✓									
Ecosystem Management Areas														✓							
Enterprise Zones	✓	✓	✓		✓	✓	✓									✓					
Environmental Geology									✓									✓			
Environmentally Sensitive Shorelines													✓	✓	✓						
Existing Recreational Trails		✓					✓	✓		✓						✓					
FDEM Places of Worship		✓														✓					
FDEP Dry Cleaning Program Sites													✓					✓	✓		
FDEP Institutional Control Registry		✓											✓					✓	✓		
FDEP Mitigation Banks											✓								✓		
FDEP Off Site Contamination Notices																		✓			
FDEP Springs 2009												✓									
FDOT RCI Bridges		✓						✓	✓												
FEMA Flood Insurance Rate Maps 1996												✓	✓								

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
FFWCC IWHRS Reclass 2009														✓							
FFWCC Management Areas								✓		✓				✓							
FFWCC Potential Habitat Richness - 2009														✓							
FFWCC State Manatee Protection Zones														✓							
FFWCC Strategic Habitat Conservation Areas Priority Rankings - 2009														✓							
FFWCC Strategic Habitat Conservation Areas Richness - 2009														✓							
FFWCC Strategic Habitat Conservation Areas by Species - 2009														✓							
FFWCC Wildlife Observations														✓							
FNAI Bird Rookeries														✓							
FNAI Element Occurrence														✓							
FWC 1999 Wading Bird Rookery Surveys														✓							
FWC Black Bear Nuisance Reports														✓							
Facility Crossings		✓																			
Fatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)	✓	✓					✓		✓												
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)	✓	✓					✓		✓												
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2010)	✓	✓					✓		✓												
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)	✓	✓					✓		✓												
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2012)	✓	✓					✓		✓												
Fatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)	✓	✓					✓		✓												
Federal Aviation Administration Obstructions							✓												✓		
Final Designation of Critical Habitat in Florida for <i>Anaea Troglodyta Floridaalis</i> (Florida Leafwing Butterfly) - 2014														✓							
Final Designation of Critical Habitat in Florida for <i>Chromolaena Frustrata</i> (Cape Sable Thoroughwort) - 2014														✓							
Final Designation of Critical Habitat in Florida for <i>Strymon Acis</i> (Bartram's Scrub-Hairstreak) - 2014														✓							
Final Designation of Critical Habitat in Florida for the Elkhorn and Staghorn Corals - 2009														✓							
Final Designation of Critical Habitat in Florida for the Smalltooth														✓							

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Sawfish - 2009																					
Fixed-Guideway Transit Network Stations						✓	✓														
Fixed-Guideway Transit and Ferry Network						✓	✓														
Florida 5 Year Crash Rates	✓	✓					✓		✓												
Florida Artificial Reefs															✓						
Florida Forever BOT Projects			✓			✓				✓				✓							✓
Florida Grasshopper Sparrow Consultation Area														✓							
Florida Invasive Plants														✓							
Florida Managed Areas										✓				✓							
Florida National Wildlife Refuges														✓		✓					
Florida Panther Mortality (1972 through August 2010)														✓							
Florida Reef Locations and Names															✓						
Florida Sand Skink and Blue-tailed (Bluetail) Mole Skink Suitability														✓							
Florida Scenic Highways and Byways																✓					✓
Florida Sea Grass Bed Scar Damage															✓						
Florida Site File Archaeological or Historic Sites		✓						✓	✓												
Florida Site File Areas with No Field Survey Project Boundary Present									✓												
Florida Site File Cemeteries		✓						✓	✓							✓					
Florida Site File Field Survey Project Boundaries		✓						✓	✓												
Florida Site File Historic Bridges		✓						✓	✓												
Florida Site File Historic Standing Structures		✓						✓	✓												
Florida Site File Resource Groups		✓						✓	✓												
Florida Species Observations 2007														✓							
Florida State Parks										✓				✓		✓					
Floridan Aquifer System FAVA Response Theme											✓							✓			
Fm Tower Structures												✓				✓			✓		
Forest Inventory and Analysis														✓							
Freshwater Mussels Critical Habitat														✓							
Front Porch Communities		✓																			
Future Land Use 2008	✓	✓				✓															
Generalized Agricultural Land Use				✓																	

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Geocoded Assisted Housing		✔																			
Geocoded Civic Centers		✔																			
Geocoded Fire Stations		✔																			
Geocoded Government Buildings		✔																			
Geocoded Health Care Facilities		✔														✔					
Geocoded Homeowner and Condominium Associations		✔														✔					
Geocoded Hospitals	✔	✔					✔		✔							✔			✔		
Geocoded Laser Facilities		✔														✔					
Geocoded Law Enforcement Facilities		✔																			
Geocoded Schools		✔	✔				✔			✔						✔		✔			
Geocoded Social Service Facilities		✔																			
Geocoded Veteran Facilities		✔				✔															
Geological Features														✔							
Gopher Tortoise Relocation Permit Recipient Sites in Florida														✔							
Groundwater Monitoring Wells		✔																			
Group Care Facilities		✔					✔									✔					
Gulf Sturgeon Critical Marine Habitat														✔							
Gulf Sturgeon Critical Riverine Habitat														✔							
Hazardous Waste Facilities													✔					✔	✔		
Hud Empowerment Zones / Enterprise Communities 2007	✔	✔	✔		✔	✔	✔									✔					
Hydrologic Cataloging Units of Florida												✔									
Impact on Prescribed Burning												✔		✔							
Intermediate Aquifer System FAVA Response Theme												✔						✔			
Johnson Seagrass Critical Habitat											✔			✔	✔						
Key Deer Consultation Area														✔							
Lake Wales Ridge Plants Consultation Area														✔							
Large Quantity Generators of Hazardous Waste													✔					✔	✔		
Limited Use Drinking Water Wells												✔						✔	✔		
List of Aquatic Preserves												✔	✔	✔	✔						✔
List of Hydric Soils Classified by NRCS											✔			✔							
List of Specific Soils - SSURGO				✔					✔	✔	✔			✔				✔			
Local Florida Parks and Recreational Facility Boundaries		✔								✔						✔					

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Lower Keys Marsh Rabbit Consultatio Area														✓							
Major Dams - 2010											✓	✓	✓		✓				✓	✓	
Managed Burn Zones (Lake Wales Ridge)																	✓				
Manatee Consultation Area														✓							
Mangroves										✓	✓		✓	✓							✓
Miami-Dade Keys Plants Consultation Area														✓							
Migrant Labor Camps		✓	✓			✓	✓														
Mitigation Property managed by NFWFMD											✓								✓		
Mobile Home and RV Parks		✓	✓			✓	✓														
NPDES Stormwater Permits																		✓			✓
NWFMD Agricultural Lands 2013				✓														✓			
NWFMD Industrial Areas 2013																		✓			
NWFMD Residential Areas 2013		✓	✓		✓											✓	✓				
NWFMD Wetlands 2013											✓			✓						✓	
National Bridge Inventory		✓						✓	✓												✓
National Estuarine Research Reserves												✓	✓		✓	✓					✓
National Historic Preservation Act - Florida Certified Local Governments								✓	✓												
National Marine Sanctuary Areas														✓	✓	✓					
National Park Projects								✓		✓				✓	✓	✓					
National Parks and Seashores								✓		✓				✓	✓	✓					
National Priority List Sites																		✓			
National Register of Historic Places		✓						✓	✓												
National Wetlands Inventory											✓									✓	
Noise Barriers					✓											✓					
Nonfatal Crashes On Florida Local and State Highway System (SHS) Roadways (2005 - 2007)	✓	✓					✓		✓												
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2008 - 2009)	✓	✓					✓		✓												
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2010)	✓	✓					✓		✓												
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2011)	✓	✓					✓		✓												
Nonfatal Crashes on Florida Local and State Highway System	✓	✓					✓		✓												

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
(SHS) Roadways (2012)																					
Nonfatal Crashes on Florida Local and State Highway System (SHS) Roadways (2013)	✓	✓					✓		✓												
Northern Everglades and Estuaries Protection Program (NEEP) Watersheds - 2011											✓	✓									
Nuclear Site Locations																		✓			
OGT: Hiking Trails Priorities (2013-2017)		✓					✓	✓		✓									✓		
OGT: Multi-Use Trails Opportunities		✓					✓	✓		✓											
OGT: Paddling Trails Opportunities		✓					✓	✓		✓											
Ocean Dredged Material Disposal Sites															✓						
Okeechobee Gourd Consultation Area														✓							
Onsite Sewage												✓	✓					✓			
Other Outstanding Florida Waters												✓									✓
Panther Consultation Area														✓							
Panther Zones														✓							
Parcel Derived Civic Centers		✓																			
Parcel Derived Health Care Facilities		✓														✓					
Parcel Derived Intermodal Facilities		✓																			
Parcel Derived Right of Ways		✓																			
Parcel Derived Schools		✓						✓	✓	✓						✓		✓	✓		
Parcel Derived Social Service Facilities		✓																			
Parks and Recreational Facilities (Points)		✓								✓						✓					
Petroleum Contamination Monitoring Sites													✓					✓	✓		
Phosphorous Restrictive Basins												✓									
Piping Plover														✓							
Piping Plover Consultation Area														✓							
Piping Plover Critical Habitat														✓							
Planned Unit Development	✓	✓				✓								✓		✓					✓
Potable Water Wells												✓		✓							
Potential Navigable Waterways							✓			✓			✓		✓					✓	✓
Prime Farm Land				✓																	✓
Prime Farmland in Florida with Associated Level 3 Water Management District Land Use Descriptions				✓																	

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Principal Aquifers of the State of Florida												✓									
Proposed Designation of Critical Habitat in Florida for Brickellia Mosieri (Florida Brickell-Bush) - 2013														✓							
Proposed Designation of Critical Habitat in Florida for Linum Carteri Carteri (Carter's Small-Flowered Flax) - 2013														✓							
Public Land		✓						✓			✓	✓		✓							✓
RCI - Wildlife Crossings														✓							
Railroads in the State of Florida		✓					✓									✓			✓		
Rare and Imperiled Fish														✓							
Rare and Imperiled Fish in Florida														✓							
Recharge Areas of the Floridan Aquifer												✓									
Reclass of Wetland Habitats of High Priority to Endangered and Threatened Species in Florida - 2012														✓							
Red-Cockaded Woodpecker Consultation Area														✓							
Red-cockaded Woodpecker Active and Inactive Occurrences in Florida - 2005														✓							
Religious Centers (Points)		✓														✓					
Religious Centers (Polygons)		✓														✓					
Restoration Area Plans and Non-BMAP TMDL Implementation												✓									
SFWMD - Save Our Rivers Lands												✓									✓
SFWMD Agricultural Lands 2008				✓														✓			
SFWMD Canals												✓					✓			✓	
SFWMD Industrial Areas 2008																✓	✓				
SFWMD Residential Areas 2008		✓	✓		✓											✓					
SFWMD Wetlands 2008											✓			✓						✓	
SJRWMD Agricultural Lands 2009				✓														✓			
SJRWMD Industrial Areas 2009																✓	✓				
SJRWMD Residential Areas 2009		✓	✓		✓											✓					
SJRWMD Spring Capture Zones (Springsheds) - 2013												✓									
SJRWMD Springs and Seeps 2007												✓									
SJRWMD Wetlands 2009											✓			✓						✓	
SJWMD - Save Our Rivers Lands												✓									✓
SRWMD Agricultural Lands 2011				✓														✓			

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
SRWMD Industrial Areas 2011																✓	✓				
SRWMD Residential Areas 2011		✓	✓		✓											✓					
SRWMD Springs Locations											✓	✓		✓						✓	
SRWMD Wetlands 2011											✓	✓						✓			✓
SWFWM Works of the District												✓						✓			✓
SWFWMD Agricultural Lands 2011				✓								✓						✓			✓
SWFWMD Dredge and Fill Permits												✓						✓			✓
SWFWMD Environmental Resource Permit Project Activity Areas												✓						✓			✓
SWFWMD Industrial Areas 2011																✓	✓				
SWFWMD Residential Areas 2011		✓	✓		✓											✓					
SWFWMD Storm Water Management Permit Points												✓						✓			✓
SWFWMD Water Use Permit Boundaries												✓						✓			✓
SWFWMD Well Construction Permit Locations												✓						✓			✓
SWFWMD Wetlands 2011											✓			✓						✓	
Sand Skink Consultation Area														✓							
Schaus Swallowtail Butterfly Consultation Area														✓							
Scrub Jay Consultation Area														✓							
Scrub Jay Occurrences in Florida (1992-1993)														✓							
Scrub Jay Service Area														✓							
Seagrass Beds (Showing Continuous/Discontinuous)											✓			✓	✓						
Sensitive Karst Areas in the SWFWMD - 2002												✓						✓			✓
Shared-Use Nonmotorized (SUN) Trail Network in Florida		✓					✓	✓		✓						✓					
Short-Tailed Hawk and Swallow-Tailed Kite Nests														✓							
Snail Kite Consultation Area														✓							
Snail Kite Critical Habitat														✓							
Snail Kite Priority Management Zones														✓							
Snowy Plover Nest Locations 2006														✓							
Sole Source Aquifers																					✓
Solid Waste Facilities		✓											✓					✓	✓		
South Florida Water Management District Critical Restoration Project										✓	✓	✓	✓	✓	✓			✓			✓
Special Flood Hazard Areas													✓								✓

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Special or Outstanding Florida Waters									✓			✓									✓
State Historic Highways									✓			✓	✓					✓	✓		
State funded Hazardous Waste Cleanup Sites												✓	✓	✓				✓	✓		
Stock Island Tree Snail Consultation Area													✓					✓	✓		
Storage Tank Contamination Monitoring (STCM)													✓					✓	✓		
Submerged Lands Act	✓					✓	✓	✓							✓						
Subsidence Incident Reports for the State of Florida												✓						✓			✓
Summary of Hydric Soils Classified by NRCS											✓			✓				✓			
Summary of Specific Soils - SSURGO				✓					✓		✓			✓				✓			
Super Act Risk Sources												✓	✓					✓	✓		
Super Act Wells												✓	✓					✓	✓		
Superfund Hazardous Waste Sites												✓	✓					✓	✓		
Surface Water Classification												✓	✓					✓	✓		
Surficial Aquifer System FAVA Response Theme												✓	✓					✓	✓		
Surficial Geology												✓	✓					✓	✓		
Swallet Locations in Florida - 2007												✓						✓			✓
TNC Ecological Resource Conservation Areas														✓							
Television Broadcast Structure Locations														✓		✓			✓		
Threatened or Endangered Species														✓							
Township Range Section	✓								✓		✓	✓		✓							
Toxic Release Inventory Sites																		✓			
Traffic Analysis Zones 2000							✓														
Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010							✓									✓					
Treaters, Storers, and Disposers of Hazardous Waste													✓					✓	✓		
US Army Corps of Engineers Ports															✓						
US Coast Guard Aids to Navigation															✓						
US EPA National Pollutant Discharge Elimination System (NPDES)												✓						✓			
US EPA Power Plants																	✓	✓	✓		
US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities																		✓			
USFWS Ecological Services Area Federally Listed Species														✓							

Analysis Type	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
USGS Geographic Names Information System		✓										✓				✓					
USGS Springs (SRWMD)												✓				✓					
Urbanized Areas				✓								✓		✓		✓					
Verified Impaired Florida Waters: Run 48 - August 2013												✓		✓							
WBIDs with Verified Nutrient or Dissolved Oxygen Impairment or Adopted TMDLs or RAPs for the State of Florida												✓		✓							
Waste Cleanup Responsible Party Sites - Closed													✓					✓	✓		
Waste Cleanup Responsible Party Sites - Inactive													✓					✓	✓		
Waste Cleanup Responsible Party Sites - Open													✓					✓	✓		
Wastewater Facilities		✓																	✓		
Water Management District Boundaries											✓					✓					
Water Management District Owned Lands									✓	✓		✓		✓					✓		
Waterbody IDs												✓	✓	✓				✓			
Waterfronts Florida Program Designated Communities															✓						✓
Wild and Scenic Rivers												✓				✓					✓
Wireless Antenna Structure Locations																			✓		
Woodstork Core Foraging Areas														✓							
Woodstork Nests														✓							

Appendix R

Okeechobee Road (US-27) and SR 826 Crash Analysis



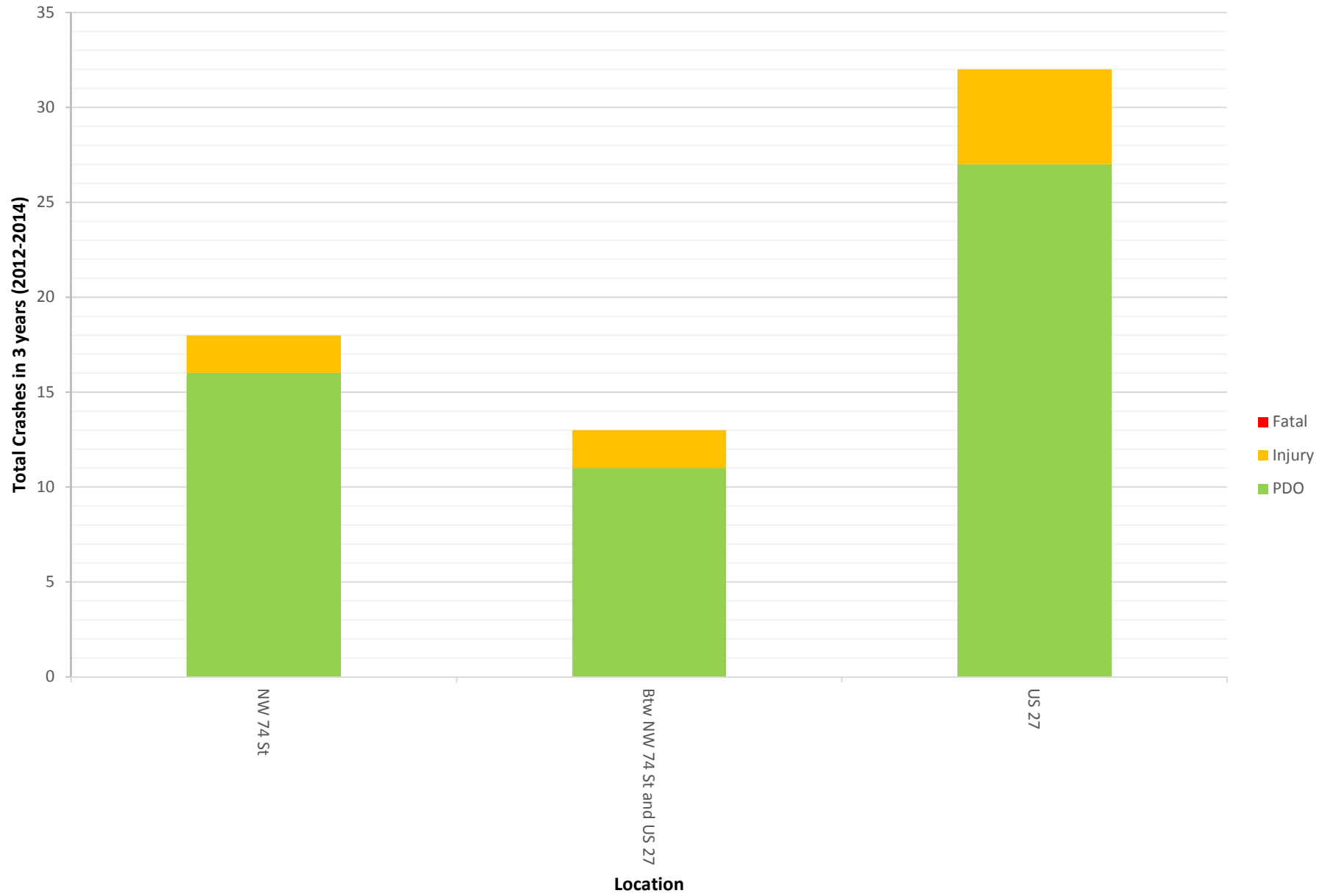
CRASH STATISTICS

SR 826 from SR 934 to SR 25		Number of Crashes			3 Year Total Crashes	Mean Crashes Per Year	%
		Year					
		2012	2013	2014			
CRASH TYPE	Rear End	2	10	8	20	7	30.3%
	Head On	0	0	0	0	0	0.0%
	Angle	4	0	2	6	2	9.1%
	Left Turn	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	12	8	14	34	11	51.5%
	Backed Into	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0.0%
	Impact Attenuator/Crash Cushion	0	0	0	0	0	0.0%
	Bridge Overhead Structure	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0.0%
	Culvert	0	0	0	0	0	0.0%
	Curb	0	0	0	0	0	0.0%
	Ditch	0	0	0	0	0	0.0%
	Embankment	0	0	0	0	0	0.0%
	Guardrail Face	0	0	0	0	0	0.0%
	Guardrail End	0	0	0	0	0	0.0%
	Cable Barrier	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	0	0	0	0	0	0.0%
	Other Traffic Barrier	0	0	0	0	0	0.0%
	Tree (Standing)	0	0	0	0	0	0.0%
	Utility Pole/Light Support	0	0	0	0	0	0.0%
	Traffic Sign Support	0	0	0	0	0	0.0%
	Traffic Signal Support	0	0	0	0	0	0.0%
	Other Post, Pole Or Support	0	0	0	0	0	0.0%
	Fence	0	0	0	0	0	0.0%
	Mailbox	0	0	0	0	0	0.0%
	Other Fixed Object	0	0	0	0	0	0.0%
	Other Non Fixed Object Collisions	0	1	0	1	0	1.5%
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	0	0	0	0	0	0.0%
	Parked Motor Vehicle	0	0	0	0	0	0.0%
	Work Zone/Maintenance Equip.	0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	0	1	0	1	0	1.5%
	Other Non-Fixed Object	0	0	0	0	0	0.0%
	Non-Collisions	0	2	0	2	1	3.0%
	Overturn/Rollover	0	0	0	0	0	0.0%
	Fire/Explosion	0	0	0	0	0	0.0%
	Immersion	0	0	0	0	0	0.0%
	Jackknife	0	1	0	1	0	1.5%
	Cargo/Equipment Loss or Shift	0	1	0	1	0	1.5%
	Fell/Jumped from Motor Vehicle	0	0	0	0	0	0.0%
	Thrown or Falling Object	0	0	0	0	0	0.0%
	Ran into Water/Canal	0	0	0	0	0	0.0%
	Other Non-Collision	0	0	0	0	0	0.0%
	Others	0	3	0	3	1	4.5%
	Total Crashes	18	24	24	66	22	100.0%
SEVERITY	PDO Crashes	16	21	20	57	19	86.4%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	2	3	4	9	3	13.6%
LIGHTING CONDITIONS	Daylight	17	23	22	62	21	93.9%
	Dusk	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0.0%
	Dark	1	1	2	4	1	6.1%
	Unknown	0	0	0	0	0	0.0%

CRASH STATISTICS

SR 826 from SR 934 to SR 25		Number of Crashes			3 Year Total Crashes	Mean Crashes Per Year	%
		Year					
		2012	2013	2014			
SURFACE CONDITIONS	Dry	15	22	22	59	20	89.4%
	Wet	3	2	2	7	2	10.6%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	3	1	4	1	6.1%
	February	2	3	2	7	2	10.6%
	March	4	1	3	8	3	12.1%
	April	2	3	4	9	3	13.6%
	May	0	0	3	3	1	4.5%
	June	2	1	1	4	1	6.1%
	July	0	1	2	3	1	4.5%
	August	1	3	0	4	1	6.1%
	September	4	3	3	10	3	15.2%
	October	1	3	3	7	2	10.6%
	November	1	0	1	2	1	3.0%
	December	1	3	1	5	2	7.6%
DAY OF WEEK	Monday	2	5	5	12	4	18.2%
	Tuesday	4	4	6	14	5	21.2%
	Wednesday	3	5	5	13	4	19.7%
	Thursday	3	3	3	9	3	13.6%
	Friday	6	5	3	14	5	21.2%
	Saturday	0	2	2	4	1	6.1%
	Sunday	0	0	0	0	0	0.0%
HOUR OF DAY	00:00-06:00	2	3	0	5	2	7.6%
	06:00-09:00	3	4	4	11	4	16.7%
	09:00-11:00	1	4	0	5	2	7.6%
	11:00-13:00	3	3	5	11	4	16.7%
	13:00-15:00	3	3	3	9	3	13.6%
	15:00-18:00	5	6	7	18	6	27.3%
	18:00-24:00	1	1	5	7	2	10.6%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	3	5	3	11	4	16.7%
	Careless or Negligent Manner	4	8	6	18	6	27.3%
	Failed to Yield Right-Of-Way	2	1	5	8	3	12.1%
	Improper Backing	0	0	0	0	0	0.0%
	Improper Turn	0	0	1	1	0	1.5%
	Followed too Closely	0	1	1	2	1	3.0%
	Ran Red Light	1	0	0	1	0	1.5%
	Drove too Fast for Conditions	0	0	0	0	0	0.0%
	Ran Stop Sign	0	0	0	0	0	0.0%
	Improper Passing	1	1	2	4	1	6.1%
	Exceed Posted Speed	0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	3	2	4	9	3	13.6%
	Ran Off Roadway	0	0	0	0	0	0.0%
	Disregarded Other Traffic Sign	0	0	0	0	0	0.0%
	Disregarded other Road Markings	0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	0	0	0	0	0	0.0%
	Swerved Or Avoided	0	0	0	0	0	0.0%
	Erratic, Reckless or Aggressive	0	0	0	0	0	0.0%
	Other Contributing Action	4	6	2	12	4	18.2%
WEATHER CONDITIONS	Clear	8	20	18	46	15	69.7%
	Cloudy	9	3	6	18	6	27.3%
	Rain	1	1	0	2	1	3.0%
	Fog, Smog, Smoke	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%

SR 826 from SR 934 to SR 25



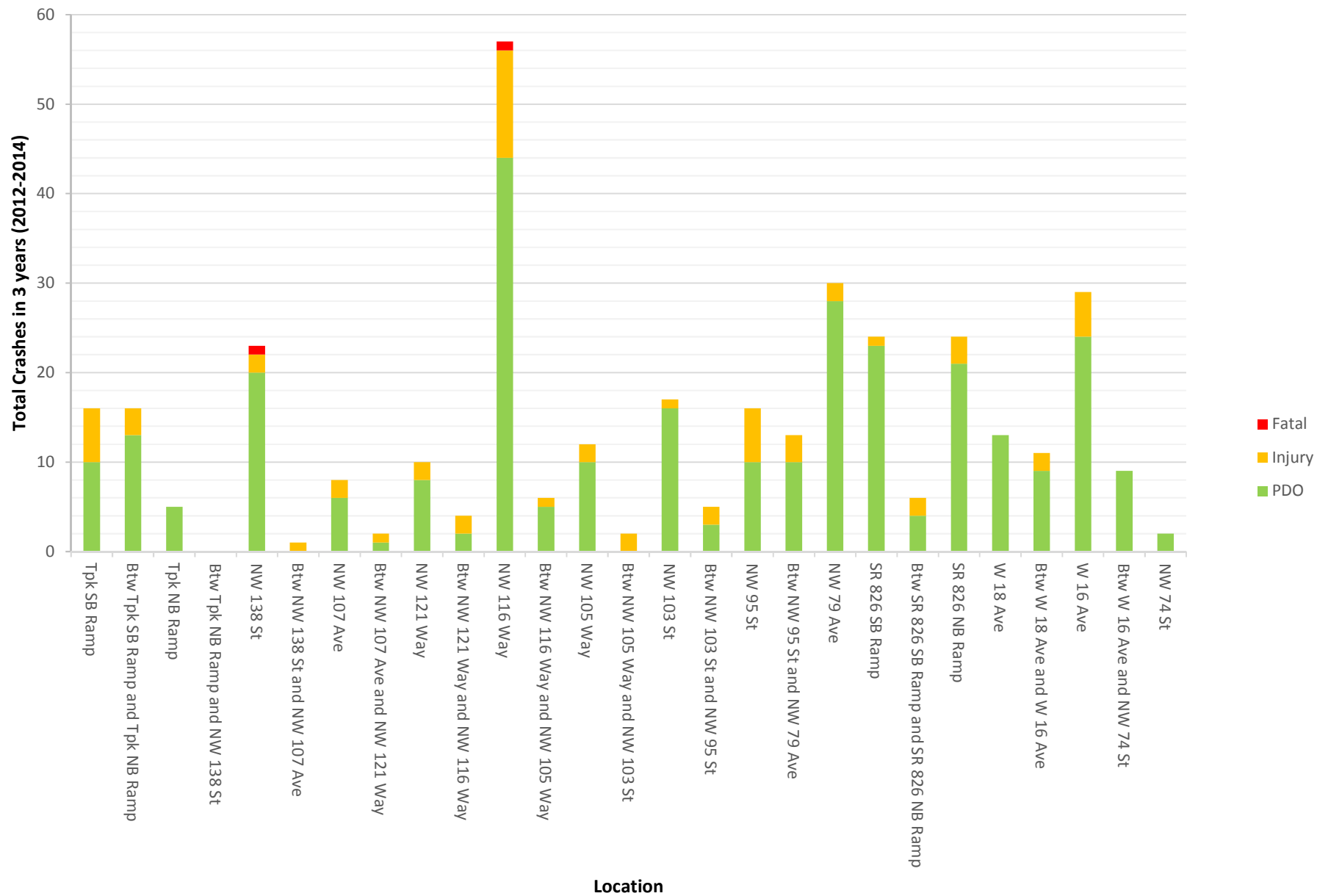
CRASH STATISTICS

US 27 from NW 118 Ave to NW 74 St		Number of Crashes			3 Year Total Crashes	Mean Crashes Per Year	%
		Year					
		2012	2013	2014			
CRASH TYPE	Rear End	41	31	41	113	38	31.3%
	Head On	0	0	0	0	0	0.0%
	Angle	12	16	19	47	16	13.0%
	Left Turn	10	4	6	20	7	5.5%
	Right Turn	2	1	3	6	2	1.7%
	Sideswipe	19	48	54	121	40	33.5%
	Backed Into	0	0	1	1	0	0.3%
	Pedestrian	1	0	0	1	0	0.3%
	Bicycle	1	0	0	1	0	0.3%
	Fixed Object	1	0	3	4	1	1.1%
	Impact Attenuator/Crash Cushion	0	0	0	0	0	0.0%
	Bridge Overhead Structure	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0.0%
	Culvert	0	0	0	0	0	0.0%
	Curb	0	0	1	1	0	0.3%
	Ditch	0	0	0	0	0	0.0%
	Embankment	0	0	0	0	0	0.0%
	Guardrail Face	0	0	0	0	0	0.0%
	Guardrail End	0	0	0	0	0	0.0%
	Cable Barrier	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	1	0	1	2	1	0.6%
	Other Traffic Barrier	0	0	0	0	0	0.0%
	Tree (Standing)	0	0	0	0	0	0.0%
	Utility Pole/Light Support	0	0	1	1	0	0.3%
	Traffic Sign Support	0	0	0	0	0	0.0%
	Traffic Signal Support	0	0	0	0	0	0.0%
	Other Post, Pole Or Support	0	0	0	0	0	0.0%
	Fence	0	0	0	0	0	0.0%
	Mailbox	0	0	0	0	0	0.0%
	Other Fixed Object	0	0	0	0	0	0.0%
	Other Non Fixed Object Collisions	1	2	0	3	1	0.8%
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	0	0	0	0	0	0.0%
	Parked Motor Vehicle	0	0	0	0	0	0.0%
	Work Zone/Maintenance Equip.	0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	1	0	0	1	0	0.3%
	Other Non-Fixed Object	0	2	0	2	1	0.6%
	Non-Collisions	1	3	4	8	3	2.2%
	Overturn/Rollover	1	0	1	2	1	0.6%
	Fire/Explosion	0	0	0	0	0	0.0%
	Immersion	0	0	0	0	0	0.0%
	Jackknife	0	1	2	3	1	0.8%
	Cargo/Equipment Loss or Shift	0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	0	0	0	0	0	0.0%
	Thrown or Falling Object	0	0	1	1	0	0.3%
	Ran into Water/Canal	0	0	0	0	0	0.0%
	Other Non-Collision	0	2	0	2	1	0.6%
	Others	7	7	22	36	12	10.0%
	Total Crashes	96	112	153	361	120	100.0%
SEVERITY	PDO Crashes	70	91	134	295	98	81.7%
	Fatal Crashes	1	0	1	2	1	0.6%
	Injury Crashes	25	21	18	64	21	17.7%
LIGHTING CONDITIONS	Daylight	86	96	124	306	102	84.8%
	Dusk	4	1	1	6	2	1.7%
	Dawn	0	2	5	7	2	1.9%
	Dark	6	13	23	42	14	11.6%
	Unknown	0	0	0	0	0	0.0%

CRASH STATISTICS

US 27 from NW 118 Ave to NW 74 St		Number of Crashes			3 Year Total Crashes	Mean Crashes Per Year	%
		Year					
		2012	2013	2014			
SURFACE CONDITIONS	Dry	80	97	130	307	102	85.0%
	Wet	16	15	23	54	18	15.0%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	3	12	14	29	10	8.0%
	February	8	5	8	21	7	5.8%
	March	7	9	6	22	7	6.1%
	April	7	8	12	27	9	7.5%
	May	7	13	10	30	10	8.3%
	June	3	12	17	32	11	8.9%
	July	16	5	13	34	11	9.4%
	August	16	8	16	40	13	11.1%
	September	5	10	16	31	10	8.6%
	October	11	6	11	28	9	7.8%
	November	5	14	16	35	12	9.7%
	December	8	10	14	32	11	8.9%
DAY OF WEEK	Monday	26	35	31	92	31	25.5%
	Tuesday	20	20	37	77	26	21.3%
	Wednesday	15	18	29	62	21	17.2%
	Thursday	17	14	17	48	16	13.3%
	Friday	14	21	31	66	22	18.3%
	Saturday	3	3	5	11	4	3.0%
	Sunday	1	1	3	5	2	1.4%
HOUR OF DAY	00:00-06:00	7	6	7	20	7	5.5%
	06:00-09:00	15	26	27	68	23	18.8%
	09:00-11:00	21	17	17	55	18	15.2%
	11:00-13:00	12	13	28	53	18	14.7%
	13:00-15:00	15	17	26	58	19	16.1%
	15:00-18:00	21	21	29	71	24	19.7%
	18:00-24:00	5	12	19	36	12	10.0%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	5	13	19	37	12	10.2%
	Careless or Negligent Manner	37	41	59	137	46	38.0%
	Failed to Yield Right-Of-Way	11	10	20	41	14	11.4%
	Improper Backing	6	0	5	11	4	3.0%
	Improper Turn	2	8	6	16	5	4.4%
	Followed too Closely	3	1	1	5	2	1.4%
	Ran Red Light	5	4	5	14	5	3.9%
	Drove too Fast for Conditions	1	0	0	1	0	0.3%
	Ran Stop Sign	1	0	0	1	0	0.3%
	Improper Passing	0	2	1	3	1	0.8%
	Exceed Posted Speed	0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	8	9	13	30	10	8.3%
	Ran Off Roadway	0	0	0	0	0	0.0%
	Disregarded Other Traffic Sign	0	0	0	0	0	0.0%
	Disregarded other Road Markings	0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	0	0	0	0	0	0.0%
	Swerved Or Avoided	0	1	0	1	0	0.3%
	Erratic, Reckless or Aggressive	0	0	0	0	0	0.0%
	Other Contributing Action	17	23	24	64	21	17.7%
WEATHER CONDITIONS	Clear	64	79	97	240	80	66.5%
	Cloudy	20	25	43	88	29	24.4%
	Rain	12	8	13	33	11	9.1%
	Fog, Smog, Smoke	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%

US 27 from NW 118 Ave to NW 74 St



OUR INTERMODAL SCHEDULE

SOUTHBOUND

Origin	Destination	FECR Train ID/Service	Day of Week Cut-Off	Origin Cut-Off Time	Destination Availability Time and Transit Days
Jacksonville	Cocoa	117	SU	1400	0500(1)
		117	M,TU,W,TH,	1800	0500(1)
Jacksonville	Fort Pierce	127	SU	2030	1100(1)*
		101	SA	1000	1100(1)
		109	M,TU,W,TH,F	2030	1100(1)*
Jacksonville	Fort Lauderdale	117	SU,M,TU,W,TH,F	1645	0700(1)
		127	SU	2030	1200(1)*
		109	M,TU,W,TH,F	2030	1200(1)*
		121	SA	1915	1200(1)
Jacksonville	Miami	101	M,TU,W,TH	1000	0130(1)
		101	F,SA	1000	0600(1)
		101	SU	1000	0345(1)
		107	SA	1600	1100(1)
		107	SU,M,TU,W,TH,F	1530	0600(1)*
		127	SU	2030	1500(1)*
		109	M,TU,W,TH,F	2030	1500(1)*
		121	SU,M,TU,W,TH,F,SA	1915	1230(1)
Jacksonville	PortMiami	107	SU,M,TU,W,TH,F	1530	0800(1)*
		121	SU,M,TU,W,TH,F,SA	1915	1230(1)
Cocoa	Fort Lauderdale (FECR ICTF)	335	M,TU,W,TH	1800	1000(1)*
	Fort Lauderdale (FECR ICTF)	335	F	1800	1000(4)*
	PortMiami	335	M,TU,W,TH	1800	1230(1)*
Fort Pierce	PortMiami	335	F	1800	1230(4)*
	PortMiami	335	M,TU,W,TH,F	1700	1230(1)*
	PortMiami	101	SA	1700	1230(1)*
Atlanta	Miami	101 Jax-Mia	SU,M,TU,W	2100	0130(2)
		101 Jax-Mia	TH,F	2100	0600(2)
		101 Jax-Mia	SA	1800	0345(2)
Atlanta	Fort Lauderdale	117 Jax-Ftl	SU,M,TU,W,TH	2100	0700(2)
		121 Jax-Ftl	F	2100	1200(1)*
		117 Jax Ftl	SA	2100	0700(2)
Charlotte	Fort Lauderdale	117 Jax-Ftl	M,TU,W,TH	1900	0700(2)
		121 Jax-Ftl	F	1900	1200(2)
		117 Jax-Ftl	SA	1530	0700(3)
Charlotte	Miami	107 Jax-Mia	M,TU,W,TH	1900	0600(2)
		121 Jax-Mia	F	1900	1230(2)
		107 Jax-Mia	SA	1530	0600(3)
Charlotte	PortMiami	107 Jax-Pom	M,TU,W,TH	1900	0800(2)
		121 Jax-Pom	F	1900	1230(2)
		107 Jax-Pom	SA	1530	0800(3)

Subject to change. *Effective 08/15/2016, Edited 08/15/2016.

NORTHBOUND

Origin	Destination	FECR Train ID/Service	Day of Week Cut-off	Origin Cut-Off Time	Destination Availability Time and Transit Days
PortMiami	Fort Pierce	222	SU,M,TU,W,TH	1800	1100(2)
		222	F	1800	1100(3)
PortMiami	Cocoa	226	M,TU,W,TH	1800	0800(1)
		226	F	1800	0800(3)
		226	SA	1200	0800(2)
PortMiami	Jacksonville - FECR, CSX I/L	226	M,TU,W,TH,F	1800	1230(1)
		226	SA	1200	1230(1)
PortMiami	Charlotte	226 Pom-Jax	M,TU,F	1800	0600(3)
		226 Pom-Jax	W	1800	0600(5)
		226 Pom-Jax	TH	1800	0600(4)
		226 Pom-Jax	SA	1200	0600(4)
PortMiami	Atlanta Destined Only	210 Pom-Jax	M,TU,W,TH,F	1800	0500(3)
		210 Pom-Jax	SA	1200	0500(3)
PortMiami	NS I/L - Beyond Atlanta	210 Pom-Jax	M,TU,W,TH,F	1800	Final Location Dependent
		210 Pom-Jax	SA	1200	Final Location Dependent
Miami	CSX I/L Only	202	M,TU,W,TH	0400	1230(1)
		202	F,SA	0400	1230(1)
Miami	Jacksonville	222	M,TU,W,TH,F,SA,SU	1500	0800(1)
		226	M,TU,W,TH,F	2100	1230(1)
		226	SA,SU	1500	1230(1)
Miami	Cocoa	226	SU,M,TU,W,TH	1700	0800(1)
Miami	Atlanta Destined Only	210 Mia-Jax	M,TU,W,TH,F,SA	1700	0500(3)
Miami	NS I/L - Beyond Atlanta	210 Mia-Jax	M,TU,W,TH,F	1200	Final Location Dependent
Miami	Charlotte	226 Mia-Jax	M,TU,F	2100	0600(3)
		226 Mia-Jax	W	2100	0600(5)
		226 Mia-Jax	TH	2100	0600(4)
		226 Mia-Jax	SA	1500	0600(4)
		226 Mia-Jax	SU	1500	0600(3)
Fort Lauderdale	Atlanta Destined Only	218 Ftl-Jax	M,TU,W,TH,F	2000	0500(4)
		218 Ftl-Jax	SU	1200	0500(4)
	Charlotte	218 Ftl-Jax	M,TU,F	2000	0600(3)
		218 Ftl-Jax	W	2000	0600(5)
		218 Ftl-Jax	TH	2000	0600(4)
		218 Ftl-Jax	SU	1200	0600(3)
Fort Lauderdale (FECR ICTF)	Cocoa	218	SU,M,TU,W,TH	1200	1130(1)
Fort Lauderdale	Jacksonville	218	M,TU,W,TH,F	2000	1130(1)
		218	SU	1200	1130(1)
Fort Pierce	Jacksonville	222	M,TU,W,TH,F	1700	0900(1)
		222	SA	1300	0900(1)
Cocoa	Jacksonville	202	M,TU,W,TH,F	0830	1000(1)

*Subject to change. *Effective 08/15/2016, Edited 08/15/2016.*